

Skate Park Maintenance

Maintenance of existing skate parks

- The City and Environment Directorate (CED) employs a hierarchy of audit inspections across the skate park network for maintenance and other issues that may impact user safety.
- Audits include two levels of inspection:
 - **Visual/routine inspection:** undertaken by CED staff, with the purpose to identify obvious hazards. Frequency is dependent on the level of use and elements/materials; and
 - **Annual/main inspection:** undertaken by qualified contractors, to identify the general operational safety of skate elements and rolling surfaces within consistency of relevant standards. This annual audit generates a report with recommendations on hierarchy and priority maintenance.
- Minor works such as the removal of litter can be completed on site immediately by CED, however large repair works require scheduling with specific contractors for things such as welding or structural repairs).

Recent/upcoming maintenance works

- The majority of priority one works from the last annual skate park safety audit have been completed at the Tuggeranong skate park.
- Partial remediation of select vert ramp panels was undertaken and further investigation of the sub-structure will be required in the short to medium term to determine the extent of work required to alleviate future issues with structure and prevent warping of the remaining panels. This work will be investigated as part of the recently funded Tuggeranong Skate Park renewal project.
- In February 2025, CED undertook a comprehensive audit of the new Belconnen vert ramp. Minor panel maintenance works were undertaken in March 2025 to address audit findings.
- CED ordered and received spare replacement panels for the vert ramp to ensure that if there are future surface issues, these can be rectified quickly.

Recent Graffiti Removal Works at Belconnen Skate Park

- The Canberra Skateboarding Association (CSA) have expressed concerns that recent graffiti removal works may have impacted the quality of the skating surface.
- Whilst any damage is not immediately obvious to the maintenance team, CED is mindful that the skating community may perceive, even a small loss of surface material, as a degradation of the skating experience.

- The Place Management team has engaged with CSA on matters relating to skateboard facility maintenance where appropriate.
- One of the aims of engagement will be to test the management practices employed by CED and its contractors, skate element by element, with a view to potentially modifying management practice for mutual benefit.
- The Place Management team has agreed to adjust graffiti removal techniques to ensure no pressure removal occurs on the rolling surfaces, only paint over techniques. This new approach may impact the rapid removal of graffiti from rolling surfaces due to weather conditions required for paint over and also exclusion requirements for wet paint.
- It is likely that if remedial works are required to the surface subject to the graffiti removal, that these works will be added to the 2025-26 maintenance program.

New Works – 2025-26 Budget

- ACT Labor committed to developing a Skate Strategy, upgrading the Tuggeranong skatepark, a new skatepark for Kippax and the refurbishment of the Charnwood bowl.
- The 2025-26 ACT budget funded renewal works at Tuggeranong skate park and at Charnwood skate park, a feasibility study for a full upgrade of the Tuggeranong skate park, and the development of an ACT Skate Strategy over a two-year period.
- The yearly skate park audit and reporting is also funded in the 2025-26 ACT Budget in the Asset Renewal Program. The yearly audit report assists in determining future skate park upgrade and maintenance priorities.

ACT Skate Strategy

- ACT Labor committed to working with skate park users and community groups on an ACT Skate Strategy.
- Work has commenced and the Strategy is expected to be completed by mid-2026. The Strategy development will include consultation with local skate community groups.

Heritage Register

Erindale Brick Banks (Erindale Skatepark)

- On 24 June 2025, The ACT Heritage Council decided to provisionally register Erindale Brick Banks, Block 49, Section 132, Wanniasa.
- Public consultation on the provisional registration of the Erindale Brick Banks was from 27 June to 24 July 2025.
- Three formal submissions were received during consultation, none of the submissions opposed registration.

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Portfolio/s: Sport and Recreation

- The Heritage Council will provide a report to the Minister on feedback received during public consultation, this is a statutory requirement of the Heritage Act 2004.
- The provisional registration ends on 27 November 2025.
- The Council intends to make a final registration decision before this date.
- Heritage registration would not prevent maintenance or sympathetic change.
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Tuggeranong Skatepark

- On 16 May 2025 a nomination was given to The ACT Heritage Council and accepted at meeting 134 on 24 June 2025. The nomination is yet to be assessed by the Council against the heritage significance criteria established under the Heritage Act 2004.
- Acceptance of a nomination is a preliminary, threshold step and should not be taken as indicative of any particular outcome concerning the Council's assessment of the nomination.

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Updated Asset Renewal Program funding projects

O'Connor District Playing Fields – pavilion upgrade and new toilet block and curators shed

- Project Status - Construction phase.
- Construction has commenced on the pavilion upgrades.
- An upgrade to deliver female friendly facilities in the changerooms and see the old cricket storage converted to new unisex toilet stalls, including a fully accessible toilet is completed and awaiting certification for occupancy.
- Construction of the new two bay toilet for O'Connor 2 continues on site and is now 90% complete.
- Construction of the new cricket curators shed continues on site and is now 90% complete.
- Design Innovations – The new toilet unit has been built from a shipping container offering a robust construction and effective cost saving.
- Anticipated handover date is 30 August 2025.

Aranda District Playing Fields – Female Friendly pavilion upgrade

- Project Status – Project is completed – OA issued on 27 February 2025.
- Delivering a full “female friendly” refurbishment and entire new roof structure.
- Artwork has now been applied to the new privacy screens.
- Project was handed over 27 February 2025.

Deakin 2 Turf Wicket – Sportsground lighting upgrades

- Construction is completed with lighting commissioning occurred to class V cricket standards.
- Lights are certified and fully operational.
- Construction completion was 14 February 2025, final handover completed on 4 March 2025.

Stirling Enclosed Oval – Sportsground lighting upgrade

- Project Status - Construction is completed.

- This project delivered an upgrade to the existing sportsground lighting to new LED at 100 LUX for match play.
- Construction was completed on 15 April 2025 and the new lighting system was tested and certified on Wednesday 16 April 2025.

Waramanga Sportsground lighting upgrades

- Project Status - Construction Phase.
- Tenders for the supply of luminaires, poles and crossarms are now awarded.
- Construction began in mid-August 2025.

Griffith Water Meter Cabinet Upgrade

- Project Status - Construction is completed.
- The new system has been commissioned and was handed over on 2 July 2025.
- The housing cabinet features historical black and white images of the Griffith area.

Installation of toilet unit at Deakin 2 Turf wicket

- Project Status – Through the design and initiation processes this project has now been deemed unsuitable to progress due to the inability to connect effectively to services on site.
- Stakeholder management has occurred, and project status agreed with all relevant parties.
- Project financial allocation has been redirected to other projects.

Better Community Infrastructure – Expanding Game Time at Gordon District Playing Fields

- Project Status – Construction phase.
- Construction has now commenced on site. All four footings for additional lights have been poured and the poles, crossarms and luminaries have been ordered.
- Anticipated handover is subject to EVO Energy upgrades and expected to be handed over in Spring 2025.

Better Community Infrastructure – Expanding Game Time at Jamieson enclosed Oval

- Project Status – Design Phase.
- The project team is currently obtaining advice and costings associated with demolition of the current facility, as per the advice obtained in the recent structural engineering reports.



Portfolio/s: Sport and Recreation

- Master planning has commenced for the potential rebuilding of a new fit for purpose facility constructed from alternative building methodologies.

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Dryland Ovals/Stirling Turf Farm

Dryland Ovals

- The Urban Open Space Land Management Plan (the Plan) finalised in 2023 outlines the strategic framework for the management of dryland ovals in the ACT.
- The Plan, including the content on dryland ovals was subject to community consultation as a draft in 2023.
- The City and Environment Directorate (CED) manages 32 sites that are broken up into the following categories:
 - **Category 1** - those that have been identified for possible re-activation as an irrigated oval in the future. These dryland ovals are generally large enough to accommodate a future full AFL ground and cricket pitch, or two football pitches and they may have existing infrastructure such as carparks or toilets. There are 14 ovals in this category.
 - **Category 2** – a small number of dryland ovals attached to an ACT Government school and managed by the Education Directorate. These are not included in the 32 CED sites.
 - **Category 3** – those that are suitable for repurposing as other forms of public land, they are generally smaller sites or in areas already well served by existing irrigated sporting ovals. There are 18 ovals in this category.
- CED has committed to developing a draft strategy for Category 3 dryland ovals in the Plan. This Strategy, to be delivered during the life of the Plan (2023 to 2033), will deliver a short list of possible public land use options after completing a site-by-site analysis of each oval.
- The draft strategy will invite community engagement and feedback and will only consider land use options consistent with maintaining green public space.
- Re-development of any of the 32 dryland ovals managed by CED for commercial and/or residential purposes is not supported.

Deferred Access

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Stirling Turf Farm

- Note the old Stirling Oval Turf Farm is not categorised as a dryland oval.
- Historically, Sport and Recreation Facilities (SRF) partially established and managed a site in Stirling for the purposes of growing turf which could be readily cut and transported for remediation purposes at other sportsfields in the early 2000's.
- Whilst SRF have from time to time made use of very small volumes of turf from the site which came to be known as the Stirling Turf Farm (Stirling 3), the site was never developed to the required extent to enable it to function for its original purpose.
- SRF is currently working on finalising works to make the Stirling Oval Turf Farm ground suitable for hiring for clubs during daylight hours and thus diverting activity from other surfaces that would benefit from reduced traffic.
- Stirling 3 will provide added capacity for AFL, football and rugby codes for weekend match play during the winter season and pre-season training for winter codes during the summer season.

Background

- Dryland ovals are large flat areas of non-irrigated open dryland grass used for informal sports and recreation, which forms their prime management purpose.
- During the droughts in the 1990s and 2000, a number of irrigated ovals were converted to dryland (non-irrigated) ovals to reduce the amount of water required to maintain them as sports fields.
- The appearance of dryland ovals is dependent on rainfall. Like other non-irrigated open space areas, they will appear green when rainfall is sufficient but will brown off in dry times.
- Dryland ovals are mown on the same cycle as other suburban mowing, that is around six times per year depending on the season. The surface is also inspected periodically to ensure it is in a safe condition. Unlike irrigated sportsgrounds, these informal ovals are not suitable for organised, formal sporting use. Dryland ovals do not have facilities such as pavilions, toilets, change rooms, canteen facilities or match play lighting, however they are great spaces for informal recreation and play for the local community.

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- The current dryland ovals were deactivated during droughts of 1990 and 2000.

Higgins Oval re-activation

- Higgins is the first dryland oval that has been re-activated as an irrigated sportsground with a budget of \$2,600,000 in 2019-20. It was completed in August 2019.

Community Consultation

- Community consultation was part of the Higgins Oval renewal project, which included engagement with local sporting groups and community stakeholders to inform the scope of works.

Community Needs

- Higgins Oval now effectively meets the recreational and sporting needs of the local community.
- The facility has been upgraded with 100-lux sportsground floodlighting, enabling safe and compliant use for evening match play, particularly for junior-level rugby league and soccer.
- The oval is actively used year-round by multiple sporting codes, demonstrating its versatility and value to the community:
 - Rugby League – Utilised for both training sessions and competitive match play.
 - Soccer – Supports training and match play, catering to local clubs and junior teams.
 - Cricket – The oval is used for match play during the summer season, contributing to multi-sport functionality.
- The upgrades have enhanced community access to quality sports infrastructure, supporting physical activity, social connection, and local sporting development.

Process

- The key objective was to fully restore the Higgins neighbourhood oval and a significant aspect of this process was to ensure a new irrigation system.
- The project plan to undertake works for Higgins oval was approved in July 2018 and was funded as part of the ACT Government's commitment to a renewal project that looked at oval restoration, amenities, pedestrian access and sportsground lighting.

Facilities

- Higgins Oval is equipped with a range of amenities that support both sporting activities and community events.
- Change rooms and hygiene facilities: two dedicated change rooms, each fitted with toilets and showers to accommodate players and officials.
- Public amenities: separate male and female public toilets are available during hired events, ensuring accessibility for spectators and community members.
- Catering and event support: a canteen is available on-site, providing food and beverage options during events and match days.

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Portfolio/s: Sport and Recreation

- Storage and operational support: a secure, lockable storage area is provided for equipment and facility management, supporting the needs of sporting clubs and event organisers.

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Kingston Oval

Talking points

Tenure of Eastlake Football Club over Kingston Oval

- Eastlake Football Club (the Club) retains a 10-year sublease of Kingston Oval (Block 9, Section 22 Griffith) which is due to expire on 30 June 2026.

Sch 2.2(a)(xiii)

Kingston Oval Master Plan and Kingston Oval Conservation Management Plan

- The Club commissioned a Draft Preliminary Master Plan which documents the Clubs aspirations for the site and has been shared with Government.
- The Draft Preliminary Master Plan advocates for the development of a full Master Plan to fully explore upgrades to the site which include improved lighting, public facilities including a new pavilion and parking.
- On 9 August 2024, pursuant to the *Heritage Act 2004*, a Conservation Management Plan for Kingston Oval and surrounds was approved, with conditions, by the ACT Heritage Council.
- Those conditions called on the ACT Government to provide the following advice (no later than 9 August 2025) to the Heritage Council:
 1. a Tree Management Plan for the site; and
 2. a Traffic and Parking Assessment for the oval.
- Works on a Tree Management Plan has recently been completed and is being reviewed by the Directorate.
- The Parking Assessment was completed in April 2025 and will be presented to the Heritage Council for their further consideration.

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- Any capital works or asset renewal works will need to be consistent with the Conservation Management Plan.

Heritage ACT Input

- Kingston Oval is registered on the ACT Heritage Register as part of the Kingston/Griffith Housing Precinct and is of heritage significance as part of the early 20th century Garden City subdivision.
- The Oval was established in 1926, and its early users included the Federal Territory Australian Rules Football League, including the Eastlake Football Club.
- The Oval was subject to several major upgrades in the past, including a new clubhouse in the 1950s and the Pavilion redevelopment in the 1980s. These upgrades ensured that the place remained fit for purpose as a community sport and recreation area.
- As a registered heritage place, *Heritage Act 2004* (Heritage Act) provisions require the conservation and responsible management of the Oval.
- Heritage Act provisions also permit works to the Oval, including new recreation and community facilities where they are consistent with a Conservation Management Plan (CMP) approved by the ACT Heritage Council (Council).
- Sport and Recreation within CED, as the asset manager, are responsible for managing the heritage place.
- To inform CED management of the Oval, a CMP was prepared by Philip Leeson Architects in 2022-23. The CMP was informed by consultation with a range of stakeholders, including Eastlake Football Club.
- This CMP was approved by an ACT Heritage Council (Council) delegate on 9 August 2024.
- This CMP sets out a scope of works for the maintenance of the Oval, and guiding principles for future infrastructure and development that are consistent with its heritage values as a community sporting facility.
- The CMP also set out a range of aspirations of users of the Oval, including the Eastlake Football Club.
- However, the CMP does not authorise any specific redevelopment outcome for the Oval.
- The original correspondence refers to planned upgrade works at the Oval to the value of \$400,000, resulting from AFL NSW/ACT grant funding to the Eastlake Football Club.
- To date, no specific Council advice has been sought or issued on these works; and early engagement with the Council is recommended to ensure planned works are consistent with *Heritage Act 2004* requirements.

Budget Initiatives

Supporting Local Sport – Sportsground Upgrades

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	Total \$'000
Capital Impacts					
Capital injection	1,821	2,431	2,083	-	6,335
Capital – ARP Offsets	(1,821)	(2,431)	(2,083)	-	(6,335)
Net Capital	-	-	-	-	-
Expense Impacts					
Depreciation	-	-	-	158	158
Net Expense	-	-	-	158	158

- The ACT has the highest participation in sport and recreation in Australia and we have a strong record of creating local jobs through new and upgraded facilities.
- Our plan is to continue to ensure every region across Canberra has equitable access to local sporting facilities catering for a variety of sports.
- There is a need to upgrade existing sportsgrounds around Canberra associated with lights, toilets, pavilions and changerooms.
- The Government will upgrade and renew sport and recreation facilities across Canberra:
 - Female-friendly changeroom upgrades at 15 locations.
 - Pavilion and lighting upgrades at Latham Oval.
 - Upgrades to the Lakeside Leisure Centre in Greenway.
 - Changeroom and toilet upgrades at North Curtin Oval.
 - Improved lighting at Waramanga Oval.
 - New cricket nets at Bonner and Gowrie.
 - A portable grandstand at Gordon Oval.
 - Water meter upgrade at Charnwood District Playing fields.
- The Government will also undertake a feasibility study for carpark upgrades at Wanniasa Playing Fields.

Charnwood Netball Courts

- The City and Environment Directorate (CED) has noted the Charnwood Netball Courts project –comprising toilet facilities, expanded courts, and parking—was incorrectly published in the budget papers under CED Supporting local sport – Sportsgrounds upgrades.

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- The Territory has made this specific funding commitment through grant funding under the 2025 Sport and Recreation Investment Scheme with \$0.571 million provided to upgrade the amenities at the Charnwood courts. This commitment, aligning with ACT Labor’s Regional Plan for Belconnen (election commitment), will provide significant benefit to all users of the complex which will ensure the Belconnen Netball Association has a great facility for many years to come.
- The ACT Government also funded a \$7.5 million grant to Netball ACT to undertake upgrades at each of the five district netball associations. Under this grant Netball ACT completed court resurfacing and stormwater management improvements at the Charnwood facility. These works are complete.
- CED will re-allocate the funding apportioned to the Charnwood netball courts under Supporting local sport – Sportsgrounds upgrades to priorities with the Sport and Recreation facilities infrastructure program, including to undertake work at the Charnwood netball courts car park to address overland water flow issues.
- A letter has been prepared for Belconnen Netball Association from the Minister to clarify the grant funding commitment for these works.

Supporting Local Sport – Skate Park Upgrades

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	Total \$'000
Capital Impacts					
Capital injection	935	350	-	-	1,285
Capital - Offsets – TCCS ARP	(935)	(350)	-	-	(1,285)
Net Capital	-	-	-	-	-
Expense Impacts					
Depreciation	-	21	29	29	79
Net Expense	-	21	29	29	79

- The Government will undertake renewal works at Tuggeranong and Charnwood skate parks and planning for further upgrades of Tuggeranong skate park.
- This will include a feasibility and concept option study for Tuggeranong Skate Park, as the Tuggeranong Skate Park is identified by the Skateboarding Association as a priority for upgrade and the asset is reaching end of life and requires upgrade to address condition and modernise to current requirements. Supported by significant community feedback.
- The Government will also develop an ACT Skate Strategy in consultation with skate park users and representatives, and in alignment with the Government Response to the Standing Committee inquiry into Skateboarding.

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Calwell Oval

Incident Background

- Brindabella Blues Football Club (BBFC) are routine hirers of ovals at the Calwell Playing Fields.
- The Club reports that in recent times, training sessions have been interrupted by a small number of youths on e-bikes, skidding and marking the playing surface whilst cornering on their bikes.
- The vandalism has occurred regularly between 4–5pm over the previous three weeks leading up to the 12 June, Sch 1 1.14

[Redacted content]

Oval Damage Repair

- SRF have completed a site assessment [after the event](#) and concluded the damage to the oval surface is superficial. Tyre damage to the grass layer has not penetrated into the soil profile.
- The affected areas are Fields 201 and 202, located in front of the pavilion.
- There is some grass damage that will take some weeks to recover as we are outside of the growing season. The exact timeframe before the grass re-generates will depend on growing conditions over the next few weeks.
- It is expected that all damage will be fully recovered by the end of the September sportsgrounds shutdown period leading into the summer sporting season.
- The Club was concerned the surface will/would not be at its best prior to the commencement of the Kanga Cup (14–18 July). — this is likely to be the case, but tThe damage is by no means/was not a barrier for the continued use of the affected area.

[Redacted content]

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Question Time Brief



Portfolio/s: Sport and Recreation



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● Fix My Street Reform Progress

Talking points

- The ACT Government has been working to improve the Fix My Street (FMS) experience for the customer and for operational staff.
- The City and Environment Directorate (CED) has set up a dedicated response team to attend to FMS requests. This team works closely with operational areas to streamline the process of triaging jobs. As a result, Canberrans can expect faster, improved responses to their FMS requests.
- Having a dedicated FMS response team has also reduced pressure on City Services crews, through prioritising jobs, ensuring jobs are allocated to the correct area and that jobs have enough information to action. It also ensures crews can fast-track urgent requests that pose a safety hazard.
- This team has improved training materials and co-located with operational teams to ensure a better experience for everyone interacting with FMS.
- 51,590 service requests were submitted in the 2023-24 financial year, as of 13 August 2025, 49,280 requests have been investigated by City Services staff to determine necessary action, resolution through to case closure.
- On 1 January 2024, there were approximately 38,000 jobs left open in the FMS system, however, as of 13 August 2025 there were 12,056 remaining open. Since 1 March 2024, anonymous FMS jobs can no longer be lodged through the Fix My Street webform.
 - Anonymous reports mean there is no ability for our crews to request further information from the customer, creating frustration for both the customer and operational staff; and usually resulting in a job closure, because insufficient detail was available.
- This change means that staff can now engage with a customer directly should further information be required.
- Customers can anticipate continued improvements and an enhanced customer experience.

Additional information – FMS improvements

- The City Services website features a weekly maintenance update for each region in Canberra. This covers regular mowing, street sweeping, road work and streetlight cable faults.



Question Time Brief

Portfolio/s: City and Government Services

- This is because many jobs lodged through Fix My Street relate to routine maintenance. To avoid duplicating efforts, it's quicker and easier to check the scheduled maintenance page first—unless there's an urgent safety concern. This approach has helped streamline the types of requests received through FMS.
- In 2023, the average time to resolve a Fix My Street request was 99 days. Around 35% of jobs were resolved in under 10 days.
 - Due to the significant improvements made in 2024, the average time for resolving a Fix My Street job to date in 2024 is 34 days, with nearly half of job requests resolved within 10 calendar days.
- A range of system enhancements have also been made to FMS, through collaboration with crews on the ground and customer feedback:
 - Automated messages have been updated to the citizen when a job is logged.
 - Case closure emails have been implemented to ensure citizens are provided a response to their FMS request with the initial details of their request automatically inputted into the response so the citizen can easily be reminded of their initial request.
 - Substantial changes have been made to better link various operational systems across the ACT Government to support a connected response to citizens. This ensures up-to-date live information is transmitted through to the right areas of City Services as it comes to hand (for example when a customer updates a case). Previously, jobs were getting 'lost' in the system due to technical errors between different systems.
 - Specifically for streetlights, real-time information is now transmitted through FMS from the streetlight system, without any involvement needed from crews, responding directly to requests for streetlight outages. This integration between two different systems has never been done before.
 - Improvements to the front-end FMS online portal, including:
 - increased character limit for logging a job so more information can be provided to help crews.
 - a smoother interaction with the FMS forms with enhancements made to the following front-end portal:
 - additional selection categories for streetlights to ensure citizens have all streetlight request options, creating customer efficiencies
 - the separation of the following categories for 'mowing and maintenance' and 'road condition and road safety concern' requests ensuring each category can be directed to the correct business unit to action.
 - the inclusion of an opt out tick box for citizens who do not wish to receive further correspondence on their request.

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Question Time Brief

Portfolio/s: City and Government Services

- a new requirement for people to select the location of an issue via a map pin or address (this was previously resulting in 40% of jobs being incorrectly allocated through the system).
 - helping people find information before lodging a request (and potentially not making a request where their question can be answered).
 - assisting people to know what information needs to be provided for a job to be actioned.
 - photographic imagery to ensure citizens can identify an asset that should be reported through to an external agency e.g. Stop Valve (SV) Fire Hydrant (FH) assets are owned by Icon Water.
- A new back-end map view function for operational crews, so that they can see all relevant jobs in an area, determining the best route for addressing jobs by priority and the type of equipment needed, and to resolve multiple jobs in the same area, resulting in efficiencies.
 - A duplicate case management tool where the system automatically identifies potential requests for the same issue, which allows teams to address these simultaneously reducing duplication and time in case management.
 - A new work program tool, that ensures when a job has been inspected and allocated to a work program, the customer is informed, and the teams have an effective work program tracking tool.
- The FMS Response Team is continuing to focus on the customer experience and how to improve the end-to-end design of the system, as well as support operational crews.

FMS and Digital Account

- Fix My Street has been linked to the ACT Government Digital Account since 2021, which offers convenient access to a number of ACT Government services using a single digital account that can be personalised and linked with services relevant to an individual's interests and needs.
- Connecting the ACT Digital Account, Access Canberra Fix My Street website, and the CED Customer Service Request Management (CSRM) system is designed to create a seamless digital experience for the community.



RSPCA Facility

Talking points – New RSPCA Facility

- The ACT Government remains committed to delivering *Project Home* in partnership with the RSPCA. \$2 million has been allocated in the 2025-26 budget to progress pre-construction work on the much-anticipated fit-for-purpose facility.
- Negotiations are currently underway between ACT Government and the RSPCA CEO and Board to determine the terms of the grant agreement. These discussions aim to ensure transparency, value for money and establishment of appropriate governance arrangements for a grant model in the future.
- The ACT Government continue to work closely with RSPCA to progress the design and planning of the new facility.
- The investment will enable RSPCA ACT to continue to deliver animal welfare services to the ACT community in partnership with the Government.

Background information

- A suite of background studies has been completed to inform the design of the new facility.
- The preliminary studies and design package will assist the RSPCA to advance critical work and finalise the facility's design.
- The relocation of the RSPCA from its current Weston site will enable substantial residential land release in Weston Creek.

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Graffiti

Talking points

- In 2024-25 there were 52,817 incidences of unauthorised graffiti reported (up from 21,915 incidents in 23/24) resulting in 72,316 square metres of surfaces being cleaned (up from 47,368 sq m in 23/24).
- The ACT Government takes a progressive and collaborative approach to managing graffiti by integrating street art coordination, mentoring, community building and engagement with rapid removal of unauthorised graffiti.
- The five objectives of Graffiti Management for the City and Environment Directorate are:
 1. Prevention.
 2. Removal.
 3. Diversion.
 4. Community awareness and engagement.
 5. Legislation and enforcement.
- Unauthorised graffiti is the illegal application of graffiti on property which is applied without consent of the property owner or is offensive, obscene, political, or racist in nature.
- The ACT Government is responsible for removing unauthorised graffiti from public property. This is done by:
 - Inspecting graffiti hot spots weekly.
 - Removing offensive graffiti from public property within one business day of it being reported.
 - Removing unauthorised graffiti from public property within five business days of it being reported.
- There are 30 legal graffiti practice sites across Canberra. These are located on ACT Government assets in public places like underpasses and toilet blocks. Usually, the practice sites are out of sight from residential properties:
 - Graffiti artists can use the sites on an ongoing basis with no permits required. The works featured at these sites change frequently and anyone can use them.
 - Such sites have proven effective at diverting graffiti from surrounding areas.
 - Each wall is signposted indicating that it is a legal site. ACT Policing, City Rangers and contracted graffiti removers know if a particular site is a legal wall.

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Portfolio/s: City and Government Services

Road Resurfacing Program

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 and is continually aiming to improve its strategic approach by being aware of innovations in the field, such as sensor technologies.
- The City and Environment Directorate (CED) continues to prioritise identified road maintenance issues to address concerns as they are raised. Canberrans can report road maintenance matters via Access Canberra or through the Fix My Street website. Such reports help to quickly identify and respond to concerns.
- The Government committed \$153m over four years from 2023-24 in road maintenance funding as part of its Strategic Road Maintenance Plan.

Road Resurfacing Program

- The ACT Government manages more than 3,200 kilometres of sealed roads throughout the Territory, and increased investment in the annual road maintenance program will see resurfacing of the network increase by 268,000 square metres per financial year since 2023-24. This means more than 1.26 million square metres of road will be resurfaced annually.
- The annual resurfacing program is one of Roads ACT's major investments in the prevention of potholes and other pavement defects.
- Roads ACT is currently finalising the road resurfacing program for the 2025-26 financial year. A draft program was circulated to key stakeholders for comment on 15 August 2025.
- The road resurfacing program will commence towards the end of August 2025 with prep patching of roads (repairing localised defects) that are to be resealed in the current financial year. The work will be delivered using combination of internal and external resources.
- Regular program updates and detailed information about the locations being resurfaced in the 2025-26 financial year will be provided to the community on the [City Services website](#) (in list and map form).

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Road Rehabilitation

- Rehabilitation is relatively expensive, costing ~20 times more than road resealing, and is a last resort for roads when resurfacing treatments are no longer efficient and effective.
- If a road pavement has insufficient strength to adequately disperse the associated traffic loading, accelerated deterioration of the wearing course will occur.
- Undertaking pavement rehabilitation works will reinstate structural strength, which will also be protected through a new wearing course layer. This means that road rehabilitation works will reset the pavement age, providing an ‘as new’ replacement road pavement.
- Roads ACT’s forward works program through the Australian Government’s Roads to Recovery program (R2R) is at Table 1 below.
- R2R funding is provided by the Australian Government to all councils and states and territories for five financial years.
- Minister McBain announced a further boost to this program with a total allocation of \$70 million representing a \$30 million boost to the program. As part of the announcement, \$8.6 million was provided for improvements to the Kings Highway at Kowen and \$17.5 million for safety upgrades and road rehabilitation on the Monaro Highway (from Hindmarsh Drive to David Warren Road).
- The following road rehabilitation projects have been fully funded by the Commonwealth R2R program and are expected to be completed by the end of 2025:
 - Monaro Highway (Hindmarsh Drive to north of David Warren Road), Symonston. Works underway.
 - Kuringa Drive (Tillyard Drive to Owen Dixon Drive), Spence.
 - Kings Highway (Headquarters Joint Operations Command roundabout to NSW border), Kowen. Works underway.
 - Sulwood Drive (Athllon Drive to Tuggeranong Parkway), Kambah.

Table 1: CED’s forward works program through R2R (allocation of \$70,125,235)

Road Name	Status	Scope	Estimated Project Cost \$’000
Monaro Hwy	Funded/Approved	Rehabilitation	25,102
Kings Hwy	Funded/Approved	Rehabilitation	8,675
Sulwood Dr	Funded/Approved	Rehabilitation	9,498

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Kuringa Dr	Funded/Approved	Rehabilitation	5,550
Pialligo Ave	Investigation complete	Rehabilitation	5,000
Gungahlin Dr	Investigation complete	Rehabilitation	3,000
Wiluna St	Preliminary Sketch Plan	Rehabilitation	2,550
Sawmill Cr	Preliminary Sketch Plan	Rehabilitation	3,750
Various Territorial Roads	Submission intended for 2025-26	Resurfacing	7,000
2024-2029 TOTAL			70,125

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Mitchell RMC Upgrades and Belconnen Green Waste Facility

Talking points – Mitchell RMC Upgrades

- The Mitchell Resource Management Centre (MRMC) provides essential waste services for the north of Canberra.
- As part of the 2023-24 Budget, \$150,000 was allocated to help manage fire risks at this facility.
- This initiative will address safety risks at the MRMC while retaining an efficient and effective waste transfer station for Canberra’s residents in the north. Compliance with the National Construction Code and other relevant requirements will be part of this initiative, with the aim of addressing future fire risks at the facility.
- A construction contractor has been engaged to undertake the upgrade of the fire hydrant system in the MRMC with works scheduled for completion within the 2025 calendar year.

Talking points – Belconnen Green Waste Facility

- The Government is in the design phase for Belconnen’s new, temporary green waste facility. This will be constructed on Block 1582 with entrance to the facility from Stockdill Drive.
- The development of a new northside green waste facility at Stockdill Drive is intended to assist the Territory in meeting its obligations in the West Belconnen Joint Venture Agreement relating to the reasonable actions for the removal of the Environmental Clearance Zone (ECZ) around the decommissioned West Belconnen Landfill, whilst supporting continued access to a green waste drop-off facility for residents in the Belconnen region and surrounds.
- The approved DA is for a temporary three-year facility at Stockdill Drive with no approval for a sales yard. The facility will include an office for the site operator, green waste drop off and screening area, composting and stockpile area, sedimentation and leachate dams.
- Sch 2.2(a)(xvi) [REDACTED]
- The temporary Stockdill Drive facility is earmarked for completion in 2026.

Interim arrangement

- North Canberra green waste drop off services are currently offered at the former West Belconnen Resource Management Centre.

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- A short-term temporary green waste processing location is required to move services at the West Belconnen Resource Management Centre site. This will facilitate land releases for stage 2 in Macnamara.
- A short-term temporary site has been identified within the existing block at the northern end of the Parkwood Road site at 150 Parkwood Road (Block 1586). This site would provide a large enough buffer between the green waste facility and future residential developments. Disruption to the community would be minimal with the entrance to the drop off being relocated 800 metres north of the current site.
- A DA for this short-term temporary facility at 150 Parkwood Road (Block 1586) was released and the public notification period commenced on 2 April 2025 and ended on 28 April 2025.
- A subsequent DA to develop the temporary facility was issued on 26 August 2025 and will close in late September 2025.
- The current supplier at the West Belconnen Resource Management Centre site, will relocate to the Parkwood Road Recycling Estate by November 2025.

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● Reusable Facility Services and Household Waste Collection Contract

Reusable Facilities Contract – Goodies Junction

- In 2024 St Vincent de Paul Society Canberra/Goulburn (Vinnies) became the new operator of the reusable facilities at Mugga Lane and Mitchell resource management centres following a competitive procurement process.
- The new contract commenced on 31 May 2024, with Vinnies rebranding the reusable facilities and trading as Goodies Junction. Goodies Junction is operating under an initial service term of four years with possible extensions up to another two years.
- Vinnies has supported the ACT and the region since 1924 and brought a wealth of experience in the reusables sector, in addition to the well-established support programs that assist those in our community who need the greatest support.
- Vinnies has set an ambitious target of reducing material sent to landfill by 10-30% over the next four years, supporting our circular economy.
- Goodies Junction is contractually required to report on their sales for each calendar year. Given they commenced retail operations from July 2024, the following information represents sales for their first six months of operation:

Unit Category	Number of Units sold		
	Mitchell	Mugga Lane	Total per category (both sites)
Bicycles	1,604	1,165	2,769
Clothing	2,287	831	3,118
Electrical items	9,647	9,433	19,080
Furniture	12,061	15,582	27,643
Homewares	131,649	123,629	255,278
DIY (including materials for home repurposing)	15,505	16,088	31,593
Media (including CDs, DVDs and computer games)	33,185	29,303	62,488
Sports and outdoor equipment	18,835	18,534	37,369
Total units per site	224,773	214,565	



Total units both sites	439,338
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- Goodies Junction has worked closely with ACT NoWaste to improve the Point of Sales (POS) system in accordance with the Charitable Reuse Australia, Reuse Reporting Guidelines.
- The POS system supports Vinnies' achievement of compliance with their contractual requirements for reporting, improves the data provided for strategic reuse planning initiatives, and enhances customer service efficiency and experience at the reusable facilities.
- The ACT Government monitors the contractual obligations in the reusables contract closely to ensure compliance. To meet the conditions of the contract, obligations are monitored through a range of mechanisms including, but not limited to, regular contract management meetings, scheduled reporting cycles and regular inspections of the facilities.
- The contractor operates within a performance framework and any potential or actual non-compliances are highlighted and addressed directly with the contractor.
- Goodies Junction has made a dedicated education space available for the delivery of workshops, repair activities and structured education promoting reuse and circular economy principles for the wider community.
- Goodies Junction has implemented a rolling schedule of community events at the reusable facilities including a program of workshops at Mugga Lane focused on reuse themes such as refurbishing furniture.

Household Waste Collection Contract

- The ACT Government is responsible for providing household waste collections across the Territory and uses a "three bin" system to separate landfill, recycling and green organics/food organics.
- A free annual bulky waste collection service is also provided to ACT households for items that are too big for the kerbside bins.
- A procurement process ('Request for Tender') was undertaken in 2023, and the new contract was awarded to JJ Richards and Sons. The contract was executed on 2 April 2024 and services commenced on 28 April 2025 following a 13-month mobilisation period.
- The new contract is for an initial service term of eight years with two one-year extension options which includes a new fleet of trucks made up of 30 general waste, 12 recycling, and 11 green waste/food organics and garden organics collection vehicles. A new zero emission collection vehicle is also expected to arrive in the second half of 2025.
- In the first few weeks of the contract there were some missed bin collections as service transitioned over. For example, at the end of the first week of the contract (2 May 2025) approximately 580 missed bin collection forms were submitted by residents, accounting for less than 1% of total services collected. This was due to several factors including a change in collection time prompting residents to prematurely submit a missed bin collection form, drivers missing a service due to new collection routes, and a now rectified data issue. These issues have now been addressed.

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- ACT NoWaste is working closely with JJ Richards and Sons to optimise service delivery.

Key aspects of the new Service

- Under the new contract, services previously delivered under four separate contracts have been consolidated into one contract. These are:
 1. collection of red and yellow bins
 2. collection of green bins and processing of the material
 3. supply of household bins
 4. collection of bulky waste items.
- The new consolidated contract will provide a better customer experience by providing a single point of contact for all household waste and recycling matters.
- There will be reductions in greenhouse gas emissions through increased operational efficiencies and flexibility, including the provision of a zero emissions vehicle.
- The new contract will see enhanced resource recovery outcomes through increased engagement with households via education programs to help reduce contamination.
- Public education is planned to include a calendar of community outreach education programs around all waste services to help educate the community about the importance of correct household waste disposal.

Bulky Waste Service

- Under the Household Waste Collections Contract, JJ Richards and Sons provide the Bulky Waste Collection Service on behalf of the ACT Government.
- Canberra households can book one free collection (up to 2 cubic metres) per financial year and Multi-Unit Dwellings (MUDs) wishing to participate in the service, can book (via their strata managers) up to four bulky waste collections per year for the complex.
- Accepted items include furniture without glass, mattresses (at an additional cost, limits apply), children's toys, tools, garden equipment, timber, TVs, computers, metal items, car parts (fuel/batteries removed), outdoor equipment, and light fittings (bulbs removed).
- Not accepted items include, hazardous or chemical waste, glass items, construction rubble, recyclable or general waste, items over 2m, heavy/unsafe items, batteries (including embedded), food/garden waste, and commercial or liquid waste.
- Since April 2025 (the commencement of the Household Waste Collections Contract with JJ Richards and Sons) through to the end of July, there has been approximately 3,600 services provided to Canberra's with over 3,800 cubic metres collected.
- Most popular categories of items collected include furniture, timber, metal items, white goods and electrical equipment.



Question Time Brief

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- The collections work off a two vehicle system, one collecting vehicle collecting the recyclable, reusable and resaleable items and the other vehicle collecting the non-recyclable items which are taken to the Mugga Lane landfill for disposal.
- More information can be found at www.act.gov.au/bulkywaste.

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Road Safety

Talking points

- Three fatalities have been recorded in 2025, all from crashes that happened in March. Two fatalities resulted from crashes on Tuesday 11 March 2025:
 - One was a motorcyclist (collision with a bus).
 - One was a cyclist (collision with a vehicle).
- The third single vehicle crash occurred on 23 March 2025:
 - An 85-year-old Sydney man died in hospital on Sunday 13 April 2025.
- The ACT recorded 11 fatalities during 2024, five (5) of which were motorcycle riders.
- In 2023, the ACT recorded a total of four (4) fatalities (0.86 per 100,000 compared to 4.75 nationally): a significant decrease from the 18 fatalities in 2022 (3.94 per 100,000 compared to 4.57 nationally).
- The ACT Government is committed to Vision Zero – that means no deaths or serious injuries on our road transport network.
- Road safety is everyone’s responsibility, and efforts are required by government, the community and individuals. We are committed to investing in evidence-based road safety measures while being innovative in policy approaches to road safety and advances in road transport technology. Our goals are improved road safety on our road network, a continued reduction in trauma and deaths, and ultimately, the achievement of Vision Zero.

Canberra Avenue – safe pedestrian crossings for St Edmunds and St Clares Colleges

- As part of its ongoing commitment to road safety, the ACT Government has committed to the installation of a new signalised midblock pedestrian crossing on Canberra Avenue near Burke Crescent. The crossing will improve safety for students from St Edmund’s and St Clare’s Colleges, supporting safer commutes to and from school.
- The ACT Government will fast-track design of the crossing, including seeking approvals to enable construction.
- An initial feasibility study has been completed with a preferred concept option to provide a safe pedestrian crossing of Canberra Avenue in this location.
- A design consultant has been engaged to develop detailed design and planning approvals. This will be followed by construction procurement and delivery of the works on the ground.
- The City and Environment Directorate (CED) will continue to engage with the two schools (St Clares College and St Edmunds College) on the delivery of the project.

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- The team are currently progressing the preliminary design of the pedestrian crossing at Canberra Avenue following the completion of the design procurement. At this stage the preliminary design and associated approvals are expected to be completed by October 2025.
- Detailed design is expected to commence shortly after and be completed by early 2026. Tenders for construction and supervision will be advertised following the completion of the detailed design and the construction works are expected to be completed by June 2026.
- The schools have been engaged in July 2025 with a project update on planning and procurement details as well as expected timeframes for delivery, and will be regularly engaged as the project is progressed.
- CED met with both the Principals for St Clares College and St Edmunds College on Wednesday 28 May 2025 where the following challenges were raised:
 - Bus pick up and drop off is occurring close to Canberra Avenue and could / should be spread further along McMillan Crescent
 - The entrance to St Edmunds is close to Canberra Avenue and this can cause queuing back onto Canberra Avenue
 - The right turn into McMillan Crescent is problematic in the peak hours
 - No crossing on Sturt Avenue
 - Suggestions that traffic calming might be needed on McMillan Crescent
- CED agreed that Roads ACT would:
 - Speak to Transport Canberra about spreading bus drop off and pick up along the street further away from the St Edmunds entry.
 - Arrange for a traffic study to be undertaken.
 - Undertake a review of a potential crossing on Sturt Avenue.
 - Liaise with the Transport Canberra's 'Schools Coordinator' to see if there are behavioural measures that could be explored.

Recent ACT road safety activities

- In November 2022, a formal review of the Territory's Road Transport Penalties commenced, with a view to ensuring that penalties are proportionate to the offence and to each other.
- The Road Safety Legislation Amendment Act 2023 came into effect on 22 June 2023, introducing new penalties for five main areas:
 - high range speeding;
 - street racing;
 - furious, reckless, and dangerous driving;
 - driver licensing fitness to drive; and
 - drug driving.
- Subsequently, the *Road Safety Legislation Amendment Act 2024* is the second tranche of reforms arising from the Territory's review of ACT road transport penalties. It was debated and passed by the ACT Legislative Assembly on 15 May 2024, with a focus on impaired driving including:

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- increases and equalises, where relevant and feasible, penalties for drink and drug driving offences;
- creates a low-range drink driving Traffic Infringement Notice for first-time offenders;
- creates a new offence for simultaneous drug and alcohol driving;
- updates the penalties of the offence designed to capture the highest risk and most severe cases of impaired driving;
- expanding roadside drug testing to include cocaine from 1 January 2025; and
- makes several structural, minor and technical amendments to road transport legislation to align with modern legislative standards and improve readability.

ACT Law Reform and Sentencing Advisory Council (LRSAC)

- On 22 November 2023, the ACT Law Reform and Sentencing Advisory Council (LRSAC) was created by ministerial authority of the then ACT Attorney-General.
- In September 2024, LRSAC released its 'Report into dangerous driving: sentencing and recidivism'. Within that report, LRSAC made 35 recommendations to Government, including 22 recommendations for positive action.
- LRSAC was disbanded in February 2025. However, CED will work with the Justice and Community Safety Directorate to consider and respond to the recommendations made.

Dangerous Driving Intervention Pilot

- The ACT Government provided a road safety grant to PCYC in April 2024 to deliver and evaluate a Dangerous Driving Intervention Pilot with an aim to reduce aggressive driving and reduce young driver involvement in road trauma. The pilot is co-funded by the ACT Road Safety Fund and the Motor Accident Injuries Commission.
- Program delivery commenced in June 2024. The program was originally targeting at-risk youth aged 14-17 years old through existing PCYC programs, in-school presentations at high schools and colleges and other referral opportunities (for example from Police or Education). Content has now been adapted for a wider audience and the program has been delivered at Bimberi Youth Detention Centre and the Alexander Maconochie Centre.
- The program has been extended for a further 12 months, funded through the road safety fund, while an evaluation of the pilot is undertaken to determine its future place in the licensing or traffic offending framework.

Automated Enforcement

Mobile Device Detection Cameras

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- Three transportable Mobile Device Detection Cameras (MDDCs) began operating in the ACT on Tuesday 14 February 2023, and two fixed MDDCs were installed in May and November 2023
- The initial integration phase (1 March to 31 October 2023) did not issue warnings or infringements but allowed the technology to be integrated with ACT Government systems. Over this period, a rate of 0.41% of drivers were detected using a mobile device while driving.
- During the 3-month warning period, 25 November 2023 to 19 February 2024, around 208 warnings per day were issued, a rate of 0.33% of drivers detected by the MDDCs.
- Infringements commenced from 20 February 2024, and in the period up to 03 July 2025, 38,439 infringements were issued. This equates to an average of 76.9 vehicles per day (a rate of 0.11%).

Automated Enforcement Strategy

- The Centre for Automotive Safety Research at the University of Adelaide has commenced the development of an ACT Automated Enforcement Strategy, which will provide an evidence-based, contemporary, and integrated framework to guide the ACT Government's automated enforcement solutions. The Strategy aims to continue reducing road trauma in the ACT and build on the achievements of the current Camera Strategy.
- As part of this process, the Centre has completed a desktop review to identify best practice approaches to automated enforcement that are directly relevant to the ACT. A consultation process has commenced within operational and policy areas of the ACT Government. The Strategy is scheduled for release in late 2025.

Expansion of Automated Enforcement (TCE)

- The ACT Government committed in the ACT Road Safety Strategy 2024-25 to expand the functions of the road safety camera network including expanding functions of the MDDCs to detect speeding, seatbelt and unregistered vehicle offences.
- From 27 August 2024, drivers caught committing roads offences by the ACT road safety camera network (speed cameras, mobile device detection cameras, red-light cameras) have their vehicle registration status checked. 1355 infringements have been issued for unregistered/suspended vehicles (data to 30 May 2025).
- An infringement for driving an unregistered vehicle is \$700.
- Seatbelt detection by MDDCs is expected to commence in November 2025. Work is underway to have legislative amendments in place ahead of the commencement of seatbelt offence detection.

Pre-learner licence course review

- The Pre-Learner Licence Course (PLLC) is a mandatory component to obtaining a learner licence in the ACT. It is taught by most ACT schools as part of the year 10 curriculum, and also available from a range of approved training providers in the community – some for free and some at participant cost.

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- Monash University Accident Research Centre was engaged to undertake a review of the PLLC content and administrative framework. Consultation with key stakeholders, including a learner driver survey component, has been completed.
- The review is anticipated to be completed in 2025, with recommendations of potential amendments to the course content and administrative framework, with an aim to enhance road safety outcomes

ACT Road Safety Strategy and Action Plan

ACT Road Safety Strategy

- The ACT Road Safety Strategy 2020–25 outlines the ACT Government’s commitment to improving road safety and reducing road trauma.
- The Strategy is guided by four key goals that shape the ACT Government’s vision and policy direction for road safety over five years:
 1. Reduce serious injuries and fatalities on ACT roads.
 2. Foster a community that shares responsibility for road safety.
 3. Influence road user attitudes and behaviours through education and enforcement.
 4. Enhance collaboration across government and with stakeholders to improve road safety outcomes.

ACT Road Safety Action Plan

- In December 2023, the ACT Government released the ACT Road Safety Action Plan 2024-25 to guide our road safety activities over this two-year period.
- The 2024-25 ACT Road Safety Action Plan was developed to continue to align the strategic aims with the ACT Road Safety Strategy 2020-25 and the national road safety framework.
- The Action Plan strengthens a focus on dangerous driving, protecting vulnerable road users and building a shared responsibility for road safety amongst the community. Key actions under the 2024-25 Action Plan are in five focus areas:
 - Distracted and Dangerous Driving;
 - Impaired Driving;
 - Vulnerable Road Users;
 - Safe Roads and Infrastructure; and
 - Education, Awareness, Engagement and Compliance.

ACT Road Safety Report Card

- The ACT Strategy commits to publish progress through annual report cards tabled in the ACT Legislative Assembly.
- Report cards provide information on how the ACT Government is improving road safety, including progress of the implementation of the ACT Strategy and the ACT Action Plan.

New ACT Road Safety Strategy and Action Plan

- The new ACT Road Safety Strategy and Action Plan 2026-2031 is currently under development.

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- Development will be informed by a YourSay Panel Survey on road safety community perceptions and attitudes which was released in May 2025 during National Road Safety Week and closed on 1 June 2025.

Road Safety Advisory Board and Fund

- The Road Safety Advisory Board is a non-statutory body appointed by the Minister responsible for road safety and comprises of eight members: an ACT Government executive as Chair, and appointed nominees from the two ACT CTP insurers, three road safety representatives and two road safety experts (one being from ACT Policing). Each term of the Board runs for three years – the fourth term of the Board commenced on 9 September 2024, including four newly appointed members.
- The Board is responsible for advising the Minister on road safety related issues including to provide recommendations on the distribution of funds from the Road Safety Fund. The ACT Road Safety Fund was established in 2015 to fund projects and initiatives related to road safety research and education and road trauma prevention, in support of the Government's road safety strategy. The Fund is financed by a \$2.50 (which will increase to \$3.20 on 1 September 2025) road safety contribution which is levied by the government on ACT motor vehicle registrations.
- An annual ACT Road Safety Community Grants program offers grants for a range of activities aimed at improving road safety outcomes for the ACT. The 2025 grants program was opened for applications between 9 April-12 May 2025 and received 56 applications. Eight grants were recommended by the Road Safety Advisory Board and approved to a value up to \$205,498.

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Path and Maintenance Repairs Program

Talking points

- Walking, cycling and other forms of active travel play a significant role in the ACT Government's plans to make Canberra an even more liveable and sustainable city. Active travel enhances quality of life and helps move away from our city's characterisation as a car dependent city.
- The Active Travel Plan has a focus on a better connected and maintained path network to support safety, accessibility and encourage more Canberrans to walk and cycle.
- Canberra's community footpaths have been delivered over many years to the design standards of the era in which they were built. Increased degradation of our path network has been noticed in recent years and heightened the need for resilience and sustainability in our infrastructure and emphasised the need for a proactive asset renewal program.
- The ACT Government manages and maintains approximately 3,800 kilometres of community paths across Canberra, made from concrete (majority), asphalt, or gravel (less than 1%).
- Path defects are regularly identified via various sources, including community input via Fix My Street, previous audit findings and team member inspections.

~~Key information~~ Internal path panel replacement capability

- The primary focus for the community path maintenance program is to encourage active travel and reduce the risk of injury for path users by addressing priority safety concerns. Through the 2024-25 budget an investment of \$5.8 million over four years has been allocated to establish a new concrete path replacement crew. This new capability will comprise of an additional 10 full time positions with new equipment and will be focussed on the replacement of concrete path sections that have reached the end of life.
- This insourced crew will enable City Services to respond to cracked, broken and lifted paths much more rapidly and will improve the timeliness of the delivery of the path replacement program, therefore reducing trip hazards associated with the vertical displacement of panels along the path network.
- This new concrete path replacement team will add to the recently established concrete grinding capability within Roads ACT, focused on prioritising the treatment of safety concerns (e.g. trip hazards) as they are identified on the path network.

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- Recruitment activities remain ongoing for the establishment of the concrete replacement team, with some positions unfortunately unable to be filled in the most recent round of recruitment. Unfilled positions have been readvertised and are currently out to market.
- The concrete path team members that have commenced with Roads ACT have begun undertaking some minor concrete repairs throughout the network. Once the recruitment of all team members is completed, the scale of the team's work can be increased.
- The team's required fleet and plant is expected to arrive in September in the interim, Roads ACT is hiring the equipment, so that concrete works can continue.

Accountability Indicators

- Two new path maintenance accountability indicators which measure path maintenance against specific targets will be reported [in the Annual Report](#) from 2024-25. They are:
 - The annual active travel path repair / replacement works undertaken across the off-road network (target 20,000m²); and
 - The annual percentage of off-road active travel path repair / replacement works undertaken on asphalt paths (target 15% of total renewal works).

Funding

- ~~Ongoing baseline investment of approximately \$5.5 million annually is provided for the repair and maintenance of existing community paths.~~
- ~~Through the 2023-24 ACT Budget, the ACT Government invested an additional \$5 million over two years for path maintenance, for insourced path grinding crews to address immediate trip hazards identified by the community and our City Services teams. This is an increase in the path maintenance funding, in addition to our existing path network repairs.~~
- ~~In addition to ACT Government funding, the Australian Government has also contributed to path maintenance in the ACT in recent years, including through the Local Roads and Community Infrastructure (LRCI) program.~~
- ~~The 2024-25 budget provided an additional \$3.1 million for the renewal of the Emu Bank path along the Lake Ginninderra foreshore, including reconstruction of the retaining wall.~~



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Ongoing Active Travel Infrastructure and Maintenance Program – Infill Paths and Missing Links

- ~~The 'Infill Paths and Missing Links' program was funded in the 2023-24 Better Transport Infrastructure – supporting active travel, and the 2024-25 ARP program consisted of Age Friendly Suburbs, cycle path maintenance and Infill paths. The ongoing Roads ACT maintenance program is focused on the replacement of small sections of paths considered as trip hazards and implanting 'make safe' treatments such as grinding and cold mix.~~



- The current 'Infill Paths and Missing Links' program was funded in the 2023-24 Better Transport Infrastructure – supporting active travel, and the 2024-25 ARP program.
- Program packages 1 with design and construction completed in 2025:
 - Wentworth Avenue median, Kingston.
 - Batchelor Street, Torrens.
 - Ipima Street, Braddon.
 - Wittenoom Crescent, Stirling.
- Program packages 1 with design completed:
 - Fairbairn Avenue, Campbell.
 - Carruthers Street, Hughes.
 - Stirling Avenue, Watson.
- Program package 2 with the design anticipated to be completed by December 2025:
 - Kuringa Drive, Fraser – Section 1.
 - Kuringa Drive, Spence – Section 2.
 - Kingsford Smith Drive, Florey.
 - Well Station Drive, Mitchell.
 - Verge Place, Charnwood.
 - Jerrabomberra Ave, Symonston.

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- Construction of Kuringa Drive section 1 and 2 is anticipated to commence in the first quarter of 2026 pending required approvals.

The total budget of \$2.382 million includes all initiatives with \$0.525million for Missing Links.

Note: This amount consists of \$1.5m for the cycle path maintenance, \$0.525m for the 'Infill Paths and Missing Links' and \$0.350m for the Palmerville path upgrade (total \$2.375m). There was additional \$0.35m for Palmerville that has not been included in the total.

The current program is broken into two separable portions, the first package is to complete detailed design for the seven sites below and construct the first four priority sites.

- The second package is to complete detailed design for six sites and includes progressing to construction of two priority sites being Kuringa Drive Section 1 and 2.

Program Update

- The detailed design of all seven sites and construction of sites 1 – 4 (Package 1):

1. Wentworth Avenue median, Kingston
2. Batchelor Street, Torrens
3. Ipima Street, Braddon
4. Wittenoom Crescent, Stirling
5. Fairbairn Avenue, Campbell
6. Carruthers Street, Hughes
7. Stirling Avenue, Watson

- Construction has commenced on the first four sites (1-4).
- It is anticipated that construction of the first four sites and the detailed design of the remaining three will be completed before September 2025.

- The detailed design of all six sites and construction of sites 1-2 (Package 2):

1. Kuringa Drive, Fraser – Section 1
2. Kuringa Drive, Fraser – Section 2
3. Kingsford Smith Drive, Florey
4. Well Station Drive, Mitchell
5. Verge Place, Charnwood
6. Jerrabomberra Ave, Symonston

- It is anticipated that detailed design of all sites to be completed by December 2025 and the construction of Kuringa Drive Section 1 and 2 to commence in first quarter of 2026 pending required approvals.

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New Path Renewal and Infill Paths and Lighting – ARP 2025/26 – 2028/29

- The newly announced ~~The 2025-26 ACT Budget continues to support active travel, with a four-year budget to the value of \$38.2 million including the following:~~

~~Path renewal and infill (\$24 million)~~

- ~~○ Tuggeranong (\$5 million)~~
- ~~○ Inner North and Inner South (\$1 million)~~
- ~~○ Woden and Weston (\$5 million)~~
- ~~○ Belconnen (\$5 million)~~
- ~~○ Canberra wide infill paths project (\$8 million)~~

~~Path upgrade (\$9 million)~~

- ~~○ Continuation of the Lake Ginninderra Path upgrades Stages 2, 3 and 4, funded from 2025 – 2028~~

~~Path design (\$0.7 million)~~

- ~~○ Design of a new raised pedestrian crossing at Challis Street Dickson~~
- ~~○ Design of a new raised pedestrian crossing at Flinders Way and Monaro Crescent, Griffith~~
- ~~○ Detail Design for a shared path between Hall Village and Gold Creek Village~~

~~Lighting infill (\$4.5 million)~~

- ~~○ Canberra wide program (\$2 million)~~
- ~~○ Tuggeranong (\$2.5 million)~~

- This Path renewal and infill program will also balance the investment between the primary and local path network, in the including an emphasis on high priority utilisation areas (e.g. shops, schools etc). The program will seek to upgrade strategic paths to current standards and install key missing links throughout the network including missing and non-compliant kerb ramps.
- The infill street lighting program will focus on providing better lighting in key locations throughout the suburbs.
- The City and Environment Directorate has commenced planning work for the delivery of the new program with Project Plans being drafted and delivery options being assessed.

Funding

- Ongoing baseline investment of approximately \$5.5 million annually is provided for the repair and maintenance of existing community paths.

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- Through the 2023-24 ACT Budget, the ACT Government invested an additional \$5 million over two years for path maintenance, for insourced path grinding crews to address immediate trip hazards identified by the community and our City Services teams. This is an increase in the path maintenance funding, in addition to our existing path network repairs.
- The 2024-25 budget provided an additional \$3.1 million for the renewal of the Emu Bank path along the Lake Ginninderra foreshore, including reconstruction of the retaining wall.
- ACT Government will be investing a total of \$38.2 million through the 2025-26 to 2028-29 ACT Budget for active travel infrastructure and path renewal and infill package. This funding will be primarily used for the upgrade of the existing path network around priority areas and building missing links where they are non-existent.
- The 2025-26 package will target \$24.0 million for path renewal and infill:
 - Tuggeranong (\$5 million).
 - Inner North and Inner South (\$1 million).
 - Woden and Weston (\$5 million).
 - Belconnen (\$5 million).
 - Canberra wide infill paths project (\$8 million).
- The remaining \$14.2 million will be allocated for:
 - Path upgrade of Lake Ginninderra stages 2, 3 and 4 (\$9 million).
 - Design of a raised pedestrian crossings at Challis Street in Dickson, Flinders Way and Monaro Crescent in Griffith (0.2 million).
 - Detailed design for the shared path between Hall Village and Gold Creek Village (0.5 million).
 - Lighting infill for Tuggeranong (\$2 million) and Canberra wide (2.5 million)

Background – Defects description and summary

- ~~The City and Environment Directorate has commenced planning work for the delivery of the new program with Project Plans being drafted and delivery options being assessed.~~
- Defects can range from high risk through to very low risk items. Structural defects may include horizontal displacements (such as cracked panels), vertical displacements (including hazards between panels) and minor cracking (with no displacement and cosmetic damage only).
- ‘Amenity’ defects are also identified by CED and can include such things as debris on paths or encroachment from shrubs and vegetation.
- Rectification treatments for structural defects primarily include cold-mix repairs, grinding trip hazards and replacing short segment panels of concrete paths where they have become damaged.

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- CED will always prioritise the highest risk defects (large vertical or horizontal displacements) over defects that present little to no risk. This is typically done by an initial ‘make safe’ treatment such as grinding or cold mix. Should the defect remain, they are placed on the panel replacement program.
- Low risk defects such as minor cracked panels, are mostly cosmetic in nature and present little to no safety risk to path users. These are also placed on the panel replacement program but are given a lower priority.
- Panel replacement works are generally completed as packages of work delivered by external contractors. The establishment of the CED internal concrete panel crew will provide further flexibility in the delivery of such work.

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Footpath Closures

Botanica development

- The current planning system in the ACT does not require developers to consider construction staging or traffic management impacts as part of the Development Application process. As a result, most major developments in the ACT are planned on the assumption that the site can be occupied “boundary to boundary” and access will be provided from the road and verge. This approach to development often requires long-term footpath and road closures and is extremely disruptive to the local community.
- Footpath and lane closures for construction are only considered as a last resort, if there are no other safe ways to access a site to construct an approved development. When closures are required, pedestrian and cyclist detours must be provided as part of the Temporary Traffic Management plan.

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When will the verge and footpath be reopened?

- The current TTM authorisation expired on 29 August 2025. The footpaths around the site (including Northbourne Avenue) reopened on Wednesday 27 August 2025.

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Illegal Dumping

Talking points

- Officers in the City and Environment Directorate (CED) work hard to maintain and protect Canberra's beauty and amenity.
- CED officers are regularly required to respond to reports of littering and illegal dumping. Illegal dumping can be dangerous, be highly damaging to government assets and the environment, and very costly for the government to manage.
- Cleaning up litter and illegal dumping is not only costly, but when undertaken on roadsides, it is also dangerous and puts CED staff at significant risk.
- In our 2025 election commitment we committed to "Increase enforcement activity regarding littering and illegal dumping".
- The CED Licensing and Compliance (L&C) unit regulate municipal non-compliance matters including unauthorised public land use, littering and illegal dumping.
- Like any illegal activity, prior to being able to take any compliance action, there is a legal requirement to identify the person responsible for depositing litter in a public place, and gathering this evidence can be, and is often, difficult.
- In 2025, L&C officers have been proactively targeting illegal dumping undertaking covert camera operations at various identified dumping sites including at Taylor, Griffith, Symonston, Wanniasa, Holder, Oaks Estate, Jerrabomberra, Mitchell and on both the Federal and Monaro Highways.
- L&C have also recently run proactive covert movable camera operations targeting unsecured loads on vehicles travelling on Parkwood Road MacGregor and on Mugga Lane, Jerrabomberra.
- Through these proactive operations, multiple offenders have been captured and subsequently identified and fined for their illegal behaviour.
- Proactive operations have also been undertaken in Whitlam, Jacka, and Macnamara during July and August 2025, targeting construction litter and unauthorised use of public land. Two matters under investigation in Jacka and Macnamara. Six (6) offences were identified for litter breaches and 9 offences were identified for the unauthorised use of public land.
- The proactive operation targeting discarded shopping trolleys undertaken during August 2025, saw the issuing of 30 individual trolley removal notices with a total of 14 trolleys subsequently collected and seized. All impounded trolleys have now been collected with the relevant fees paid.

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- **Since 1 January 2025, L&C has issued 156 Infringement notices and 195 Warning notices for Litter Act 2004 offences.**
- In the past fortnight (4 August to 20 August) L&C has received 33 complaints in relation to littering or illegal dumping matters. During the same period L&C has issued 14 infringement notices and 7 warning letters.

Unauthorised use of public unleased land

- The L&C Public Land Use Team (PLU) provides procedural advice, coordination, and decisions on short and long-term land use matters, administered under the *Public Unleased Land Act 2013* and *Planning Act 2023*.
- PLU is a primary point of contact for enquiries relating to the use and access of public unleased land by community and business areas across government. The PLU issues land use permits and licenses on behalf of Suburban Land Agency, Parks and Conservation Service and City Services.
- Administering land use permits and licences in accordance with relevant legislation, Governmental policy and stakeholder consultation outcomes, the PLU annually processes in excess of 2,000 applications. Approximately 70% of these applications are commercial in nature, relating predominately to construction work activity across the territory.
- PLU has a commitment to respond to all community or commercial enquiries **within 5 business days** and all internal ACT Government enquires **within 3 business days**.
- As well as processing land use applications, the PLU manages land use fee permit payments, fee scheduling and invoicing for land use permits and licenses. PLU staff also conduct basic investigations of unauthorised public land use, manage referrals from compliance areas and assist in the negotiation of public land use terms.
- Where unauthorised public unleased land use is identified, the PLU work closely with L&C compliance staff to regulate the non-compliant company or individual and affect compliance.
- Unauthorised land use may include the installations of structures on nature strips including basketball hoops, retaining walls, coppers logs etc., or the storage of objects or materials on nature strips, such as bricks, skip bins etc.

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Urban Forest Act operation

Talking points - Background

- The *Urban Forest Act 2023* (the Act) came into effect 1 January 2024, repealing and replacing the *Tree Protection Act 2005*, with the intention of preserving and enhancing the urban forest and Canberra's canopy cover.
- The Act provides a comprehensive framework to consistently and effectively manage both private and public trees and the impact of climate change on the urban canopy.
- The Act has clear guidelines for tree protection and management to provide the necessary measures for Canberra's urban forest to thrive in the face of urban development and environmental challenges.

The Act in operation

- Urban Treescapes has been consistently communicating with industry and members of the public to provide continuous improvements and enhancements to administrative processes, based on feedback provided.
- Administrative process improvements have included: additional clarification for applicants in the Tree Activity Application process, particularly for those looking to undertake development/construction work; and updates to information on the website.
- Any administrative process improvements that have been unable to be actioned have been recorded for consideration through the 2025 review of the Act and have been included on an issues register.
- From 1-July – 20 August 2025, 254 tree activity applications have been received by the Tree Protection Unit. 88 Development Applications have been referred to the Tree Protection Unit from the Planning Authority.

Canopy Contribution Agreements

- Regulatory amendments were made in September 2024 to recognise:
 - existing contributions to the urban forest, where an applicant has 30% or more canopy cover on their block. Applicants are no longer required to enter a Canopy Contribution Agreement if they meet this threshold;

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- common property of unit titles as ‘homeowners’ for the purposes of calculating a Canopy Contribution Agreement, where a tree is not being removed for development purposes; and
- the feasibility of replanting on sites with existing trees, and a reduction to the financial settlement amounts for homeowners who plant replacement trees.
- From 1 July- 20 August 2025, 90.3% of applicants who have gained approval to remove protected trees and signed a Canopy Contribution Agreement have opted to replant new trees on site. The financial contributions received from 1 July – 20 August 2025, amount to a total of \$22,189.96.
- The overall financial contributions received under the Urban Forest Act 2023 from 1 January 2024 amounts to \$244,139.10

Review of the Act

- The Government made an election commitment to bring forward the review of the Urban Forest Act 2023 ahead of the legislated review.
- The City and Environment Directorate has commenced an internal review of the Act.
- The review is considering feedback received from the community and industry during the first year of operation and seek to identify improvements that can be made to the application process and the operation of the Act.
- I facilitated a construction industry roundtable on 25 March 2025, where peak bodies and representatives provided direct feedback on the Act’s impact and shared insights into potential improvements.
- I have also listened to industry and community concerns recently in the ACT Legislative Assembly, including the petition tabled on 18 March 2025 titled ‘Fix the ACT’s Broken Construction Approval System’ and the motion from Mr Cain moved on 18 March 2025 about Regulatory burden in the construction industry.
- The review will focus on the seamless interaction of the Act and other ACT legislation to ensure a cohesive regulatory framework and support the delivery of ACT government priorities and objectives as a whole.
- The completion date of this review is December this year.
- I remain committed to striking the right balance between achieving the objects of the Act and supporting broader ACT Government priorities. We look forward to working collaboratively across government and with key stakeholders to ensure that Canberra’s urban forest continues to thrive for generations to come.

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Shop Upgrades

Talking points

- In total, there are 90 commercial shopping centres across the ACT, including 66 local shops, 19 group centres, four town centres and the city centre.
- The ACT Government has undertaken a rolling program of upgrades to local shops and group centres since 2002.
- The last program was funded for delivery over four years. It commenced with funding allocated in 2021-22 and was completed in July 2025.
- The community is engaged on shops upgrades through the delivery process at key milestones seeking feedback and providing updates on designs.
- Elements of a design can change prior to construction and during construction due to resolution of issues and construction level detail often related to safety in design assessments and site conditions. The types of stakeholders providing input at this stage include utility providers and asset owners such as Roads ACT and City Presentation.
- The ACT Government has made commitments for further Shopping Centre upgrades in the current term of government. CED has commenced initial delivery planning work on these upgrades.

2025-26 – 2028-29 Shops upgrade program (new program)

- The 2025-26 ACT Budget allocated \$9.65 million from the CED Asset Renewal Program (ARP) over four years for continuation of the Shopping Centre improvements program.
- The program will include delivery of feasibility, consultation, detailed design and construction of upgrades or improvements at two Local Shops and three Group Centres.
- \$7.8 million for construction of major upgrades at Erindale, Mawson, Charnwood Group Centres.
- \$1.85 million for feasibility, design and construction of minor upgrades or improvements at Griffith and Palmerston local shops.
- Upgrades will look to enhance the character of each centre by targeting safety, accessibility, amenity and landscape elements.
- Planning and program development has commenced on the 2025-26 – 2028-29 Shops upgrade.
- Project Plans are being prepared and initial engagement with iCBR on delivery has commenced.

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2021-22 – 2024-25 Shops Upgrade Program

The 2021-22 ACT Budget allocated \$17.5 million from the CED Asset Renewal Program (ARP) over four years for continuation of the Shopping Centre improvements program.

- The program included delivery of feasibility, consultation, detailed design and construction of upgrades or improvements at Local Shops and Group Centres:
 - \$7.5 million for construction of major upgrades at Kaleen south (Gwydir Square), Campbell and Duffy local shops.
 - \$6.5 million 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.
 - \$3.5 million for detailed design and construction of improvements at Kippax Group Centre and Brierly Street Weston Creek.

2021-22 – 2024-25 Current Program Update

Kaleen (South), Campbell and Duffy

- The following upgrades are now complete:

	Key Features	Changes made
<u>Kaleen</u>	<p>Key features</p> <p>New seating and shade structures</p> <p>New accessible public toilet</p> <p>Better landscaping including new pavements, and more trees, shrubs and grasses</p> <p>Community artwork</p> <p>Refreshed softfall at the playground</p> <p>Upgraded lighting</p> <p>Parking upgrades including new accessible parking spaces and 2 new parking spaces.</p>	<p>Additional footpath drainage/sumps were added adjacent to the pharmacy and hairdresser to reduce the risk of pooling.</p> <p>Additional grading was undertaken to the accessible parking bays to reduce the slope and bring in line with Australian standards.</p> <p>Numerous telecommunication pits containing asbestos were removed for safety reasons.</p> <p>Two pram crossings were replaced to reduce the level differences in footpaths.</p> <p>Planting beds were extended, and large rocks were added at</p>

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	Key Features	Changes made
		the entrance to the main carpark during construction to discourage parking on the verge.
<u>Campbell</u>	<p>Key features</p> <p>better carparking arrangements</p> <p>new seating and shade structures</p> <p>accessible paths of travel, including a new path linking Chauvel Street to the central laneway</p> <p>better landscaping, including smaller plantings and natives</p> <p>upgraded lighting.</p>	<p>Numerous telecommunication pits containing asbestos were removed for safety reasons.</p> <p>A number of added pram crossings were replaced to reduce the level differences in footpaths and surrounding network interfaces.</p> <p>Two additional planting beds were added at the entrance to the main carpark during construction to discourage parking on the verge.</p>
<u>Duffy</u>	<p>Key features</p> <p>new playground, including an accessible nest swing, nature play elements, rockers as well as a rope bridge and climbing equipment</p> <p>two new shade sails and rubber softfall</p> <p>bike track</p> <p>new toilet</p> <p>outdoor furniture including an undercover picnic table and bench seating</p> <p>accessible paths of travel, including a new ramped path to improve access from Burrinjuck Crescent to the local shops</p> <p>better landscaping including native and deciduous trees, and 60 shrubs.</p> <p>increased amenity with new bins and a bike rack.</p>	<p>Additional footpath drainage/sumps were added adjacent to the coffee shop to reduce the risk of water pooling.</p> <p>An additional planting bed was added during construction. This planting bed was installed to take runoff from the play space</p>



Narrabundah, Monash, Evatt and Macquarie local shops; and at Lanyon and Calwell Group Centres.

- The main works for the upgrade at each of these shopping centres is now complete with some elements still to be finalised.
- At Narrabundah and Macquarie shops, the water fountain installation and associated works are now complete and open to the public. Some minor remediation works around the water fountain areas is currently being undertaken.
- Lanyon and Calwell upgrades were completed in March and April 2025 respectively, and the upgrade at Evatt shops was completed in late May 2025, with the exception of the toilet which will be installed by late-August 2025.

Florey Shops

- In addition to the local shop upgrades, Roads ACT managed a minor new work project to improve parking arrangements at the Florey Shops. The works were completed on 2 May 2025. Further work is programmed for 2025/26, subject to the design process being completed, which will include a new wombat crossing outside the Medical Centre, speed humps and other minor improvements.

Murals at Local Shops

- Murals have been delivered at five of the local shop upgrade locations (Narrabundah, Evatt, Macquarie, Lanyon and Calwell).

	Key Features	Changes made
<u>Narrabundah</u>	<p>Key features delivered</p> <p>New seating and tables for the community to sit and gather</p> <p>new accessible parking bays</p> <p>improved landscaping including permeable paving around existing trees to improve access to water</p> <p>seating elements were added to existing retaining walls</p> <p>formalised long term and short-term parking areas with signage</p> <p>installed speed humps at either end of the laneway to slow vehicles</p>	<p>A number of pram crossings were adjusted to accommodate on ground level issues.</p> <p>Changes to the new accessible car park were undertaken during construction to accommodate on ground level conditions.</p>

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	Key Features	Changes made
	upgraded paths and stairways, including new pram ramps which improved safety and access in and around the shops.	
<u>Monash</u>	<p>Key features</p> <p>New seating and tables providing spaces to sit and gather.</p> <p>Informal play area including nature play elements such as logs and boulders.</p> <p>Art mural.</p> <p>Additional trees and better landscaping.</p> <p>Safer pedestrian access including upgraded paths</p>	Nil changes
<u>Evatt</u>	<p>Key features</p> <p>New seating and tables providing spaces to sit and gather.</p> <p>Proposed nature play and accessible play elements which may include an accessible nest swing, balancing logs and steppers.</p> <p>An art mural to brighten up the area.</p> <p>New accessible parking bays.</p> <p>New toilet block.</p> <p>Additional trees and better landscaping.</p> <p>Improved access for pedestrians including paths, safe crossings and stairways.</p> <p>Resurfacing of the service area off McClure Street and improved access and safety at Heydon Place.</p>	The proposed location for the new toilet has changed. This change was due to issues with service clashes, tree location and ground levels. The change has been communicated to the community and the CED website updated.
<u>Macquarie</u>	<p>Key features</p> <p>new seating and tables</p>	The final configuration of the play space was altered from designs provided on the CED City Services website however amenity and

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	Key Features	Changes made
	<p>improved playground with nature play and play elements including balancing logs and steppers</p> <p>art murals (to be delivered post construction)</p> <p>new accessible parking bays</p> <p>additional trees and improved landscaping</p> <p>safer pedestrian access in and around the carpark including upgraded paths, stairways and lighting</p> <p>art murals (still to come).</p>	<p>extent of scope has been maintained.</p> <p>This was due to existing levels and below ground services impacting the construction.</p> <p>An adjustment has occurred to the location of an accessible carpark which was moved to avoid a conflict with on ground levels. This has not been reflected on the website however the total number of carparks and accessible carparks have been maintained.</p>
<u>Lanyon Group Centre</u>	<p>Key features delivered</p> <p>New seating providing spaces to sit and gather.</p> <p>Additional trees and better landscaping.</p> <p>Improved access for pedestrians including paths, pram ramps and safe crossing points.</p> <p>New raised intersection at Balcombe and Sidney Nolan streets including a new pedestrian crossing.</p> <p>Additional parking spaces on Sidney Nolan Street.</p>	<p>The CED City Services website indicates a raised coloured intersection however this was not realised due to a number of issues. The reason a raised coloured intersection was not delivered is because it misrepresented the area as a shared pedestrian zone, and in addition the Marketplace did not agree to upgrade the area within their property to match into the raised area. This created a safety issue for pedestrians. This was further supported as the cost to adjust stormwater to deliver the raised area was significantly high.</p>

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	Key Features	Changes made
		<p>Details of the final design were provided to Lanyon Market Place through project meetings with them however they were not provided to the Minister’s Office or the wider community.</p> <p>The constructed raised crossings are black in colour in accordance with the CED design standard and indicate designated pedestrian priority crossing points.</p> <p>The landscaping in the artist impressions is generally a true indication of the long-term design outcome (including existing and proposed tree planting), once trees and shrubs have matured.</p> <p>One installed bench seat has been removed and will be re-installed in an alternative nearby location based on community feedback. The seat will be reinstalled with a back rest.</p> <p>A new parking location and signage for Australia Post vehicles will be installed shortly along Sidney Nolan Street.</p>
<p><u>Calwell Group Centre</u></p>	<p>Key features</p> <p>New seating and tables providing spaces to sit and gather.</p> <p>A new playground with nature play elements and accessible elements which include a nest swing, trampolines, a slide, steppers and a new shade sail.</p>	<p>The draft preliminary design indicated an area of carpark would be resurfaced, however condition assessment of this area through the design resulted in only localised resurfacing being required.</p>

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	Key Features	Changes made
	<p>New accessible parking bays.</p> <p>Additional trees and upgraded landscaping including new garden beds.</p> <p>Improved access for pedestrians including paths and safe crossing points.</p> <p>Upgraded lighting to enhance public safety.</p> <p>Service gates to restrict parkland access.</p>	<p>An adjustment has occurred to the location of an accessible carpark on the eastern side of the shopping centre which was moved to avoid a conflict with an existing tree. This has not been reflected on the website however the total number of carparks and accessible carparks have been maintained.</p>

Kippax Group Centre and Brierly Street Weston Creek

- These following upgrades are now complete:

		Changes made
<u>Brierly Street</u>	<p>Key features delivered</p> <p><u>Trees and landscaping</u></p> <p>More greenery has been added including more deciduous street trees along Brierly Street and garden beds. This includes 24 trees, 293 shrubs, 890 strappy plants, 174 herbs, six climbers and 384 groundcovers.</p> <p><u>Pedestrian safety/access</u></p> <p>Better pedestrian connectivity between the various commercial centres with two new raised crossings on either side of the existing raised crossing (one close to Mahony Court and the other towards Parkinson Street).</p> <p>A slower traffic environment through the widening of the verges in sections of Brierly Street which in turn has reduced the width of the road.</p> <p>Removal of the existing bus layover and conversion into 30-minute parking.</p>	<p>The bench seat and steppers previously installed in a garden bed adjacent to the real estate agent and Trennery Square have been removed due to trip hazard concerns.</p> <p>The bench has been relocated along newly paved area of Brierly Street near the indented parking.</p> <p>Additional works were required beneath the road and verge area to install sub surface drainage.</p>

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		Changes made
	<p>Increased and improved lighting.</p> <p><u>Amenity</u></p> <p>More comfortable and inviting spaces for the community to stop and stay.</p> <p>Improvements to the existing furniture in Trenerry Square.</p> <p>More bicycle parking and rubbish bins.</p> <p>More spaces for alfresco dining for restaurants to consider expanding into.</p> <p><u>Changes to parking arrangements</u></p> <p>Following engagement with the community, changes to existing parking arrangements were implemented.</p> <p>The carparks off Parkinson Street and Mahony Court amended for consistency to 2-hour parking Monday to Sunday.</p> <p>Implement 2-hour parking restrictions on Watling Place.</p> <p>Convert Commons Court and Macleod Court all-day parking to 2-hour parking restrictions.</p>	
<u>Kippax</u>	<p>Key features</p> <p>New streetlights along Hardwick Crescent to increase safety.</p> <p>Improved access along shopfronts including wider shopfront pavement, allowing space for outdoor dining and public outdoor furniture.</p> <p>Upgrade the existing 3 pedestrian crossings to new raised crossings with new lighting improving safety for</p>	<p>The CED website had an error in that it communicated two new parallel timed parking spaces along Hardwick Crescent and six loading zone spaces would be delivered. The website has been updated to reflect the final design which was delivered which included six parallel timed car parking spaces constructed along the eastern side of Hardwick Crescent and two loading bays</p>

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		Changes made
	<p>pedestrians and also slowing traffic along Hardwick Crescent.</p> <p>Line marking within the surface carparks to direct pedestrians between the currently separated commercial centres on either side of the large carparks.</p> <p>Six parallel timed car parking spaces constructed along the eastern side of Hardwick Crescent and two loading bays constructed along the western side of the Hardwick Crescent.</p> <p>Two new accessible parking spaces within the surface carpark adjacent Hardwick Crescent.</p> <p>An enhanced streetscape with new plantings and landscaping, including 12 new Chinese Elm trees which can grow up to 10 metres tall.</p> <p>New seating.</p>	<p>constructed along the western side of the Hardwick Crescent.</p> <p>Four additional trees were planted to replace three existing trees which were removed due to their location near proposed water main works.</p> <p>Line marking and some signage was refreshed and upgraded in relation to the accessible car parking spaces in the southern carpark.</p> <p>The improved pavement treatment was extended along Luke Street further than the original scope to improve the visual amenity.</p>

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Portfolio/s: City and Government Services

Tuggeranong Regional Plan – Progress and Status

Talking points

- Population growth and development is a key catalyst for urban renewal.
- No more than 30% of growth will be in new suburbs, often referred to as greenfield land. The district strategies outline how we will keep the remaining 70% (or above) within the existing suburbs through increased density.
- The Tuggeranong District Strategy will help guide how the Tuggeranong District will change and grow towards 2038 and beyond to 2050. This growth will be in a way that keeps the territory sustainable, competitive and liveable.
- The role of planning and other government initiatives is to encourage a distribution of growth that makes the best use of existing and future infrastructure and achieves sustainable development.
- While consideration for how the ACT addresses the missing middle is underway, the district strategies highlight change areas that could be suitable over the next 15 years and beyond.
- The district strategies proactively manage and guide where ACT's growth will best occur across the districts and sets out what is needed to help achieve it. They consider a range of factors such as locations near centres, major transport corridors, active travel and public transport routes and areas of higher amenity.
- Rather than take a direct approach to the population forecasts that could see housing and infrastructure planning only occurring in the districts experiencing growth (potentially leaving other districts behind), the district strategies seek to better direct growth across the districts. For instance, it is important to achieve more 'missing-middle' housing across all districts (East Canberra excluded) to provide greater housing choice, even in districts with lower growth projections.
- The Tuggeranong District Strategy identifies that:
 - Population projections for Tuggeranong predict modest future growth.
 - The potential future housing demand identified for Tuggeranong is for around an additional 1,100 dwellings by 2050, based on the current population projections.
 - The total baseline potential future employment across the district in 2050 is around 24,700 jobs (an increase of 3,000 from 2021).

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- Over time the establishment of new strategic transport connections will stimulate the revival of the Tuggeranong District.
- The Tuggeranong town centre will be a prime location for jobs, shopping and services, increasing its primary service centre role for the district and the wider ACT economy.
- Each district strategy identifies ‘change areas’ and ‘key sites’ for renewal and ‘potential urban regeneration areas’ that may be suitable for a range of residential and non-residential uses (including consideration of education, health and recreation facilities):
 - Category 1 – Change areas within 0–5 years: In the Tuggeranong category 1 change area there is one project related to the new ice sports facility near the town centre.
 - Category 2 – Change areas within 0–10 years: In the Tuggeranong category 2 change area there is one site related to the Indicative Land Release Program at Hume with the rest being ACT Government projects associated with group centres and the town centre.
- The Government’s shopping centre upgrade program aims to create and protect local jobs and support local businesses. Many centres across the ACT have received upgrades since 2001. For example, Lanyon Marketplace and Calwell Group Centre improvements were recently completed and the ACT Government recently announced funding for upgrades at the Erindale Group Centre.
- The revitalisation of local, group and town centres does not rest solely with the ACT Government undertaking government funded upgrades on public land or to public spaces and streets in these centres. Private lease holders own land and buildings in many of these centres and private upgrades may play a more significant role in leading revitalisation of a local or group centre.
- The project for the Missing Middle Housing Design Guide was open for feedback until Tuesday 22 July 2025 and residents were encouraged to provide comments and submissions through [Missing Middle Housing Reforms | YourSay ACT](#)
- The ACT Government is committed to provide infrastructure improvements through investing in better footpaths and safer streets, upgrading community playgrounds, revitalising shopping precincts, investing in sport and recreation and renewing the Tuggeranong skate park.

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E-Scooter Safety and Dockless Shared Micromobility Program Renewal

Renewal of share program

- The ACT has had an e-scooter share scheme operating since 2020. A process to renew the scheme is being undertaken.
- On 25 June 2025, an updated Dockless Micromobility Policy was released. The process to apply to operate shared micromobility services opened on 2 July and closed on Friday 1 August 2025.
- An industry briefing was held on 8 July, where potential providers had the opportunity to hear about the government's approach to the micromobility share scheme and ask questions.
- In the ACT, we authorise providers to use public land with a permit issued under the *Public Unleased Land Act 2013* to operate their business. We are looking for assurance that these businesses can provide safe, reliable, and high-quality transport services that meet the needs of the Canberra community.
- An evaluation panel is currently assessing the applications, and I am advised the outcome of the competitive application process will be known in Spring 2025 and I look forward to receiving a brief on this.
- Dockless shared micromobility services are a valued, flexible and affordable transport choice for the people that use them. Together with public transport services, rideshare and taxis, and shared car services they support people who do not own a car who have short trip needs.
- The Transport Strategy 2020 and Active Travel Plan 2024-30 recognise the positive role that electric micromobility can have in further reducing car dependence to address the big challenges in emission reduction, congestion, healthy lifestyles and to support a compact and efficient city.

E-Scooter Safety

- The ACT Government is committed to the safe use of e-scooters, e-bikes and similar personal mobility devices on our paths and roads as well as other public and private areas such as parks and playgrounds or private property where the road rules may not apply.
- All riders should always travel at the appropriate and safe speed for the environment they are travelling in and be respectful to pedestrians and others. Sharing our paths is everyone's responsibility.
- The ACT Government has released several videos, as part of an ongoing education campaign, to educate users about safe and considerate riding and parking behaviours. These are shared as part of whole of the road safety calendar and other government safety campaigns.

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- Safety messaging has also been promoted through ACT Government and Transport Canberra social media channels:
 - ride to the conditions and at appropriate speeds.
 - wear a helmet.
 - don't drink and scoot.
 - give way to people walking and be courteous with other path users.
 - park responsibly.
- To help target younger audiences, campaign videos run on YouTube, Instagram and Facebook.
- Safety messaging has also been promoted through ACT Government and Transport Canberra social media channels.
- Education campaigns will continue to be developed, and like the current arrangement, new providers of the Dockless Shared Micromobility scheme will be required to provide safety education directly to their users and contribute toward safety campaigns undertaken by the ACT Government.

Existing program information

- Since the shared e-scooter scheme was introduced (19 September 2020 to 24 August 2025):
 - Nearly 4.4 million trips were made using shared schemes, with an average of around 1,654 trips per day.
 - The median trip distance is around 1.2km and the median trip time is around 7 minutes.
 - Around 72% of trips are under 2 km, and 66% of trips are under 10 minutes in duration, making them a great way to connect with our Rapid bus network and light rail.

Injuries and safety compliance

- Education campaigns will continue to be developed, and like the current arrangement, new providers of the Dockless Shared Micromobility scheme will be required to provide safety education directly to their users and contribute toward safety campaigns undertaken by the ACT Government.

Background

- The ACT Government has enabled dockless shared micromobility services since 2018, first with pedal bikes and then e-scooters in 2020. Shared bikes stopped operating in 2023.
- In 2020, following a competitive application process, two e-scooter providers – Beam and Neuron – commenced operations in the ACT.
- In late 2024, a compliance incident resulted in Beam's permit not being renewed and Beam was subsequently directed to remove all devices from ACT public land.

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- Following the Beam incident, Neuron's permit was amended and extended, and their cap increased to 1,075 devices to provide continuity of service for the Canberra community.

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● Waste Composition Audits

Talking points

- Waste audits were undertaken in the ACT in mid-2024 to provide information on the contents of:
 - a. The Landfill and Transfer Station at Mugga Lane
 - b. Household bins for single-unit dwellings (SUDs) and multi-unit developments (MUDs).
- The audits involved the physical sorting of sample waste loads into different categories.
- Waste audits are very common across Australia as they provide important data about waste generation and what is being put in each household bin. This informs the services and policies needed for waste management in the ACT. Data from the audits is also used in education materials and campaigns with the aim to improve waste behaviours in the Canberra community.
- The 2024 household waste audit involved 698 households, including 350 single-unit dwellings across 17 suburbs and 348 multi-unit dwellings from three suburbs.
- The 2024 audit results are now available on the City Services web page.
- Some key findings from the 2024 audit are below:
 - Overall household waste generation decreased by 1.5 kg per household per week compared to the previous audit conducted in 2022.
 - On average ACT households generated 8.8 kg of waste per household per week. This was comprised of 6.1 kg of general waste (decrease of 1.6kg compared to 2022) and 2.7kg of commingled recycling (increase of 0.1kg compared to 2022).
 - Loose and containerised food were the dominant materials in the general waste stream across single-unit and multi-unit dwellings. 33% of waste material from single-unit dwellings and 47% from multi-unit dwellings could be diverted to a FOGO service.
 - The total quantity of general waste almost halved in single-unit dwellings with a FOGO collection (4.8 kg per household per week) compared to single-unit dwellings without a FOGO collection (8.6kg per household per week).
 - The FOGO pilot has demonstrated that the program aids in diverting food waste from landfill. The construction of a larger FOGO facility in the coming years will assist in diverting even more food waste from landfill to be turned into valuable compost.
 - There was an overall 5% reduction in contamination in household recycling observed in 2024. Although contamination in household recycling increased by 8.2% in single-unit



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dwellings, recycling contamination in multi-unit dwellings decreased by 13%. Bagged waste, non-recyclable plastics, containerised food and other organic material are among the most common contaminants found in household recycling. The ACT Government will look to raise greater awareness among the community of these common recycling mistakes and where to correctly dispose of these items.

- There was a significant decrease in the number of batteries found in household bins in the 2024 data. 75 batteries were found in the general waste stream in 2024 compared to 182 batteries recovered in the 2022 audit. This is a positive result especially as the ACT Government has invested in community education and awareness activities around the importance of safe battery disposal.
- The most common hazardous items found were clinical/pharmaceutical/cotton buds, vapes, other items with cord or battery, and household batteries.
- The 2024 data showed ACT households dispose of an estimated 745,230 Container Deposit Scheme (CDS) eligible containers in household waste and recycling bins per week. This is equal to four containers per household per week.
- Annually more than 38 million eligible containers, worth \$3,875,196 in potential refunds, are disposed of in kerbside bins across Canberra.
- It is estimated that annually, over 57 million CDS eligible containers from domestic and commercial streams are disposed of at the Mugga Lane landfill and transfer station.



Animal Welfare – Dog Code of Practice

Talking points

- The ACT Government is committed to upholding animal welfare standards and protecting animals from cruelty and mistreatment.
- The draft Code of Practice for the Welfare of Dogs in the ACT outlines mandatory standards that must be met by all dog owners, and anyone in charge of a dog in the ACT.
- The overall objectives are to ensure dogs in the ACT are:
 - provided with care that maximises their health and wellbeing
 - protected from pain, distress, danger, illness and injury.
- The draft code was prepared with guidance from the ACT Animal Welfare Advisory Committee.
- The community was encouraged to provide their feedback by completing the YourSay online survey or emailing a submission.
- Consultation closed Friday, 22 August 2025.
- I'm encouraged by the engagement and attention that this code of practice has already garnered as evidenced by the responses to the YourSay online survey and through the coverage from our local media.
- In total, 578 Yoursay surveys were completed and 17 submissions received. Some of the organisations who provided submissions included the ACT Veterinary Practitioners Board, Pets and Positive Ageing, ACT Rescue and Foster (ARF), ACT Barks and Recreation and the Dogs ACT Council.
- The main aims of government in this sphere of Animal Welfare are education and awareness.
- By increasing engagement through education and awareness we improve animal welfare outcomes across our community.

Background information

- The review of the *Code of Practice for the Welfare of Dogs in the ACT 2010* was conducted in line with the objectives of the Animal Welfare and Management Strategy 2017-2022.

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- Since the current Code of Practice was developed in 2010, there have been significant increases in knowledge around dog health, breeding and management. As dogs are one of the most common domestic pets, the review of this Code has been prioritised. The Draft Animal Welfare Dog Code of Practice is a comprehensive code that is intended to address all aspects of Dog ownership.
- While this code broadly aligns with the rest of the country, in terms of providing minimum standards that ensure dogs are healthy and happy, other jurisdictions differ in their approach in that aspects of dog ownership (breeding, minimum standards, training and boarding establishments) are providing through a collection of codes or suite of legislation documents.
- Proposed changes include:
 - ensuring the code is consistent with current legislation including the [Animal Welfare Act 1992](#) and [Domestic Animals Act 2000](#);
 - introducing a new animal welfare framework which recognises dogs as sentient beings who can feel and perceive the world around them;
 - introducing new mandatory animal welfare standards such as restricting surgical debarking;
 - applying the code to all dogs in the ACT, including working dogs and assistance animals who are currently not covered by the code;
 - introducing new standards and guidelines for tethering working dogs to protect their health and safety; and
 - expanding guidelines for dog owners and carers, such as requiring all dogs to have a minimum of three hours of human contact daily and recommending not to use retractable leads.



Animal Nuisance Complaints – best process to submit and process of investigation

Talking points

- The ACT Government has legislated provisions under the *Domestic Animals Act 2000* to deal with animal nuisance complaints. They aim to balance the rights of individuals to a peaceful environment with the welfare needs of animals.
- It is acknowledged that animal nuisances, such as those caused by excessive noise or property damage, can significantly impact an individual's quality of life. These disturbances can be frustrating and disruptive to daily activities.
- Certain animal behaviours, such as rooster crowing and dogs barking, are natural and protected under the five freedoms of animal welfare. These freedoms ensure that animals can express normal behaviour, which is essential for their wellbeing.
- In the last financial year (2024-25), there were 161 animal nuisance complaints reported to Domestic Animal Services. This is similar to the previous financial year (2023-24) where DAS received 169 complaints.
- In the case of animal nuisance, excessive noise is defined as noise that is persistent, loud, and significantly disrupts the peace and comfort of individuals in the vicinity. What constitutes excessive noise can vary among individuals.
- As part of continuous improvement, Domestic Animal Services are reviewing their complaints handling process for animal nuisances. A trial of an amended handling process is being conducted, starting on 21 July 2025. The trial will be reviewed for effectiveness in October 2025.
- The trial amendments aim to better address animal nuisances effectively while respecting the natural behaviours of animals and the rights of individuals to a peaceful living environment.
- The trial process focuses on early engagement and education of all parties, being the keeper/occupier, complainant, and neighbours.
- This is achieved through improving communication milestones and information in written letters and templates, such as what is required from keepers/occupiers and complainants at each stage of the investigation. A digital form is also being developed to improve case handling and minimise delays caused by manual input.

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- Pet owners are encouraged to cooperate and exercise responsible pet ownership to minimise conflicts and enhance community wellbeing.
- As part of the decision-making process, the registrar must consider a range of criteria which includes:
 - the number of people affected by the nuisance
 - the damage, disturbance or danger resulting from the nuisance
 - any reasonable precautions that a person is taking to minimise adverse effects of the nuisance.
- To establish whether an animal nuisance exists, Domestic Animal Services undertake a canvas of the neighbourhood, which can include door knocking of neighbouring residences. The complainant and keeper/occupier will be contacted to provide their versions of events as a matter of procedural fairness.
- Additional evidence may also be gathered during noise inspections of the residence (also known as a 'sit off'). This is where Rangers monitor for noise from public spaces near the residence.
- If keeper/occupiers believe that their pet may be causing an animal nuisance, we encourage using dog behaviour training professionals. There are professionals which offer in-home training for dog barking, and Domestic Animal Services can provide advice on this.
- If you are experiencing excessive noise or property damage caused by an animal, such as a barking dog or crowing rooster, we encourage you to speak with your neighbour in the first instance, as most concerns can be addressed before involving regulatory authorities. You may also choose to contact the Conflict Resolution Service via www.crs.org.au which is a free mediation service for neighbourhood disputes.
- Animal nuisance complaints, require an Animal Nuisance Complaint Form and completion of a noise diary in full. The form is available at www.cityservices.act.gov.au.
- For further information, please contact Domestic Animal Services, through Access Canberra, on 13 22 81 or email animalcontrol@act.gov.au.



Streetlight Maintenance /Improvements

Talking points

Streetlight Maintenance Contract

- The existing 7-year Energy Performance (EPC) / Maintenance Contract with our external provider is nearing its end, with many successful outcomes achieved for the Territory including:
 - installation of over 45,000 new LED luminaires,
 - over 26,000 SmartNode controllers combining to deliver a Smart City Backbone,
 - successful 50% reduction in electricity usage across the streetlight asset base.
- Building on this success the City and Environment Directorate have recently released a new Maintenance contract out for tender. Key objectives for the replacement contract include:
 - building on the success of the EPC through upgrade of the remaining 16,000 aged compact fluorescent lights to energy efficient LED luminaires.
 - installation of an additional 17,000 SmartNode controllers to extend the Smart City Network.
 - development of an improved customer interface for identifying and lodging streetlight issues.
 - preparation for implementing road-light dimming on arterial roads to reduce energy consumption and improve the night sky environment through reduced light pollution.
- This procurement process remains ongoing.

2025-26 – 2028/29 Budget Allocation

- The 2025-26 budget allocated specific street light capital funding over the next four years (via the Asset Renewal Program) for:
 - A \$2.5m investment in the Tuggeranong Streetlight Infill Program to increase safety and expand participation of members of the Tuggeranong community in public spaces. This program aligns with initiatives that support women’s safety, such as the 2019 report “Making ACT Bus Stops Work For Women”, by the Women’s Centre for Health Matters.
 - A \$2.0m investment in the Canberra-wide Streetlight Infill Program. This program will target infill locations identified as priorities by Roads ACT, aligning with initiatives that would expand community participation in public spaces and support women’s safety.



Streetlight Infill and Upgrade Program

- The list of projects for inclusion in the streetlight infill and upgrade program is still being developed and finalised by CED.
- The following types of locations will be the focus of the program:
 - Installation of new lighting or upgrade of existing lighting at pedestrian crossings in areas with high pedestrian activity, school zones, school carparks and nursing homes.
 - Pathways and underpasses between public transport routes (bus stops) and shopping centres, schools, sports grounds, community facilities and health centres– with installations similar to the Kaleen Shops Pathway Lighting Upgrades near Maribyrnong Street and the Woods Lane upgrade out at HMAS Harman.
 - Shopping centres and sporting field carparks.
 - Requests from members of the public that meet one of the categories above.

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PULA Review and changes to PULA fees for footpath and road closures

Talking points - Background

- The *Public Unleased Land Act 2013* (the Act) provides the legislative framework for regulating the use of public unleased land in the ACT.
- The Act has two objects, being to protect the amenity and natural value of public unleased land, and to facilitate the use of public unleased land.
- The Act has not been comprehensively reviewed since it was introduced in 2013. The Government has made an election commitment to undertake a significant review of the Act to ensure that it is fit for purpose and reflects contemporary use and value ascribed to places and assets.
- The Government has also committed to modernise the Act to ensure public land and its use and value is appropriately defined, ensure that encroachment on any public land that is used for through movement, including footpaths, roads and shared paths, is restricted or otherwise appropriately compensated for, and identify areas for activation and streamline processes for uses of these sites.

Review of the Act

- The City and Environment Directorate (CED) has commenced a review of the Act. CED is currently undertaking internal consultation with ACT Government directorates and agencies to determine the most appropriate policy options for a reform of the Act. An executive steering committee will also be established to oversee the review.
- I facilitated a construction industry roundtable on 25 March 2025 and discussed the Act with peak bodies and representatives. I have also listened to relevant industry and community concerns in the ACT Legislative Assembly, including the petition tabled on 18 March 2025 titled 'Fix the ACT's Broken Construction Approval System' and the motion from Mr Cain moved on 18 March 2025 about Regulatory burden in the construction industry.
- The review aims to ensure that legislation regulating public land is fit for purpose and reflects contemporary land use and values, modernise definitions and uses of public land, address encroachment on land used for movement (e.g. footpaths, roads, shared paths) and identify opportunities for activation and streamline approval processes.

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Changes to fees

New public land zoning definitions

- The previous zoning for public land was established in 2008 to support outdoor dining areas and the display of vehicles for sale. These zoning regulations became outdated and did not reflect changes to Canberra’s urban areas.
- Under the new model that started on 1 July 2025, the three-tier framework remains in place. The land classified under each tier, however, is now defined by the Territory Plan 2023 as per the following.
 - Tier 1
 - City Centre.
 - Town Centres.
 - Tier 2
 - Group Centres.
 - Local Centres.
 - All other local shops.
 - CZ1 to CZ6 land zones.
 - IZ1 and IZ2 industrial zones.
 - Tier 3
 - All other public unleased land not defined as Tier 1 or Tier 2.

Changes to fees for public land use

- On 1 July 2025 the commercial public land use fee for each tier also changed. Historically, there were substantive differences in the amount businesses paid for public land use depending on their location which created commercial inequity.
- For more information on the new fees that are being charged, and a comparison with the previous fees, please view the table below. Please note, commercial fees formally applied to Primary and Secondary zones have reduced under the new model. Commercial land use fees, however, increased in Tier 3.

Zone	Primary	Secondary	Tertiary
Fees prior to 1 July 2025	\$0.90 per m ² per day	\$0.60 per m ² per day	\$0.08 per m ² per day
Tier Zones	Tier 1	Tier 2	Tier 3
New Tier fees – from 1 July 2025	\$0.60 per m ² per day	\$0.40 per m ² per day	\$0.20 per m ² per day

- Public land use for outdoor dining is unaffected by the zoning amendments. Outdoor dining will continue to use the current Primary, Secondary and Tertiary model.

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Changes to be introduced on 1 July 2026

Public land use impacts on roads and paths

- To help incentivise contractors, builders and developers to minimise their impact to government assets and disruptions to traffic and pedestrians, where a road or pathway is closed, a daily closure fee will be introduced from **1 July 2026**.
- This change was originally scheduled to come into effect this year as identified in the 2025-26 ACT Budget. However, noting the significance of the change, a decision has been made to provide a 12 month notice period to businesses and delay this change until 1 July 2026. This will allow businesses to factor the fee changes into their forward planning for upcoming projects.
- Industry engagement will occur prior to the introduction of these new fees.

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Budget Initiatives

Talking points

Improved bus services – Bus fleet repairs and maintenance

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	Total \$'000
Capital Impacts					
Capital injection	1,600	1,600	1,600	1,600	6,400
Capital – ARP Offsets	(1,600)	(1,600)	(1,600)	(1,600)	(6,400)
Net Capital	-	-	-	-	-

- The Budget commits \$6.4m to purchase replacement bus engine parts, driveline components and other specialist equipment for Transport Canberra’s Major Unit Overhaul section, to ensure the continuation of its vital role in servicing and maintaining the Transport Canberra bus fleet.
- Maintaining older buses in house is both efficient and vital to delivering service reliability.
- It is also critical to ensuring compliance with National Heavy Vehicle safety regulations required to safely carry passengers.
- This funding ensures that Transport Canberra can deliver network services reliably and safely for passengers and drivers. It also enables Transport Canberra to fulfill its responsibilities in maintaining older fleet and therefore fleet capacity to service the network.

Improved bus services – Improving safety on public

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	Total \$'000
Capital Impacts					
Capital injection	200	300	-	-	500
Capital injection - ARP Offset	(200)	(300)	-	-	(500)
Net Capital	-	-	-	-	-
Expense Impacts					
Expense staff	2,093	-	-	-	2,093
Expense Staff Corporate Costs	306	-	-	-	306
Expenses supplier	510	-	-	-	510
Depreciation	-	-	50	50	100
Net Expense	2,909	-	50	50	3,009
Staffing Impact	2025-26	2026-27	2027-28	2028-29	
Total Additional FTEs (number)	13.42	-	-	-	

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- The Government will invest in measures aimed at addressing occupational violence on the Transport Canberra bus network. A new team of Bus Network Officers and Transit Enforcement Officers will be established to undertake fare compliance activities and provide a visible presence across the bus network to deter occurrences of occupational violence against staff and anti-social behaviour. Expanded de-escalation training will be offered to all drivers and upgraded replacement cabin protection screens installed across Transport Canberra’s bus fleet.
- This initiative is essential to address the rising incidents of occupational violence against bus drivers and will at the same time ensure MyWay+ fare revenue is collected and aligns with the Governments commitments to enhance the safety of the Transport Canberra bus network for customers.

Improved bus services – More electric buses to grow the bus network

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	Total \$'000
Capital Impacts					
Capital injection	14,175	17,325	-	-	31,500
Net Capital	14,175	17,325	-	-	31,500
Expense Impacts					
Expenses – offsets – existing provision	(100)	(100)	(100)	(100)	(400)
Depreciation	-	-	3,150	3,150	6,300
Net Expense	(100)	(100)	3,050	3,050	5,900

- The Government will continue the transition to a zero emissions public transport fleet by procuring 30 additional new battery electric buses. These buses will replace the remaining compressed natural gas buses and older diesel buses in the fleet and enable the growth of Transport Canberra’s bus services.
- This initiative directly supports election commitments by boosting public transportation services and fostering the ACT Government’s sustainability for transport services.
- This initiative will enable Transport Canberra to continue to effectively manage public transport growth and mitigate future road congestion.
- This initiative seeks to articulate a plan for future spending timed to maintain new bus deliveries timetable pursuant to the Zero Emissions Transition Plan.



Improved bus services – Maintaining inclusive transport services

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	Total \$'000
Expense Impacts					
Expense Staff	969	-	-	-	969
Expenses Staff Corporate Costs	187	-	-	-	187
Expenses Supplier	488	-	-	-	488
Net Expense	1,644	-	-	-	1,644
Staffing Impact	2025-26	2026-27	2027-28	2028-29	
Total Additional FTEs (number)	8.2	-	-	-	

- The Government will continue weekday flexible public transport services to support accessible transport needs for eligible Canberrans. This will ensure services are maintained while the trial of a new online booking and management system is evaluated to deliver an improved, on-demand service model.
- The Flexible Transport Service offers critical mobility solutions for vulnerable community members unable to use regular bus services.
- This service is crucial for the elderly and people with disabilities, as it enables access to medical appointments, shopping, and social activities.

Improved bus services – More weekend bus services

Budget Outlook Description

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	Total \$'000
Expense Impacts					
Expense	1,922	-	-	-	1,922
Expenses - Weekends	600	-	-	-	600
Expense - Offset – EBA Provision from 2023-24 Budget (TCCS E10)	(426)	-	-	-	(426)
Net Expense	2,096	-	-	-	2,096

- The Government will increase the frequency of local bus services on Sundays during the day, commencing during Term 3 this year. Incentives for permanent drivers working weekend shifts will be continued to support the reliability of weekend services.
- This initiative will deliver on a commitment to an uplift in weekend bus services and continue to fund the actual cost of the new entitlements committed under the current TCO Enterprise Agreement.
- Continuing incentives under the TCO Enterprise Agreement will contribute to the reliability of the service delivery and Transport Canberra’s relationship with its workers, potentially resulting in improved motivation for workers to fill gaps in the weekend roster to provide existing services across weekends.

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Delivering Light Rail Stage 2

- The business case provides funding to continue to deliver light rail from the City to Woden.
- This initiative builds on recent Government investment in this area including:
 - the 2024-25 Budget initiative *Delivering Light Rail Stage 2 – Agency Costs*,
 - the 2023-24 Budget initiative *Better transport infrastructure – Light Rail Stage 2A and 2B*; and
 - 2023-24 Budget Review initiative *Better transport infrastructure – Delivering Light Rail Stage 2A*.
- The funding will enable iCBR to continue to deliver on the government’s commitments to:
 - progress delivery under the Light Rail Stage 2A main works contract;
 - continue planning and due diligence for Light Rail Stage 2B; and
 - complete the delivery of enabling works, including Raising London Circuit.
- This includes providing funding for the existing Infrastructure Canberra (iCBR) resourcing and specialist advisors, including:
 - ACT public servants and contractors (including corporate support and systems costs);
 - Specialist technical advisors, including a technical advisor to be engaged to progress detailed design of the light rail extension from Commonwealth Park to Woden to support the necessary Commonwealth and Territory planning approvals for the Light Rails Stage 2B;
 - Legal, probity and commercial advisors;
 - Communications and stakeholder engagement costs; and,
 - Raising London circuit non-contractor costs, including land licence fees.

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	Total \$'000
Capital	45,683	0	0	0	45,683
Offset – Capital – existing provision	-14,216	0	0	0	-14,216
Net Capital	31,467	0	0	0	31,467
Expenses	6,385	0	0	0	6,385
Net cost of services	6,385	0	0	0	6,385

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MyWay+

Cyber Security

- NEC, the City and Environment Directorate and Digital Data and Technology Solutions have followed their documented cyber incident and business continuity practices for all and any reported cyber incidents.
- NEC has conducted additional independent penetration testing which has also contributed to analysis of the MyWay+ system and the hardening of defences.
- This collective has run regular meetings where work outstanding from the CyberCX risk assessment, and any open remediations, are tracked to conclusion. This work was completed 7 August 2025.

Cybersecurity Benefits of MyWay+ over previous systems

- MyWay+ is a more complex system than its predecessor MyWay ticketing and NXTBUS passenger information systems. Not only because of its expanded features, it also has a different architecture moving off ACT Government physical servers and equipment and onto Australian-based Amazon cloud-based platforms, which are inherently more secure, due to their scale and centralised maintenance capabilities.
- The nature of the commercial arrangement between NEC Australia and the Territory means that the vendor is more responsible for ensuring the system remains resilient and secure than in previous arrangements or where a vendor builds on behalf of the Territory.
- This commercial agreement extends to the information contained within the system, both personal and financial, with the vendor required to hold certifications that this information is held securely and in Australia.
- NEC Australia constantly monitor their systems and have already been able to identify malicious attempts which they can defend and thwart.
- The account-based nature of MyWay+ also creates greater personal assurance with users able to block lost or stolen cards instead of having to report these through a help desk.
- Similarly, MyWay+ users can transact with their personal devices now; with their debit or credit cards held behind mobile device security layers requiring PINs, fingerprint or facial verification.

Contract requirements

- The Next Generation Ticketing System complies with the Territory's Cyber Security Policy (70.6.1), ensuring that all Territory Data, in respect of which the Contractor has custody or control for purposes connected with this Contract: is used only for the purposes of MyWay+;

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has appropriate protective measures; and is not taken or allowed to be taken outside of Australia (70.6.2.a-d).

- In the event of any Security Incident, NEC must comply with all directions of the Territory to resolve the Security Incident (70.6.16.a-d).
- NEC must provide reasonable assistance to the Territory for risk management of cyber security threats related to Territory Data or the Goods and Services, including by providing details of security controls implemented by the Contractor, versions (70.7).
- In any environment that holds Territory Data, NEC must: by the date that is 12 months after the end of the Transition-In Period, have completed the implementation, of security controls that comply with, at a minimum, Maturity Level 1 of the Australian Signals Directorate Essential 8 Security Controls to Mitigate Cyber Security Incidents (70.8.3.).

Patronage

- Indications are that the roll-out of MyWay+ has had a positive impact on public transport patronage, with the introduction of new ways to pay including credit and debit cards.
- Reported data indicates patronage has continued to recover towards pre-COVID-19 levels at a rate comparable to the previous reporting period.

MyWay+ Statistics as at 21 August 2025

- MyWay+ went live on 27 November 2024, to date there has been:
 - over 17.0 million taps across 8.5 million journeys.
 - 145,840 MyWay+ accounts created.
 - 129,820 MyWay+ cards activated.
 - \$1.4 million in travel credits from 64,536 old MyWay cards transferred to new MyWay+ accounts.
 - 49 Retail outlets selling and topping up MyWay+ cards.
- Tap on/tap off transactions: MyWay+ cards (56%), credit/debit card (38%), and QR code (6%).

Accessibility

- Options to further improve the overall accessibility and individual's user experience of the public transport network based on their particular needs will continue to be considered under the full, contract period.
- Improvements implemented to date include:
 - Changes to the MyWay+ customer portal (the portal) and mobile app (e.g. font colour, contrast and menu structure) to improve web accessibility and usability;
 - Size and layout improvements in progress, commencing with high utilisation pages, including addition of alt text, Accessible Rich Internet Applications (ARIA) controls and navigation sequencing.

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- Changes to the MyWay+ App, including improvements to dynamic layout that enables resizing readability, alt text, colour and contrast.
 - Volume of the audio confirmation noise for a successful tap on/off on validators has been increased;
 - Updates to content and readability of information for the on-board Passenger Information Displays (PIDs) in response to community feedback; and
 - Roll-out of on-board audio announcements on vehicles to provide notifications of the upcoming bus stops.
 - Ticket Vending Machine user interface improved with colour and contrast improvements before going live.
- Transport Canberra continues to provide contact through its customer experience team on 13 17 10. The team are committed to helping all members of the community and utilise the National Relay Service, which provide multiple options including email and call back.

Get Skilled Access (GSA) Review

- In March 2025, NEC engaged Get Skilled Access (GSA) to undertake a comprehensive accessibility review of the MyWay+ system, including all NEC deliverables (i.e. equipment, and the MyWay+ portal and mobile app) and Transport Canberra ‘touch points’ (i.e. website pages).

Other key issues and improvements

<p>Group Accounts</p>	<ul style="list-style-type: none"> ● This function will be released when web accessibility improvements have been made to the customer-facing element within the portal, based on recommendations from the first stage of the GSA review. ● Upcoming features include group accounts, institutional ticketing, delegated access, and expanded payment options such as Google and Apple Transit Express. A digital version of the MyWay+ card is also in development.
<p>On-bus Validators (inc. QR Codes)</p>	<ul style="list-style-type: none"> ● Currently, 100% of the intended bus fleet has MyWay+ installed. ● Transport Canberra are continuing to monitor the automatic activation of on-bus validators across routes. ● A number of improvements to the in-app QR code and in-built reader on validators have been implemented to improve, as best possible, the scanning performance of the QR code from a technical perspective.

	<ul style="list-style-type: none"> • Transport Canberra will continue to provide customer education material, such as demonstration videos, to assist passengers with using the QR code. • Transport Canberra acknowledges QR codes represent the least efficient payment method in MyWay+, when compared to other payment options such as using a MyWay+ travel card or a credit or debit card.
<p>Ticket Vending Machines (TVM)</p>	<p><u>Installed and Activated</u></p> <ul style="list-style-type: none"> • MyWay+ TVMs directly replace 26 MyWay TVMs at light rail stops, major transport interchanges and at the Canberra Airport. • Units have received independent certification and installation at all locations was completed in May. • 24 TVMs were activated by 13 June 2025, with two others currently undergoing manufacturer’s warranty replacement. This work is expected to be complete by end of September 2025.
<p>Real Time Passenger Information (RTPI)</p>	<p><u>RELEASED</u></p> <ul style="list-style-type: none"> • RTPI was released to third-party providers, for publication within their own applications, on 13 June 2025.

Bus driver numbers and recruitment

Talking Points

- As of 18 August 2025, Transport Canberra has a total commuter driving workforce of over 1,000 employees. This includes 808 permanent full time and permanent part time drivers, and 206 casual employees.
- Since 1 January 2025, 71 commuter drivers have graduated to date.
- The current 2025 recruitment campaign opened on 17 February 2025 and closed on 31 March 2025. Transport Canberra received a total of 453 applications, 320 part-time and 133 casual.
- The next recruitment campaign opened on 1 September 2025 and will close on 28 September 2025 for part time drivers.

Bus Driver Safety

New safety screens for drivers

- Two styles of driver protection screens were agreed by the Occupational Violence Steering Committee after consultation with drivers in January.
- Updated driver cabin safety screens have been manufactured and delivered. These screens will be progressively fitted to Custom CB60 Rigid and SteerTag vehicles. Works are continuing to ensure that a consistent level of protection is provided for all in-service commuter bus fleet vehicles.

New Transit Enforcement Officers and Bus Network Officers

- The Occupational Violence Initiatives Subcommittee is made up of senior staff from depots, People and Capability, fleet, a Transport Workers Union representative and Executive Branch Managers from Transport Canberra. The subcommittee is currently working through the proposed roles and job descriptions for the new transit enforcement officers and bus network officers. Once finalised the position description will be shared with the Transport Canberra workforce.
- Transit Enforcement Officers will be deployed throughout the network as a deterrent to antisocial behaviour and assist drivers and transport officers throughout the network, as well as undertaking revenue protection duties.
- The intention is they will undertake smaller, 'patrol' shifts across the week, targeting their presence based on known risk of an Occupation Violence incident occurring.

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Additional powers for Transport Officers

- Work is continuing to give Transport Officers and Bus Network Officers the power to move people on from bus interchanges.

De-escalation training sessions

- Following a competitive tender process Resolution Education was engaged to co-design a tailored de-escalation training program for the workforce.
- Resolution Education commenced training sessions in June 2025, with 95 officers having already completed. The initial program was delivered to existing trainers, field officers, starters, and communications centre operators.
- On 4 August 2025, de-escalation training commenced for the bus driver cohort. As of 12 August 2025, 160 drivers have completed the training, with a further 120 drivers scheduled per week until the end of October 2025.

Gender Diversity

- As at 18 August 2025, the percentage of female drivers is 11.03% (current headcount of 113 female commuter drivers).
- Transport Canberra is committed to increasing diversity within its workforce.
- Recruitment campaigns feature current female drivers in advertisement documents, promotional videos, attendance at information sessions and come and try day events sharing their experiences and providing insights to prospective applicants.
- The Whole of Government Gender Diversity Action Plan was recently endorsed. The City and Environment Directorate has commenced development of a Gender Diversity Action Plan in consultation with the union and the workforce.

Patronage and Punctuality

Bus Operations - Punctuality

- Punctuality Performance for the period 1 July 2024 - 30 June 2025 inclusive, Transport Canberra (buses) achieved a punctuality result of 75.1%². This slightly exceeds the established punctuality target (75%).
- This data covers both legacy MyWay and new MyWay+ ticketing system, following the transition in 2024. From 1 July to 19 September 2024, the bus service punctuality data was sourced from NetBI. Data capturing was paused for the fare-free period from 20 September to 26 November 2024, no data is available for this period. From 27 November 2024 to 30 June 2025, the bus service availability data was sourced from Tableau dashboard.
- Bus punctuality is measured as bus trips departing no more than one minute early or four minutes late from the scheduled time at designated “timing point” bus stops, along each bus route for the entire network (which is over six million recorded timing point departures each year).
- **NSW:** punctuality measured as departing no more than two minutes early or six minutes late at three timing points per trip. **QLD:** punctuality measured as arriving no more than two minutes early or six minutes late.
- There is no agreed standard in the public transport industry for the measurement of on time performance. Compared to other jurisdictions, Transport Canberra’s measures are very comprehensive¹.
- Data is not excluded due to service disruptions. If services are delayed or diverted and this leads to late running these late services are recorded as late.

²

Light Rail Patronage and On-time Running Data

Light Rail Punctuality

- Since operations commenced in April 2019, Canberra Metro Operations (CMET) has run a total of 99.85% of scheduled light rail services and achieved 98.99% punctuality. These results exceed the respective contractual targets of 99.5% and 98%.
- For the 12-month period of July 2024 to June 2025, CMET ran 99.8% of scheduled light rail services and achieved 98.62% punctuality, exceeding the respective contractual targets of 99.5% and 98%.

Light Rail - Patronage

- Light Rail continues to maintain strong patronage across the network according to light rail vehicle (LRV) door count data.
- For the 12-month period of July 2024 to June 2025, a total 4,817,713 boardings were recorded. Approximately 17% (814,557) of boardings occurred on a Friday (including public holidays).
- For comparison, the previous 12-month period of July 2023 to June 2024 recorded a total 4,773,656 boardings. Similarly, approximately 17% (783,610) of boardings occurred on a Friday (including public holidays).
- Due to a current unavailability of MyWay+ the data provided below is sourced from CMET LRV door counter data. This data should not be reported or relied on for public use, as it is not considered to be reporting all valid boardings with a level of granularity around total count, fare type and passenger types. Where missing data for LRV door counts is possible, passenger boarding counts are being estimated. LRV door count data is indicative only and includes records of staff entering and exiting the LRV's in addition to fare evaders.

Bus Fleet

Talking Points

- As of 31 July, 2025, Transport Canberra has an operational fleet of 466 buses.
- Transport Canberra is funded and delivers service with an operational fleet of 456, any fluctuation on this number reported as at the end of each month is largely due to a number of key reasons; new vehicles being received and commissioned, vehicles awaiting retirement, vehicles removed awaiting crash repair.
- The operational fleet is now 100% DDA compliant, with step entry route buses no longer in operation (four non-DDA compliant buses are being solely used for driver training processes).

Zero Emission Buses

- As of 31 July, 2025, Transport Canberra has 84 Battery Electric Buses (BEB) in service (18.03% of operational fleet).
- 12 BEB are leased and are Yutong E12 models which have been in service since 2022.
- 70 Yutong E12 BEB have been received as part of a continuing procurement of 90 BEB. 68 are in service, with two vehicles going through the commissioning phase.
- Four BEB have been leased from Custom Denning. Rectification work is required on some of the BEB with two currently out of service. Transport Canberra continues to work with Custom Denning to resolve these issues to enable these buses to be able to be operating in service.

Concerns from NSW Anti-slavery Commissioner regarding VDI Australia electric bus components

- All ACT Government agencies are required to consider ethical behaviour by suppliers under the Charter of Procurement Values 2020.
- Under the Charter, Territory entities must not knowingly engage with suppliers that demonstrate business practices that are objectionable, dishonest, unethical or unsafe. This includes being alert to modern day slavery and leveraging national and interjurisdictional initiatives to abate such practices.
- Transport Canberra contacted VDI to address the issues raised. VDI has confirmed in writing it is not aware of any incidences of modern slavery involved in its operations and supply chain.
- VDI has undertaken several steps to identify any potential instances of modern slavery. Some of these include:
 - monitoring and evaluation of its sub-contractors;

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- education of staff on the activities constituting modern slavery as well as advice on where to seek further information or report any suspected incidences; and
 - requirement for all suppliers to comply with a code of conduct and strong record keeping.
- Additionally in February 2025, VDI conducted an audit which failed to detect any incidences of actual or suspected occurrences of modern slavery in the supply chain. Transport Canberra will continue to work closely with VDI.

Low emission buses

- Transport Canberra remains in discussions with Scania on the outstanding 13 buses under the contractual arrangements for the lease of 26 low emission buses.
- This follows advice received from Scania on 14 July 2025 that a Deed of Company Arrangement has been executed by GoZero Group for the asset sale of BusTech Pty Ltd.
- BusTech entered voluntary administration in August 2024 and was the manufacturer and sub-contractor to Scania for production of the low emissions buses. Further deliveries have been placed on hold pending the outcome of the current financial administrative action.
- To date, 13 buses have been received and are in operation and 13 are outstanding.

Bus Depots (inside and outside the fence works)

Talking Points – Woden Bus Depot

- Services commenced operations from the new Woden Bus Depot on Monday, 28 April 2025, in line with the new Term 2 2025 network.
- Woden Bus Depot is the largest purpose-built electric bus depot in Australia, with the ability to shelter up to 100 buses and charge 96 battery electric buses simultaneously.
- The depot entry/exit onto Athllon Drive was upgraded to provide signalised access to the depot in conjunction with the adjacent Shea Street. These works were completed in November 2024.
- The establishment of the new depot has facilitated the co-location of Special Needs Transport on-site, resulting in operational efficiency and improved service continuity.
- **SEE DEDICATED QTB ON WODEN BUS DEPOT CONTRACT**

Key Stats and Figures

- Woden Bus Depot is a \$90.5 million dollar project funded over multiple financial years (FY 16-17 – 25-26). The cost of the Battery Electric Bus (BEB) infrastructure, including electrification, was approximately \$18 million dollars, and the cost of the dedicate high voltage (HV) feeder cable around \$8 million dollars.
- The Depot will initially house and operate 77 buses, including a mix of BEBs and Euro 6 low emission diesel buses.
- There are 24 individual chargers, each able to charge four buses simultaneously.
- The Depot has been designed to support future solar panel charging, has 12 modern service bays, specialist trades areas and parts storage facilities.
- The depot will accommodate up to 250 Transport Canberra staff. With the start of operations, this includes approximately 25 workshop staff, 40 Flexible and Special Needs Transport staff and 150 bus drivers.
- 7.5 km of high voltage (HV) feeder cable was laid to connect the Depot with the Wanniasa substation.

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Tuggeranong Bus Depot

- Tuggeranong Bus Depot currently has capacity to charge 12 battery electric buses simultaneously with limited impact on operations however, due to there being overall limitations on available power until the feeder works are completed this will need to be monitored.
- Evoenergy has laid the HV feeder cable from Wanniasa substation to the fence/boundary of Tuggeranong depot and terminated on to the temporary switching station outside of the depot boundary while TC progress inside the fence works.
- Connection to the dedicated High Voltage (HV) feeder cables from the Wanniasa substation is expected to be completed by end of Q2 2026.
- Transport Canberra is continuing to undertake activities in preparation for the installation of permanent charging solutions over the coming years.

Belconnen Depot

- Belconnen Depot has capacity to charge four battery electric buses simultaneously with limited impact on operations.
- Due to there being overall limitations on available power in the Belconnen precinct, the number of battery electric buses to be housed at Belconnen Depot will need to be closely managed.

New Bus Depots

- The Zero Emission Transition Plan for Transport Canberra Refresh 2024 identified the need for additional bus depots to house a growing BEB fleet and retire aging infrastructure. The first of these will be needed around 2030 with another due to be built around 2035.
- During 2024 Transport Canberra has continued studies into potential sites for the fourth depot with ecological studies undertaken at a site in Canberra's north. These studies are completed and are being reviewed to inform the next steps.

Bus Network

Talking Points

Weekday Uplift (Term 2, 2025)

- The ACT Government delivered on an early election commitment with the new bus network commencing with Term 2, 28 April 2025.
- The uplift aligns with the opening of the Woden Bus Depot, Australia's largest purpose-built electric bus depot, showcasing the benefits and efficiencies of this nation-leading infrastructure.
- By reducing costly "dead running" (repositioning of buses without passengers) the Woden Bus Depot increases service efficiency and reliability, to provide an additional 96 services every weekday.
- The uplift includes the following additional services on weekdays:
 - additional Rapid 2 services between Belconnen and the city - 10 extra services in AM peak and four extra services in PM peak.
 - additional Rapid 4 services between Woden and the city - four extra services in AM peak and three extra services in PM peak.
 - additional Rapid 10 services between Molonglo and the city - three extra services in AM peak and extending 15-minute frequency to all day.
 - additional Rapid 3 services from the Canberra Airport to the city in the evening.
 - additional route 47 services between Molonglo and Belconnen - six extra trips across AM and PM peaks.
 - additional route 66 services between Woden and Molonglo.
- The uplift includes the following additional weekend services:
 - additional Saturday route 47 services between Molonglo and Belconnen - one extra service in AM and two extra services in PM.
 - an additional Saturday route 46 service between Kippax and Belconnen in PM.

Sunday Uplift and Weekend Services

- The ACT Government is undertaking a staged increase to route bus service frequencies on the weekend. Rapid buses have always remained frequent across both days. Route bus frequency

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increases started with Saturday services last year and now frequency is being increased through a further stage on Sundays.

- The staged process is being to ensure that reliability is maintained which is a function of bus driver availability.
- The new Sunday timetable commenced on 31 August 2025, which increases local bus frequency on Sunday by extending hourly services from first service in the morning until approximately 2:00 PM.
- Transport Canberra will ensure any future plans for further uplifts to weekend services are implemented only when there is confidence of reliability through appropriate driver resourcing.
- Transport Canberra will review and evaluate reliability across the day before making an informed decision to further extend the frequency of Sunday bus services.

Details

- These changes to the improved Sunday bus timetable provide:
 - 87 extra services for Belconnen.
 - 61 extra services for Gungahlin.
 - 77 extra services for Central Canberra.
 - 111 extra services for Woden.
 - 54 extra services for Molonglo and Weston Creek.
 - 85 extra services for Tuggeranong.
- A new bus stop for the Rapid 6 and route 902 has also been added to the bus network at the new entrance to the Canberra Hospital in Woden to improve accessibility for commuters.
- The introduction of this stop will have a minor impact on Route 6 through the temporary removal of bus stops on Ainsworth Street Philip, this has been communicated to the community.

School services

- Within the April 2025 changes, there were a range of improvements to help students get to various schools. This included additional services and refining routes, so they provide better coverage to surrounding suburbs.
- Some services have been adjusted to better align with bell times based on school and community feedback. A full outline of service improvements to schools is available on the Transport Canberra website.

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Cleared for public release by: Deputy Director-General
Contact Officer name: Ian McGlinn
Lead Directorate: City and Environment

Ext: MS Teams
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Woden Bus Depot

Talking points

- Transport Canberra's new electric bus depot in Woden officially opened in April 2025, with the first bus services operating from the depot on Monday 28 April 2025.
- The state-of-the-art facility is the future home of the ACT's zero-emission bus fleet. It will be the first bus depot in Australia to be able to shelter up to 100 electric buses.
- Transport Canberra has worked closely with energy providers to ensure the right infrastructure is in place to support the charging capabilities of the depot.
- Woden bus depot can charge up to 96 buses simultaneously.
- The depot also maintains the ability to support low emission diesel buses.

Budget and contract details

- The total project budget to deliver the new facility including the ZEB infrastructure is \$90 million excluding GST
- The current value of the main contract for delivery of Design & Construction of the Woden Bus Depot for an Electric Bus Fleet is \$79 million inclusive GST.
- Original project budget was \$28.3m incl GST.

Total Budget allocation \$90 million (ex GST)

- The main contract with Richard Crookes Construction for design and construction of the new depot is currently \$71.8m excl GST
- The remaining project budget of \$18.2 million excl GST used on early works and projects costs
 - Early works including demolition work and remediation
 - Contract and project management fees and charges
 - Insurances and other fees
 - Other consultants and work required to support delivery such as assessment of variations by independent assessor
 - Remaining contingency

Contract expenditure and variations

- The main contract value is \$79 million incl GST
- Original contract value (2018):

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Contact Officer name:	Sophie Clement	Ext: MS Teams
Lead Directorate:	City and Environment	

- Phase 1: \$426k incl GST
- Phase 2: \$28.3 million incl GST (indicative prices to be adjusted based on Phase 1 work)
- Variations totalling \$51 million (incl GST) from the date the original contract was signed, including:
 - Increasing capacity of the bus depot
 - Future proofing for zero emission vehicles
 - Delivery of a fully operational electric bus depot (dual fuel)
 - Other variations approximately 18-20% of contract value which is in line with risk level for this project based on this being one of the first facilities of its kind in Australia (and advancing technology internationally) design changes, limited level of design work when budget approved and the discovery of latent site conditions that could not be known.

Significant scope changes

- The original scope was based on the Transport Canberra assessment of the bus fleet and network operations at that time including demand, capacity and fleet composition.
- **First major scope** change was instigated in 2020 and formalised in 2021 as Guaranteed Maximum Price of \$12 million (incl GST) for increasing capacity of the bus depot and future proofing for electric buses.
- This change was in response to a change in policy position related to the zero-emissions transition plan and a re-assessment by Transport Canberra on network and fleet requirements.
- The change included:
 - Increasing capacity of the new bus depot from 60 to 96 buses. The increase in capacity saw a proportional increase to all associated infrastructure including staff facilities, workshops, roofed shelter for buses, fuelling, staff parking and amenities.
 - Future proof for electric bus depot – in response to the release of the zero-emissions transition plan – which required Government to move quickly to respond to this policy.
- **Second major scope change** in 2022-23 was to deliver a fully operational zero emission bus depot (ZEB) to align with the Government zero emission policy – additional costs \$23 million (incl GST) and done under several variations.
- **Other variations** equate to approximately 18-20% of contract value which is in line with risk level for this project.
- Contingency is applied to a project based on complexity and risk, with industry standard for application of contingency to a high-risk project being 15-20% +
- Risk on construction projects is often increased due to uncertainty in scope and/ or design, latent site conditions, changing industry conditions or extreme weather.
- The addition of future proofing for electric busses and the associated ZEB infrastructure to the project increased the complexity of the project and the risk profile.

- The new Woden Bus Depot is one of the first facilities of its kind in Australia (and advancing technology internationally), this led to uncertain scope and design, including a limited level of design work when budget approved.
- Further the discovery of latent site conditions that could not be known contributed to drawing down on project contingency.
- This totalled approximately \$15 million of other variations which is within the 15-20% + contingency range for a high-risk project of this scale and complexity.

Procurement and contract management

- CED (TCCS at the time) delivered the project in partnership with Infrastructure Canberra (iCBR).
- Each time the budget and scope were adjusted CED and iCBR reviewed the options for how the additional scope would be delivered from a procurement and contract perspective.
- The Government Procurement Board was consulted each time major scope and budget changes undertaken, and when considered appropriate to review and seek external input on procurement strategy.
- Delivery options from a procurement and contract management perspective were assessed and considered for inclusion of updated scope to ensure value for money outcome and industry fairness
- With inclusion of ZEB, for major variations – an external consultant undertook an evaluation of the variations and value for money assessment including review against similar types of works in other jurisdictions. This was to provide assurance that a value for money outcome was being achieved.
- Strong internal governance arrangements to ensure oversight of delivery and assessment of variations.

Summary of works delivered under each phase:

- Phase 1 works started in 2018 and were completed in early 2022. They included:
 - Demolition of existing buildings.
 - Decontamination of the site and removal from the Decontaminated Sites Register.
 - Relocation of water and sewerage services onsite.
 - Development of a detailed design package.
- Phase 2 started in November 2022 and included the below key features.
- Bus shelter for 96 buses, providing fully roofed parking and including a bus wash and refuelling area. The bus shelter is designed to support a future photovoltaic solar array.
- Bus maintenance facilities including 12 service bays, a panel shop, tyre change and cleaning bays and storage space for parts. This also included a single storey workshop administration area and staff amenities.

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Question Time Brief

Portfolio/s: Transport

- Separate two-storey operations building.
- On-grade staff car parks at Bellona Court, one being on an additional site adjacent to Bellona Court, across Townsend Street.
- Paving works to facilitate bus movements, site fencing, gates, a waste enclosure, and landscaping.
- Provisions to house and operates a zero-emissions bus fleet, responding to the target of zero government transport emissions by 2045.

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Contact Officer name: Sophie Clement

Lead Directorate: City and Environment

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● Waste Policy

Talking points

Current work program

- **Investigate the feasibility of a textiles hub to reduce problematic textile and clothing waste.**
 - A project was developed, in consultation with textiles stakeholders, to investigate ways to improve textiles waste management and support circular economy goals.
 - The project resulted in a report recommending two key actions:
 - establishing a community textiles hub to promote reuse and creative engagement; and
 - developing a coordinated system for collection, sorting, and reprocessing to divert textiles from landfill.
- **Explore the potential to expand the ACT CDS to include more eligible items.**
 - The CDS expansion work is aiming to align with national harmonisation efforts. The scope includes all beverage containers (wine, spirits and cordial) up to three litres and all plastic fruit/vegetable juice and cordial containers up to three litres, excluding plain milk, health tonics and containers less than 150 millilitres.
- **Continue to identify problematic waste streams, including single-use plastics with suitable alternatives, that can be phased out from circulation.**
 - 11 single-use plastic items are currently banned in the ACT under the *Circular Economy Act 2023*, with the latest ban introduced in January 2024.
 - Waste Policy is developing a draft Problematic Products and Single-Use Plastic Reduction Plan discussion paper as the next step to facilitate [community consultation and potential future action on problematic and single-use plastic items](#).
- **Implementation of ACT's National Waste Policy Action Plan (NWPAP) implementation plan.**
 - The ACT NWPAP implementation plan captures activities already underway by the ACT Government, to grow the circular economy. It has been made publicly available on the City Services website.
- **Waste to energy policy – currently to 2025.**
 - This is intended to be reviewed, ~~consulted on, and amended, if necessary, and consulted on~~, in parallel with a project to develop a Waste Management Action Plan, which will sit underneath the ACT Circular Economy Strategy and Action Plan 2023-2030.



Question Time Brief

Portfolio/s: City and Government Services

- **Investigating the potential to develop circular economy legislation that sets product stewardship requirements for batteries.**
 - Waste Policy is investigating potential legislative product stewardship requirements for batteries. This follows a commitment at the December 2024 Environment Ministers' Meeting for jurisdictions to report back on whether they intend to implement proposed reforms about this, and the passage in the New South Wales Parliament of the *Product Lifecycle Responsibility Act 2025 (The PLR Act)*.
 - The PLR Act sets a general framework for establishing product stewardship schemes for various products with details specific to each product to be established by regulation.
 - At a meeting of the Energy and Climate Change Ministerial Council (the Council) in August 2025, Commonwealth, state and territory governments agreed to progress work towards a national product stewardship scheme for solar panels, ensuring they are managed from start to end of life.
 - It is the intention of the Council that a product stewardship scheme for solar panels could be established under the same legislative framework.
 - Waste Policy **are considering** if similar legislation to **The PLR Act** is developed in the ACT, it should have capability to be applied across multiple product streams including solar panels **and be** harmonised with other jurisdictions where possible.

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Lead Directorate:

City and Environment

Ext: Teams

QUESTION TIME BRIEF

Portfolio/s: Sport and Recreation

Skate Park Maintenance

Talking points:

Maintenance of existing skate parks

- TCCS employs a hierarchy of audit inspections across the skate park network for maintenance and other issues that may impact user safety.
- Audits include two levels of inspection as follows:
 - **Visual/routine inspection:** undertaken by TCCS staff, with the purpose to identify obvious hazards. Frequency is dependent on the level of use and elements/materials.
 - **Annual/main inspection:** undertaken by qualified contractors, to identify the general operational safety of skate elements and rolling surfaces e.g. within consistency of relevant standards. This annual audit generates a report with recommendations on hierarchy and priority maintenance.
- Minor works (e.g. removal of litter) can be completed on site immediately by TCCS, however large repair works require scheduling with specific contractors (e.g. welding or structural repairs).

Recent/upcoming maintenance works

- ACT Labor committed to upgrading the Tuggeranong skatepark, a new skatepark for Kippax and to refurbish the Charnwood bowl at the 2024 ACT Election.
- From the current program, the majority of priority one works have been completed at the Tuggeranong skate park. Partial remediation of select vert ramp panels was undertaken. However, further investigation of the sub-structure will be required in the short to medium term to determine the extent of work required to alleviate future issues with structure and prevent warping of the remaining panels.
- In February 2025, TCCS undertook a comprehensive audit of the new Belconnen vert ramp. Minor panel maintenance works were undertaken in March 2025 to address audit findings. TCCS ordered and received

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spare replacement panels for the vert ramp to ensure if there are surface issues these can be rectified quickly.

Recent Graffiti Removal Works at Belconnen Skate Park

- The Canberra Skateboarding Association (CSA) have expressed concerns that recent graffiti removal works may have impacted the quality of the skating surface.
- Whilst any damage is not immediately obvious to our maintenance team, the team is mindful that the skating community may perceive, even a small loss of surface material, as a degradation of the skating experience.
- Place Management have engaged with the CSA on matters related to skateboard facility maintenance where appropriate.
- One of the aims of engagement will be to test the management practices employed by TCCS and its contractors, skate element by element, with a view to potentially modifying management practice for mutual benefit.
- Place Management have agreed to adjust graffiti removal techniques have been adjusted with no pressure removal on the rolling surfaces, only paint over techniques. This new approach may impact the rapid removal of graffiti from rolling surfaces due to weather conditions required for paint over and also exclusion requirements when paint is wet.
- It is likely that if remedial works are required to the surface subject to the graffiti removal, that these works will be added to the 2025-26 maintenance program.

ACT Skate Strategy

- ACT Labor committed to working with skate park users and their community groups on an ACT Skate Strategy during this term of government.

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- I look forward to working with the Canberra Skating Association and other user groups in 2025 to get this project started.

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QUESTION TIME BRIEF

Portfolio: Sport and Recreation

Topic: Updated Asset Renewal Program funding projects

Talking Points

O'Connor District Playing Fields - Pavilion Upgrade and new Toilet Block and Curators Shed:

- Project Status - Construction Phase.
- Construction has commenced on the pavilion upgrades. This upgrade will deliver Female Friendly Upgrades in the changerooms and see the old cricket storage converted to new unisex toilet stalls, including a fully accessible toilet.
- Construction of the new two bay toilet for O'Connor 2 field is underway off site.
- Construction of the new cricket curators shed commenced in early April. The old toilet block was de-energised on 19 February 2025.
- Design Innovations – New toilet unit has been built from a shipping container offering robustness in construction and effective cost saving in construction. This new toilet block construction has been completed in April 2025, installation is under way.
- Anticipated handover date: 15 July 2025.

Aranda District Playing Fields - Female Friendly Pavilion Upgrade:

- Project Status – Project is completed – OA issued on 27 February 2025.
- Delivering a full “Female Friendly” refurbishment and entire new roof structure.
- Artwork has now been applied to the new privacy screens.
- Project was handed over 27 February 2025.

Deakin 2 Turf Wicket – Sportsground Lighting Upgrades, Project Status – Construction Phase:

- Construction is completed with lighting commissioning occurred to class V cricket standards.
- Lights are certified and fully operational.

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QUESTION TIME BRIEF

- Construction completion was 14 February 2025, final handover completed on 4 March 2025.

Stirling Enclosed Oval – Sportsground lighting Upgrades:

- Project Status - Construction Phase – Construction is now complete.
- This project delivered an upgrade to the existing sportsground lighting to new LED at 100 LUX for match play.
- Construction was completed on 15 April and the new lighting system was tested and certified on Wednesday 16 April 2025.

Waramanga Sportsground Lighting upgrades:

- Project Status - Tender Phase. Tenders for supply of luminaires, poles and crossarms are currently out to market.

Griffith Water Meter Cabinet Upgrade:

- Project Status - Project deliverables are now completed.
- Construction commenced on 27 February 2025.
- With a six-week construction program and dependencies on ICON inspection times, TCCS is expecting handover prior to 30 June 2025.

Construction of Portable Off Grid Toilet Units:

- Project Status – Project deliverables are now completed.
- This project will deliver two portable off grid toilet units each consisting of two toilet stalls.
- Anticipated handover date: Unit number 1 was put in place at Jacka netball courts in early April 2025.
- Unit 2 is to be deployed temporarily to O’Connor Playing Fields to offset the loss of facilities during the pavilion upgrades

Installation of toilet unit at Deakin 2 Turf wicket:

- Project Status – Through the design and initiation processes this project has now been deemed unsuitable to progress due to the inability to connect effectively to services on site.



QUESTION TIME BRIEF

- Stakeholder management has occurred, and project status agreed with all relevant parties.
- Project financial allocation has been redirected to other projects.

Better Community Infrastructure - Expanding Game Time at Gordon District Playing Fields:

- Project Status – Tender Phase.
- Waiting on EVO power upgrade design approvals.
- Lighting design is now completed and in the tender phase.

Better Community Infrastructure - Upgrading Jamison Pavilion:

- Project Status – Design Phase.
- ACTIA now investigating an insurance claim for the existing buildings.



QUESTION TIME BRIEF

Portfolio: Sport and Recreation

Topic: Dryland Ovals/Stirling Turf Farm

Dryland Ovals

- The Urban Open Space Land Management Plan (the Plan) finalised in 2023 outlines the strategic framework for the management of dryland ovals in the ACT.
- The Plan, including the content on dryland ovals was subject to community consultation as a draft in 2023.
- TCCS manages 32 sites that are broken up into the following categories:
 - **Category 1** - those that have been identified for possible re-activation as an irrigated oval in the future. These dryland ovals are generally large enough to accommodate a future full AFL ground and cricket pitch, or two football pitches and they may have existing infrastructure such as carparks or toilets. There are 14 ovals in this category.
 - **Category 2** – a small number of dryland ovals attached to an ACT Government school and managed by the Education Directorate. These are not included in the 32 TCCS sites.
 - **Category 3** – those that are suitable for repurposing as other forms of public land, they are generally smaller sites or in areas already well served by existing irrigated sporting ovals. There are 18 ovals in this category.
- TCCS has committed to developing a Draft Strategy for Category 3 dryland ovals in the Plan. This Strategy, to be delivered during the life of the Plan (2023 to 2033), will deliver a short list of possible public land use options after completing a site-by-site analysis of each oval.
- It's important to note the Draft Strategy will invite community engagement and feedback and will only consider land use options consistent with maintaining green public space.
- Re-development of any of the 32 dryland ovals managed by TCCS for commercial and/or residential purposes is not supported.

- A breakdown of the dryland ovals identified as Category 1 and Category 3 are listed in the table below.

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Contact Officer name: Daniel Iglesias

Lead Directorate: Transport Canberra and City Services

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QUESTION TIME BRIEF

Deferred Access

Sch 2.2(a)(xvi)

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QUESTION TIME BRIEF

Sch 2.2(a)(xvi)

- Note that all dryland ovals remain under the portfolio responsibility of the Minister for Sport and Recreation until such time that a re-purposing proposal has been agreed oval by oval.

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QUESTION TIME BRIEF

Stirling Turf Farm

- Note the old Stirling Oval Turf Farm is not categorised as a dryland oval.
- Historically, Sport and Recreation Facilities (SRF) partially established and managed a site in Stirling for the purposes of growing turf which could be readily cut and transported for remediation purposes at other sportsfields in the early 2000's.
- Whilst SRF have from time to time made use of very small volumes of turf from the site which came to be known as the Stirling Turf Farm, the site was never developed to the required extent to enable it to function for its original purpose.
- SRF are currently working on finalising works to make the Stirling Oval Turf Farm ground suitable for hiring for clubs during daylight hours, and thus diverting activity from other surfaces that would benefit from reduced traffic.

Background

- Dryland ovals are large flat areas of non-irrigated open dryland grass used for informal sports and recreation, which forms their prime management purpose.
- During the droughts in the 1990s and 2000, a number of irrigated ovals were converted to dryland (non-irrigated) ovals to reduce the amount of water required to maintain them as sports fields.
- The appearance of dryland ovals is dependent on rainfall. Like other non-irrigated open space areas, they will appear green when rainfall is sufficient but will brown off in dry times.
- Dryland ovals are mown on the same cycle as other suburban mowing, that is around six times per year depending on the season. The surface is also inspected periodically to ensure it is in a safe condition. Unlike irrigated sportsgrounds, these informal ovals are not suitable for organised, formal sporting use. Dryland ovals do not have facilities such as pavilions, toilets, change rooms, canteen facilities or match play lighting, however they are great spaces for informal recreation and play for the local community.
- The current dryland ovals were deactivated during droughts of 1990 and 2000. The dryland oval and year of deactivation are listed below.

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QUESTION TIME BRIEF

Ground Name	Date Irrigation Turned Off
Belconnen 1	1990 (now Wetlands)
Evatt 2	1990
Flynn 1	1990
Holder 1	1990
Holt 4	1990
Lyons 1	1990
Macquarie 2	1990
McKellar	1990
Narrabundah 5	1990
Narrabundah 6	1990
Weston 1	1990
Charnwood 2	2000
Chifley 1	2000
Chisholm 2	2000
Evatt 1	2000
Farrer 1	2000
Florey 1	1990
Gilmore 1	2000
Kaleen 4	2000
Lyneham 1	2000
Macgregor 1	2000
Melba 2	2000
Richardson 1	2000
Spence 1	2000
Theodore 1	2000
Torrens 1	2000
Turner 1	no irrigation
Waramanga 2	no irrigation

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QUESTION TIME BRIEF

Portfolio/s: Sport and Recreation

Supporting Local Sport - Sportsground Upgrades

- The ACT has the highest participation in sport and recreation in Australia and we have a strong record of creating local jobs through new and upgraded facilities.
- Our plan is to continue to ensure every region across Canberra has equitable access to local sporting facilities catering for a variety of sports.
- There is a need to upgrade existing sportsgrounds around Canberra associated with lights, toilets, pavilions and changerooms.
- The Government will upgrade and renew sport and recreation facilities across Canberra
 - female-friendly changeroom upgrades at 15 locations;
 - expanded courts, parking and toilet upgrades at Charnwood Netball Courts;
 - pavilion and lighting upgrades at Latham Oval;
 - upgrades to the Lakeside Leisure Centre in Greenway;
 - changeroom and toilet upgrades at North Curtin Oval;
 - improved lighting at Waramanga Oval;
 - new cricket nets at Bonner and Gowrie; and
 - a portable grandstand at Gordon Oval.
- The Government will also undertake a feasibility study for carpark upgrades at Wanniasa Playing Fields.

Supporting local sport – skate park upgrades

- The Government will undertake renewal works at Tuggeranong and Charnwood skate parks and planning for further upgrades of Tuggeranong skate park.
- The Government will also develop an ACT Skate Park Strategy in consultation with skate park users and representatives.
- A feasibility and concept option study for Tuggeranong Skate Park is included as the Tuggeranong Skate Park is identified by the Skateboarding Association as a priority for upgrade and the asset is reaching end of life and

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QUESTION TIME BRIEF

requires upgrade to address condition and modernise to current requirements. Supported by significant community feedback.

- Funds have also been allocated to prepare an ACT Skate Strategy in alignment with the Government Response to the Standing Committee inquiry into Skateboarding and Skate Parks.

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QUESTION TIME BRIEF

Portfolio/s: Sport and Recreation

Kingston Oval

Talking points:

Tenure of Eastlake Football Club over Kingston Oval

- Eastlake Football Club (the Club) retains a 10-year sublease of Kingston Oval (Block 9, Section 22 Griffith) which is due to expire on 30 June 2026.

Sch 2.2(a)(xiii), Sch 2.2(a)(xvi)

Kingston Oval Master Plan and Kingston Oval Conservation Management Plan

- The Club commissioned a Draft Preliminary Master Plan which documents the Clubs aspirations for the site and has been shared with Government. As yet, a final Preliminary Master Plan has not been shared with Government.
- The Draft Preliminary Master Plan advocates for the development of a full Master Plan to fully explore upgrades to the site which include improved lighting, public facilities including a new pavilion and parking.
- On 9 August 2024, pursuant to the *Heritage Act 2004*, a Conservation Management Plan for Kingston Oval and surrounds was approved, with conditions, by the ACT Heritage Council.

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Contact Officer name:	Daniel Iglesias	Ext: MS Teams
Lead Directorate:	Transport Canberra and City Services	

QUESTION TIME BRIEF

- Those conditions called on the ACT Government to provide further advice to the Heritage Council as follows, no later than 9 August 2025:
 1. a Tree Management Plan for the site; and
 2. a Traffic and Parking Assessment for the oval.
- Work on the Tree Management Plan commenced on 19 May 2025
- The Parking Assessment was completed in April 2025 and will be presented to the Heritage Council for their further consideration.
- Any capital works or asset renewal works will need to be consistent with the Conservation Management Plan.

EPSDD Input

- Kingston Oval is registered on the ACT Heritage Register as part of the Kingston/Griffith Housing Precinct and is of heritage significance as part of the early 20th century Garden City subdivision.
- The Oval was established in 1926, and its early users included the Federal Territory Australian Rules Football League, including the Eastlake Football Club.
- The Oval was subject to several major upgrades in the past, including a new clubhouse in the 1950s and the Pavilion redevelopment in the 1980s. These upgrades ensured that the place remained fit for purpose as a community sport and recreation area.
- As a registered heritage place, *Heritage Act 2004* (Heritage Act) provisions require the conservation and responsible management of the Oval.
- Heritage Act provisions also permit works to the Oval, including new recreation and community facilities where they are consistent with a Conservation Management Plan (CMP) approved by the ACT Heritage Council (Council).
- Sport and Recreation within Transport Canberra and City Services (TCCS), as the asset manager, are responsible for managing the heritage place.
- To inform TCCS management of the Oval, a CMP was prepared by Philip Leeson Architects in 2022-23. The CMP was informed by consultation with a range of stakeholders, including Eastlake Football Club.

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QUESTION TIME BRIEF

- This CMP was approved by an ACT Heritage Council (Council) delegate on 9 August 2024.
- This CMP sets out a scope of works for the maintenance of the Oval, and guiding principles for future infrastructure and development that are consistent with its heritage values as a community sporting facility.
- The CMP also set out a range of aspirations of users of the Oval, including the Eastlake Football Club.
- However, the CMP does not authorise any specific redevelopment outcome for the Oval.
- The original correspondence refers to planned upgrade works at the Oval to the value of \$400,000, resulting from AFL NSW/ACT grant funding to the Eastlake Football Club.
- To date, no specific Council advice has been sought or issued on these works; and early engagement with the Council is recommended to ensure planned works are consistent with *Heritage Act 2004* requirements.

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Lead Directorate:	Transport Canberra and City Services	

QUESTION TIME BRIEF

Portfolio/s: Sport and Recreation

Calwell Oval

Talking points:

Incident Background

- Brindabella Blues Football Club (BBFC) are routine hirers of ovals at the Calwell Playing Fields.
- The Club reports that in recent times, training sessions have been interrupted by a small number of youths on e-bikes, skidding and marking the playing surface whilst cornering on their bikes.
- The vandalism has occurred regularly between 4–5pm over the previous three weeks leading up to the 12 June, Sch 1 1.14

Oval Damage Repair

- SRF have completed a site assessment and concluded the damage to the oval surface is superficial. Tyre damage to the grass layer has not penetrated into the soil profile.
- The affected areas are Fields 201 and 202, located in front of the pavilion.
- There is some grass damage that will take some weeks to recover as we are outside of the growing season. The exact timeframe before the

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QUESTION TIME BRIEF

grass re-generates will depend on growing conditions over the next few weeks.

- The Club is concerned the surface will not be at its best prior to the commencement of the Kanga Cup (14–18 July) – this is likely to be the case, but the damage is by no means a barrier for the continued use of the affected area.



QUESTION TIME BRIEF

Portfolio/s: Sport and Recreation

INPUT ONLY - Charles Conder Primary School carpark expansion petition

Talking points:

TCCS Sport and Recreation Facilities input

- There will be no impact on ACT Sportsgrounds usage due to the proposed activity.
- Training on ACT Sportsgrounds begins at 5:00pm, well after the school's peak traffic period.
- Even with an earlier start time (e.g. 4:00pm), there would still be no conflict with school operations.
- Morning access is unaffected and poses no issues.
- There are approximately 520 car parking spaces available within walking distance of Charles Conder Primary School and sportsgrounds including:
 - Lanyon Vikings Club: **228 spaces**, including **2 accessible spaces**.
 - Lanyon Marketplace: Over **300 free public parking spaces** (short walking distance).

TCCS School Safety Program input

- The School Safety Program Team has developed part-way drop-off and pick-up maps to help parents and children plan their routes to and from school, including using car parks and streets further away from the school. For a copy of the part-way drop-off and pick-up map for Charles Conder Primary School, please visit transport.act.gov.au/?a=1932286.

Portfolio/s: City and Government Services

ISSUE: Fix My Street Reform Progress

Talking points:

- The ACT Government has been working to improve the Fix My Street (FMS) experience for the customer and for operational staff.
- TCCS has set up a dedicated response team to attend to Fix My Street requests. This team works closely with operational areas to streamline the process of triaging jobs. As a result, Canberrans can expect faster, improved responses to their FMS requests.
- Having a dedicated FMS response team has also reduced pressure on City Services crews, through prioritising jobs, ensuring jobs are allocated to the correct area and that jobs have enough information to action. It also ensures crews can fast-track urgent requests that pose a safety hazard.
- This team has improved training materials and co-located with operational teams to ensure a better experience for everyone interacting with FMS.
- 51,589-590 service requests were submitted in the 2023-24 financial year, as of 1-May-18 June 2025, ~~48,934~~ 49,060 requests have been investigated by City Services staff to determine necessary action, resolution through to case closure.
- On 1 January 2024, there were approximately 38,000 jobs left open in the FMS system, however, as of 1-May-18 June 2025 there were ~~12,874~~ 12,240 remaining open. Cases had increased due to increased adverse weather events during the storm season. Since 1 March 2024, anonymous FMS jobs can no longer be lodged through the Fix My Street webform.
 - Anonymous reports mean there is no ability for our crews to request further information from the customer, creating frustration for both the customer and operational staff; and

usually resulting in a job closure, because insufficient detail was available.

- This change means that staff can now engage with a customer directly should further information be required.
- Customers can anticipate continued improvements and an enhanced customer experience.

Additional Information – FMS improvements

- The City Services website features a weekly maintenance update for each region in Canberra. This covers regular mowing, street sweeping and road work. It also now includes information on streetlight cable faults across Canberra. As many jobs lodged through Fix My Street are about this routine work, it's quicker and easier to check this page first rather than log a job where there is routine maintenance already scheduled in an area, unless there is an urgent safety concern. This has aided in streamlining the types of FMS requests received.
- In 2023, the average time to resolve a Fix My Street request was 99 days. Around 35% of jobs were resolved in under 10 days.
 - Due to the significant improvements made in 2024, the average time for resolving a Fix My Street job to date in 2024 is 34 days, with nearly half of job requests resolved within 10 calendar days.
- A range of system enhancements have also been made to FMS, through collaboration with crews on the ground and customer feedback:
 - Automated messages have been updated to the citizen when a job is logged.
 - Substantial changes have been made to better link various operational systems across the ACT Government to support a connected response to citizens. This ensures up-to-date live information is transmitted through to the right areas of City Services as it comes to hand (for example when a customer updates a case). Previously, jobs were getting 'lost' in the system due to technical errors between different systems.
 - Specifically for streetlights, real-time information is now transmitted through FMS from the streetlight system, without any

QUESTION TIME BRIEF

involvement needed from crews, responding directly to requests for streetlight outages. This integration between two different systems has never been done before.

- Improvements to the front-end FMS form, including:
 - increased character limit for logging a job so more information can be provided to help crews.
 - a smoother interaction with the FMS form.
 - a new requirement for people to select the location of an issue via a map pin or address (this was previously resulting in 40% of jobs being incorrectly allocated through the system).
 - helping people find information before lodging a request (and potentially not making a request where their question can be answered).
 - assisting people to know what information needs to be provided for a job to be actioned.
- A new back-end map view function for operational crews, so that they can see all relevant jobs in an area, determining the best route for addressing jobs by priority and the type of equipment needed, and to resolve multiple jobs in the same area, resulting in efficiencies.
- A duplicate case management tool where the system automatically identifies potential requests for the same issue, which allows teams to address these simultaneously reducing duplication and time in case management.
- A new work program tool, that ensures when a job has been inspected and allocated to a work program, the customer is informed and the teams have an effective work program tracking tool.
- The FMS Response Team is continuing to focus on the customer experience and how to improve the end-to-end design of the system, as well as support operational crews.

FMS and Digital Account

- Fix My Street has been linked to the ACT Government Digital Account since 2021, which offers convenient access to a number of ACT

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Government services using a single digital account that can be personalised and linked with services relevant to an individual's interests and needs.

- Connecting the ACT Digital Account, Access Canberra Fix My Street website, and the TCCS Customer Service Request Management (CSRM) system is designed to create a seamless digital experience for the community.



QUESTION TIME BRIEF

Portfolio: City and Government Services

Topic: Road Resurfacing Program

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 National Transport Research Organisation (NTRO), formerly Australian Road Research Board (ARRB) and is continually aiming to improve its strategic approach by being aware of innovations in the field, such as sensor technology.
- TCCS continues to prioritise identified road maintenance issues to address concerns as they are raised. Canberrans can report road maintenance matters via Access Canberra or through the Fix My Street website. Such reports help to quickly identify and respond to concerns.
- The Government committed \$153m over four years from 2023-24 in road maintenance funding as part of its Strategic Road Maintenance Plan.

Road Resurfacing Program

- The ACT Government manages more than 3,200 kilometres of sealed roads throughout the Territory, and increased investment in the annual road maintenance program will see resurfacing of the network increase by 268,000 square metres a year from the 2023-24 financial year. This means more than 1.26 million square metres of road will be resurfaced annually.
- The annual resurfacing program is one of Roads ACT's major investments in the prevention of potholes and other pavement defects.
- The current overall road resurfacing program (including prep-patching, reseal, microsurfacing and asphaltting programs) commenced in late September 2024 and will finish by end of will continue until May / June 2025. ~~All the asphalt patching work has been completed in preparation for the resealing treatment.~~

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- Resealing work on all planned local and arterial roads (including rural roads) has ~~now~~ been completed. The isolated areas for resealing, due to the latent condition, were completed ~~by the~~ end of April 2025.
- ~~The Roads ACT recently awarded the remainder of asphalt resurfacing works (one element of the broader road resurfacing program) for the current financial year. The work commenced in early March 2025 and will be completed by end of June 2025. With the Easter holiday and recent wet weather condition, it will continue until early June 2025. This will complete all the resurfacing work for the 2024-25 financial year.~~
- Microsurfacing treatment sites were all completed at the end of January 2025.
- As of ~~1301/065/2025~~, approximately 1, ~~210,000~~ ~~262,429~~ square metres of road has been resurfaced in the ACT ~~(i.e. the accountability indicators have been met)~~.
- Regular program updates and detailed information about the locations being resurfaced are provided to the community on the [City Services website](#).
- ~~All planned road resurfacing works are detailed on a map and in list form on the City Services website.~~
- ~~Roads ACT is currently preparing the road resurfacing program for the 2025-26 financial year. A draft program is expected to be circulated to key stakeholders for comment by the end of July 2025.~~

Recent reactive maintenance

- ~~Whilst the rain has not caused the same number of potholes as 12 months ago, TCCS continues to repair various sections of road utilising cold mix and hot mix asphalt.~~

Road rehabilitation

- Rehabilitation is relatively expensive, costing ~20 times more than road resealing, and is a last resort for roads when resurfacing treatments are no longer efficient and effective.
- If a road pavement has insufficient strength to adequately disperse the associated traffic loading, accelerated deterioration of the wearing course will occur.

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- Undertaking pavement rehabilitation works will reinstate structural strength, which will also be protected through a new wearing course layer. This means that road rehabilitation works will reset the pavement age, providing an ‘as new’ replacement road pavement.
- Roads ACT’s forward works program through the Federal Roads to Recovery program (R2R) is at Table 1 below.
- Minister McBain ~~recently~~ announced a further boost to this program with a total allocation of \$70 million representing a \$30 million boost to the program. As part of the announcement, \$8.6 million was provided for improvements to the Kings Highway at Kowen and \$17.5 million for safety upgrades and road rehabilitation on the Monaro Highway (from Hindmarsh Drive to David Warren Road).
- The following road rehabilitation projects have been fully funded by the Federal R2R program and are expected to be completed by the end of 2025:
 - Monaro Highway (Hindmarsh Drive to north of David Warren Road), Symonston. [Works underway.](#)
 - Kuringa Drive (Tillyard Drive to Owen Dixon Drive), Spence.
 - Kings Highway (Headquarters Joint Operations Command roundabout to NSW border), Kowen. [Works underway.](#)
 - Sulwood Drive (Athllon Drive to Tuggeranong Parkway), Kambah.

Table 1: TCCS’s forward works program through R2R (allocation of \$70,125,235)

Road Name	Status	Scope	Estimated Project Cost \$'000
Monaro Hwy	Funded/Approved	Rehabilitation	25,102
Kings Hwy	Funded/Approved	Rehabilitation	8,675
Sulwood Dr	Funded/Approved	Rehabilitation	9,498
Kuringa Dr	Funded/Approved	Rehabilitation	5,550
Pialligo Ave	Investigation complete	Rehabilitation	5,000
Gungahlin Dr	Investigation complete	Rehabilitation	3,000
Wiluna St	Preliminary Sketch Plan	Rehabilitation	2,550
Sawmill Cr	Preliminary Sketch Plan	Rehabilitation	3,750

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QUESTION TIME BRIEF

Various Territorial Roads	Submission intended for 2025-26	Resurfacing	7,000
2024-2029 TOTAL			70,125

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Portfolio: City and Government Services

ISSUE: RSPCA Facility and Desexing Initiative

Talking Points:

New RSPCA facility

- The ACT Government remains committed to delivering *Project Home* in partnership with the RSPCA. The ACT Government has made clear to RSPCA ACT, and publicly, that \$40 million has been budgeted to support the delivery of this project [which will be located at Pialligo.](#)
- ~~The ACT Government has worked with the RSPCA to identify a suitable site, and work has been progressing on plans at this new site at Pialligo (Block 2, Section 14) throughout the last term of Government.~~
- ~~In 2022, site investigations found a Striped Legless Lizard population on a portion of the proposed location. The development of the facility at this location would have had a significant impact on the Striped Legless Lizard which is a Matter of National Environmental Significance under federal environment legislation.~~
- ~~In 2023 it was determined that development on the above mentioned location would require a controlled action which would result in significant delays to deliver the new RSPCA facility. A new location to the north of the block has been identified which will not impact the Striped Legless Lizard.~~
- Officials from the ACT Government [regularly meet with](#) and the RSPCA senior executive and board representatives [to collaboratively have worked closely to](#) progress the project [over the past few years](#).
- The RSPCA has agreed to a proposal from the ACT Government to progress the design to 'Development Application readiness' for the facility [on the new preferred location within Block 2 Section 14 Pialligo. To further inform this design phase, a number of activities have occurred including lessons learned analysis and comparison with a new facility in South Australia to inform finalisation of the concept design and preparation of the development application package.](#)
- ~~Development application documentation is nearing completion at which time it will be pulled together in a package that is ready for lodgement with the planning authority.~~
- In addition to progressing the design, the ACT Government has been working on establishing the appropriate governance, delivery and operational model for the facility.

Background:

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- ~~Environmental surveys and studies resulted in the To mitigate the impact to the Stripped Legless Lizard identified on the site and the high risk of significant time delays caused by an Environmental Impact Statement, TCCS has adjusted the facility location to be further along Addison Road to the north, while remaining within the same block. This location has been confirmed as being free of the significant ecological constraints present on the original site.~~
- ~~Unexploded Ordinance survey work has been completed and no matters of significance were identified. facility location being adjusted, in relation to the selected blocks due to identified endangered faunal habitat. This resulted in a revision to the design of the facility.~~
- ~~Unexploded ordnance surveys have also been conducted given the nature of historical site usage. No issues were identified.~~
- ~~Revision to the design to reflect the revised site location has been completed and a Development Application package of documents for the facility in the new location is nearing completion.~~
- ~~Delivery of the facility is proposed to be undertaken via a Design and Construct contract; procurement can commence for this contract upon the completion of the preliminary design and development approvals, subject to funding.~~
- The anticipated duration for delivery of the Design and Construct contract including procurement, detailed design and construction phase is 2.5 – 3 years (procurement, weather, site conditions permitting).
- ~~The Government has committed, through the 2020 Better Suburbs Policy Position Statement, to ‘... also work with the RSPCA on significant building, treatment and capacity upgrades to its facility.’~~
- ~~The rRelocation of the RSPCA from its current Weston site to the new Pialligo location is required will enable to facilitate~~ substantial residential land release in Weston Creek.

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Desexing Program

- The ACT Government has entered into a cooperative agreement with the National Desexing Network (A program of Animal Welfare League QLD).
- NDN will administer free of charge
 - Administration Services: - Provide customer service to eligible ACT Government residents.
 - Issue desexing vouchers to eligible ACT Government residents.
 - Onboard veterinarians to participate in the program.
 - Manage subsidy payments to veterinarians.
 - Provide monthly reports detailing program statistics.
 - Promote the program through NDN Facebook and NDN Website.
 - (Voucher Eligibility Criteria: - Vulnerable/ Disadvantaged - Veteran card holders - Pension and Health Care card holders - Adopting a stray / Semi-owned)
 - The NDN has reached out to all ACT vets to seek their participation in the program.
 - The Animal Welfare Authority presented the program to the ACT Vet Board on 29 November 2024 to seek their help to encourage their members to participate.
 - The NDN sent a survey to all vet clinics to ask for suggestions on how to encourage participation in the schemes.
 - The NDN is continuing to work with City Services on strategies to onboard vets or develop other programs to deliver subsidised desexing to the community.
- Positive progress on the ACT community desexing program. Inner South Vets have confirmed their participation, agreeing to a revised pricing structure that more accurately reflects their operational costs. This development marks a significant step toward establishing a strong and sustainable partnership.
- The accepted rates serve as a more realistic benchmark for engaging additional clinics—particularly as we continue outreach to veterinary practices on the north side.
- With onboarding now underway, a soft launch has already been actioned to manage community expectations and ensure a smooth rollout. Given the clinic's limited monthly capacity, initial promotion has been targeted to neighbouring suburbs to reduce the likelihood of no-shows due to travel constraints. The soft launch included word-of-mouth referrals, this approach helps ensure manageable uptake while reaching those most likely to attend.

QUESTION TIME BRIEF

- ~~• The NDN is currently in the process of onboarding a vet clinic on the southside and have advised favourable pricing to perform desexing services. The contract is currently being finalised.~~
- Further to the ACT community desexing program, Domestic Animal Services continues to explore opportunities for desexing of impounded dogs to make adoptable dogs more financially attractive to potential owners and alleviate reliance on using the RSPCA ACT through the subsidised desexing voucher scheme. DAS requires a suitable and registered premises on a casual basis for its Veterinary Officer to perform desexing procedures. There are several options under consideration including leveraging partnerships with a local veterinary clinic and a training institution.



QUESTION TIME BRIEF

Portfolio: City and Government Services

Mitchell RMC Upgrades and Belconnen green waste facility

Talking Points:

Infrastructure upgrades at the Mitchell Resource Management Centre

- The Mitchell Resource Management Centre (MRMC) provides essential waste services for the north of Canberra.
- As part of the 2023-24 Budget, \$150,000 was allocated to help manage fire risks at this facility.
- This initiative will address safety risks at the MRMC while retaining an efficient and effective waste transfer station for Canberra's residents in the north. Compliance with the National Construction Code and other relevant requirements will be part of this initiative, with the aim of addressing future fire risks at the facility.
- A construction contractor will be engaged in mid-2025 to upgrade the fire hydrant system in the MRMC.

Belconnen Green Waste Facility

- Planning is underway for Belconnen's new, temporary green waste facility. This will be constructed on block 1582 along Stockdill Drive.
- The development of a new northside green waste facility at Stockdill Drive is intended to assist the Territory in meeting its obligations in the West Belconnen Joint Venture Agreement relating to the reasonable actions for the removal of the Environmental Clearance Zone (ECZ) around the decommissioned West Belconnen Landfill, whilst supporting continued access to a green waste drop-off facility for residents in the Belconnen region and surrounds.
- The Government is now working to address Development Application (DA) conditions and other additional terms. Conditions that will be addressed in design and construction include leachate management, wastewater collection, sediment controls, as well as additional fencing, security cameras, and consideration of alternative access routes.
- The approved DA is for a temporary three-year facility at Stockdill Drive with no approval for a sales yard. The facility will include an office for the site operator, green waste drop off and screening area, composting and stockpile area, sedimentation and leachate dams.

• **Sch 2.2(a)(xvi)**

- The Stockdill Drive ~~location is not currently ready for the green waste~~ facility is earmarked for completion by relocation and will not be ready until mid-2026.

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QUESTION TIME BRIEF

Interim arrangement

- North Canberra green waste drop off services are currently offered at the former West Belconnen Resource Management Centre.
- A short-term temporary green waste facility processing location is required for the interim period to move services at the West Belconnen Resource Management Centre site. This will facilitate land releases south of the landfill site in for stage 2 land releases in Macnamara.
- A short-term temporary site has been identified within the existing block at the northern end of the existing Parkwood Road site at 150 Parkwood Road (block 1586). This site would provide a large enough buffer between the green waste facility and future residential developments. Disruption to the community would be minimal with the entrance to the drop off being relocated 800 metres north of the current site.
- A DA for this short-term temporary facility at 150 Parkwood Road (block 1586) has been released and a public notification period commenced on 2 April 2025 and ended on 28 April 2025.
- The supplier at the West Belconnen Resource Management Centre site, will relocate to the Parkwood Road Recycling Estate by October 2025.
- ~~Looking ahead, planning for a permanent facility in the North is progressing, with the Suburban Land Agency (SLA) leading this work to develop an Urban Support Precinct which will support West Belconnen with a range of services including landscaping and nursery supplies.~~
- ~~The ACT Government will soon begin engagement with the community to seek input on the long-term future plan of block 1582 (on Stockdill Drive) and block 1600 (on Pro Hart Avenue).~~

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Portfolio: City and Government Services

Library Closures

- In the 2024-25 FY to date (~~17 April 2025~~ 5 June 2025), Libraries ACT have had 102-109 ad-hoc branch closures. Of these closures:
 - 79-86 have been full-day closures due to staff shortages;
 - 18 have been part-day closures due to staff shortages; and
 - 5 were due to unexpected events outside the control of Libraries ACT such as heating, ventilation and air conditioning issues, power and water outages.
- Each public library has experienced at least one closure over the period.
- The most often closed sites have been Gungahlin (21), Erindale (14), and Belconnen (12).

Dickson Library planned closure (23 June – 5 July)

- There are upcoming planned upgrades for the Dickson Library Branch public restrooms. The planned renovations will include the installation of modern and accessible public toilet facilities for library patrons and the community.
- The public restroom facilities at Dickson Library are utilised by both patrons and visitors to the adjacent Dickson shopping precinct. However, these facilities have not undergone significant upgrades in several years and are beyond the end-of-life stage.
- Dickson Library will temporarily close from Monday, 23 June and will reopen for school holidays on Saturday 5 July 2025 to ensure the safety of staff and the community, due to disruptive noise and dust, which may raise health and safety concerns for both staff and library visitors. During the closure period, staff will be redeployed to other Library branches. The return chute will be closed.

- Libraries ACT works hard to ensure unplanned closures are kept to a minimum and only closes branches when necessary. An example of this includes when decreased staffing levels on a given day are not sufficient to operate a viable service. This is difficult to predict when unscheduled absences occur along with planned staff leave.
- Where branches open with a lower operating number for consecutive days, a backlog of tasks, including returns, reservations, Home Library Service and Mystery Box selections as examples, can arise.
- Where necessary, a branch may remain closed to provide staff with the opportunity to catch-up this work so risks of further service disruption can be mitigated.

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Deputy Director-General

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Peta Harding

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Lead Directorate:

Transport Canberra and City
Services



QUESTION TIME BRIEF

- Libraries ACT aims to avoid consecutive closures of the same branch to minimise community disruption.
- Consideration is also given to programming, community room bookings and level of patronage when assessing branch closures.

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QUESTION TIME BRIEF

Libraries ACT recognises the impact these closures have on the community and is exploring multiple avenues to improve reliability of service and address the root causes behind unplanned closures.

- Libraries ACT has recently onboarded 24 casual staff. This pool of staff will be utilised to help try to lower ad-hoc branch closures going forward.
- A second recruitment round for casuals has recently closed. This recruitment aims to expand the pool slightly, to provide better capacity to adapt to planned and unplanned absences.
- At the end of ~~March~~ May 2025, Libraries ACT headcount was ~~131~~ 127.

Assembly Resolution

- The Government is responding to this Assembly Resolution in two parts. An update on the Libraries ACT Strategic Plan was tabled on Thursday 9 April and an update on resource financial modelling will be tabled in the 13-15 May sitting week.

Independent Working Group

- In response to unplanned closures across Libraries ACT branches, I initiated an Independent Working Group to examine the root causes behind service reliability issues.
- I directed the Group to work ~~hand-in-hand~~ together with staff, unions and other similar areas of Government in order to produce reasonable and actionable recommendations to address the issues.
- The Group has begun it's work and is currently assessing a wide range of data and information alongside meetings been undertaking with staff across Libraries ACT.
- The Working Group will aim to deliver a report on findings in the coming months.

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QUESTION TIME BRIEF

Portfolio: City and Government Services

Topic: Reusable facility services and Household Waste Collection contract

Talking Points:

Reusables Facilities Contract – Goodies Junction

- In 2024 St Vincent de Paul Society Canberra/Goulburn (Vinnies) became the new operator of the reusable facilities at Mugga Lane and Mitchell resource management centres following a competitive procurement process.
- The new contract commenced on 31 May 2024, with Vinnies rebranding the reusable facilities and trading as Goodies Junction. Goodies Junction is operating under an initial service term of four years with possible extensions up to another two years.
- Vinnies has supported the ACT and the region since 1924 and brought a wealth of experience in the reusables sector, in addition to the well-established support programs that assist those in our community who need the greatest support.
- Vinnies has set an ambitious target of reducing material sent to landfill by 10-30% over the next four years, supporting our circular economy.
- Goodies Junction is contractually required to report on their sales for each calendar year. Given they commenced retail operations from July 2024, the following information represent sales for their first six months of operation:

Unit Category	Number of Units sold		
	Mitchell	Mugga Lane	Total per category (both sites)
<u>Bicycles</u>	<u>1,604</u>	<u>1,165</u>	<u>2,769</u>
<u>Clothing</u>	<u>2,287</u>	<u>831</u>	<u>3,118</u>
<u>Electrical items</u>	<u>9,647</u>	<u>9,433</u>	<u>19,080</u>
<u>Furniture</u>	<u>12,061</u>	<u>15,582</u>	<u>27,643</u>
<u>Homewares</u>	<u>131,649</u>	<u>123,629</u>	<u>255,278</u>
<u>DIY (including materials for home repurposing)</u>	<u>15,505</u>	<u>16,088</u>	<u>31,593</u>
<u>Media (including CDs, DVDs and computer games)</u>	<u>33,185</u>	<u>29,303</u>	<u>62,488</u>
<u>Sports and outdoor equipment</u>	<u>18,835</u>	<u>18,534</u>	<u>37,369</u>
<u>Total units per site</u>	<u>224,773</u>	<u>214,565</u>	
<u>Total units both sites</u>	<u>439,338</u>		

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QUESTION TIME BRIEF

- ~~• Goodies Junction has made a dedicated education space available for the delivery of workshops, repair activities and structured education promoting reuse and circular economy principles for the wider community.~~
- ~~• Goodies Junction ran a Women's Shed event at the Mugga Reusables Facility on 15 February 2025, focussed on power tool usage and refurbishing furniture. Goodies Junction is implementing a rolling schedule of similar events in the future.~~
- Goodies Junction has worked closely with ACT NoWaste to improve the Point of Sales (POS) system in accordance with the Charitable Reuse Australia, Reuse Reporting Guidelines.
- The POS system supports Vinnies' achievement of compliance with their contractual requirements for reporting, improves the data provided for strategic reuse planning initiatives, and enhances customer service efficiency and experience at the reusable facilities.

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- The ACT Government monitors the contractual obligations in the reusables contract closely to ensure compliance. To meet the conditions of the contract, obligations are monitored through a range of mechanisms including, but not limited to, regular contract management meetings, scheduled reporting cycles and regular inspections of the facilities.
- The contractor operates within a performance framework and any potential or actual non-compliances are highlighted and addressed directly with the contractor.

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QUESTION TIME BRIEF

- [Additionally Goodies Junction has made a dedicated education space available for the delivery of workshops, repair activities and structured education promoting reuse and circular economy principles for the wider community.](#)
- [Goodies Junction has implemented a rolling schedule of community events at the reusable facilities including a program of workshops at Mugga Lane focused on reuse themes such as refurbishing furniture.](#)



Textiles Recycling in the ACT

- ACT Government undertook a trial with Koomarri with 10 clothing bins at Mugga Lane landfill. In October 2024, Koomarri advised of their decision to close its cut cloth business, and the 10 clothing bins under the trial were removed from the Mugga Lane Precinct on 14 November 2024.
- Feedback from Goodies Junction is that clothing drop-offs have increased significantly since the removal of the Koomarri bins, requiring offsite storage at other Vinnies facilities in the ACT for later processing.
- The ACT Government has committed to assessing the feasibility of a textiles hub to reduce problematic textile waste and support our craft and textile community, which will foster and support a circular economy. This commitment is supported by the delivery of two key actions in the *ACT Circular Economy Strategy and Action Plan 2023-2030*.
- As part of delivering this commitment a stakeholder workshop was undertaken on 26 February 2025 with key textile industry, business and community stakeholders. Discussion focused on opportunities to address the growing challenges presented by textile waste in our region and how our local textile and craft community could be supported.

Household Waste Collection contract

- The ACT Government is responsible for providing household waste collections across the Territory and uses a “three bin” system to separate landfill, recycling and green organics/food organics.
- A free annual bulky waste collection service is also provided to ACT households for items that are too big for the kerbside bins.
- [A procurement process \(‘Request for Tender’\) was undertaken in 2023, and the new contract was awarded to JJ Richards and Sons. The contract was executed on 2 April 2024 and services commenced on 28 April 2025 following a 13-month mobilisation period.](#)
- [The new contract is for an initial service term of eight years with two one year extension options which of one year each and included a mobilisation period of](#)

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QUESTION TIME BRIEF

~~approximately 13 months to allow time for JJ Richards and Sons to acquire new collection vehicles, recruit and train staff, and set up and implement services. Services commenced on 28 April 2025, includes a new fleet of trucks made up of 30 general waste, 12 recycling, and 11 green waste/food organics and garden organics collection vehicles.~~

- ~~• A new zero emission collection vehicle is also expected to arrive in the second half of 2025.~~

- ~~• At the end of the first week of the contract (2 May 2025) approximately 580 missed bin collection forms were submitted by residents, accounting for less than 1% of total services collected. This was due to several factors including a change in collection time prompting residents to prematurely submit a missed bin collection form, drivers missing a service due to new collection routes, and a now rectified data issue. These issues have now been addressed.~~

- ~~• In the 6 weeks since contract commencement ACT NoWaste has worked closely with JJ Richards and Sons to optimise service delivery; and informed residents about the new provider, including changes in collection times, via ACT Government owned channels.~~

- ~~• ACT NoWaste will continue to monitor form submission trends and work closely with JJ Richards and Sons to further optimise service delivery. At the end of the first week of the contract (2 May 2025), there were approximately 580 missed collections. 390 of these missed services have been actioned and JJs are continuing to action the remainder.~~

- ~~• There are a range of causes for this, including drivers missing a service due to the new routes, residents incorrectly reporting a service as missed because it was collected later in the day (than it was under the previous contractor) and a data issue (now rectified).~~

- ~~• These missed services represent less than 1% of total services collected overall.~~

- ~~• Residents can report missed collections through submitting the missed bin collection form on the City Services website, by calling Access Canberra on 13 22 81 or contacting JJ's directly on 6270 5070.~~

- ~~• The ACT Government worked closely with Veolia to ensure the current contract continued to be delivered at a high standard, minimising disruption for the community during the changeover.~~

- ~~• The new contract includes a new fleet of trucks on the road including 30 general waste, 12 recycling, and 11 green waste/food organics and garden organics collection vehicles. A new electric truck is also expected in the coming months~~

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QUESTION TIME BRIEF

Key aspects of the new Service

- Under the new contract, services ~~previously~~ currently delivered under four separate contracts have been consolidated into one contract. These are:
 1. collection of red and yellow bins
 2. collection of green bins and processing of the material
 3. supply of household bins
 4. collection of bulky waste items.
- The new consolidated contract will provide a better customer experience ~~through~~ by providing a single point of contact for all household waste and recycling matters.
- There will be reductions in greenhouse gas emissions through increased operational efficiencies and flexibility, including the provision of a zero emissions vehicle.
- The new contract will see enhanced resource recovery outcomes through increased engagement with households via education programs to help reduce contamination.
- ~~Public~~ education is planned to include a calendar of community outreach education programs around all waste services to help educate the community about the importance of correct household waste disposal.

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Portfolio: City and Government Services

Road Safety

Talking points:

- Three fatalities have been recorded in 2025, all from crashes that happened in March. Two fatalities resulted from crashes on Tuesday 11 March 2025
 - One was a motorcyclist (collision with a bus),
 - One was a cyclist (collision with a vehicle).

The third single vehicle crash occurred on 23 March 2025

- An 85-year-old Sydney man died in hospital on Sunday 13 April 2025.
- The ACT recorded 11 fatalities during 2024, five (5) of which were motorcycle riders.
- In 2023, the ACT recorded a total of four (4) fatalities (0.86 per 100,000 compared to 4.75 nationally): a significant decrease from the 18 fatalities in 2022 (3.94 per 100,000 compared to 4.57 nationally).
- The ACT Government is committed to Vision Zero – that means no deaths or serious injuries on our road transport network.
- Road safety is everyone's responsibility, and efforts are required by government, the community and individuals. We are committed to investing in evidence-based road safety measures while being innovative in policy approaches to road safety and advances in road transport technology. Our goals are improved road safety on our road network, a continued reduction in trauma and deaths, and ultimately, the achievement of Vision Zero.

Canberra Avenue – safe pedestrian crossing St Edmund's and St Clare's Colleges

- As part of its ongoing commitment to road safety, the ACT Government has committed to the installation of a new signalised midblock pedestrian crossing on Canberra Avenue near Burke Crescent. The crossing will improve safety for students from St Edmund's and St Clare's Colleges, supporting safer commutes to and from school.
- The ACT Government will fast-track design of the crossing, including seeking approvals to enable construction.
- An initial feasibility study has been completed with a preferred concept option to provide a safe pedestrian crossing of Canberra Avenue in this location.
- The next steps will be procurement of a design consultant, design and planning approvals, followed by construction procurement and delivery of the works on the ground.

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- Transport Canberra and City Services will continue to engage with the two schools (St Clares College and St Edmunds College) on the delivery of the project.
- The team are currently finalising planning and procurement details and will provide more detailed information to the schools on the expected timing for delivery in mid-late July.

Recent ACT road safety activities

Road transport penalties review

- In November 2022, a formal review of the Territory's Road Transport Penalties commenced, with a view to ensuring that penalties are proportionate to the offence and to each other.
- The Road Safety Legislation Amendment Act 2023 came into effect on 22 June 2023, introducing new penalties for five main areas:
 - high range speeding;
 - street racing;
 - furious, reckless, and dangerous driving;
 - driver licensing fitness to drive; and
 - drug driving.
- Subsequently, the *Road Safety Legislation Amendment Act 2024* is the second tranche of reforms arising from the Territory's review of ACT road transport penalties. It was debated and passed by the ACT Legislative Assembly on 15 May 2024, with a focus on impaired driving including:
 - increases and equalises, where relevant and feasible, penalties for drink and drug driving offences;
 - creates a low-range drink driving Traffic Infringement Notice for first-time offenders;
 - creates a new offence for simultaneous drug and alcohol driving;
 - updates the penalties of the offence designed to capture the highest risk and most severe cases of impaired driving;
 - expanding roadside drug testing to include cocaine from 1 January 2025; and
 - makes several structural, minor and technical amendments to road transport legislation to align with modern legislative standards and improve readability.

Inquiry into Dangerous Driving

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QUESTION TIME BRIEF

- ~~• The Standing Committee on Justice and Community Safety's Inquiry into Dangerous Driving Report was handed down on 20 April 2023, with 28 recommendations. The Inquiry aimed to hear from the community on key issues and possible strategies to address dangerous driving through police and emergency response and the justice system.~~
- ~~• The ACT Government response agreed to nine recommendations, to two more as in line with existing Government policy, and in principle to six. It noted seven and did not agree to four recommendations.~~
- ~~• On 15 November 2023, Minister Steel co-hosted a Dangerous Driving Roundtable with the ACT Attorney-General, along with numerous Australian road safety experts, representatives from ACT Policing and the Canberra PCYC, and stakeholders from the Justice and Community Services sectors.~~
- ~~• Roundtable participants explored the problem of dangerous driving and sought effective ways to change driver behaviour, reduce recidivist offending and reduce the risk of death or injury on our roads.~~

ACT Law Reform and Sentencing Advisory Council (LRSAC)

- On 22 November 2023, the ACT Law Reform and Sentencing Advisory Council (LRSAC) was created by ministerial authority of the then ACT Attorney-General.
- In September 2024, LRSAC released its 'Report into dangerous driving: sentencing and recidivism'. Within that report, LRSAC made 35 recommendations to Government, including 22 recommendations for positive action.
- LRSAC was disbanded in February 2025. However, Transport Canberra and City Services will work with the Justice and Community Safety Directorate to consider and respond to the recommendations made.

Dangerous Driving Intervention Pilot

- ~~• The ACT Government provided a road safety grant to PCYC in April 2024 to deliver and evaluate a Dangerous Driving Intervention Pilot with an aim to reduce aggressive driving and reduce young driver involvement in road trauma. The pilot is co-funded by the ACT Road Safety Fund and the Motor Accident Injuries Commission. The ACT provided a grant to PCYC to deliver and evaluate a Dangerous Driving Intervention Pilot with an aim to reduce aggressive driving and reduce young driver involvement in road trauma. The pilot is co-funded by the ACT Road Safety Fund and the Motor Accident Injuries Commission.~~

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QUESTION TIME BRIEF

- Program delivery commenced in June 2024. The program was originally targeting at-risk youth aged 14-17 years old through existing PCYC programs, in-school presentations at high schools and colleges and other referral opportunities (for example from Police or Education). Content has now been adapted for a wider audience and the program has been delivered at Bimberi Youth Detention Centre and the Alexander Maconochie Centre.
- The program has been extended for a further 12 months, funded through the road safety fund, while an evaluation of the pilot is undertaken to determine its future place in the licensing or traffic offending framework.
- ~~The Pilot commenced in April 2024 and is targeting at-risk youth aged 14-17 years old. The program also includes in-school presentations and other referral opportunities (for example from Police or Education).~~
- ~~The program will be evaluated to determine its future place in the licensing or traffic offending framework.~~

Mobile Device Detection Cameras

- ~~Three transportable MDDCs began operating from Tuesday 14 February 2023, and fixed MDDCs were installed in May and November.~~
- ~~The initial integration phase (1 March to 31 October 2023) did not issue warnings or infringements but allowed the technology to be integrated with ACT Government systems. Over this period, a rate of 0.41% of drivers were detected using a mobile device while driving.~~
- ~~During the 3-month warning period, 25 November 2023 to 19 February 2023, around 208 warnings per day were issued, a rate of 0.33% of drivers detected by the MDDCs.~~
- ~~An amendment to the Road Transport (Road Rules) Regulation commenced on 21 December 2023, clarifying that it is an offence to have a mobile device resting on the driver's body, clothes, or item on their lap at any time, not just when a device is in use.~~
- ~~Infringements commenced from 20 February 2024, and in the period up to 15 April 2025, 34,076 infringements were issued. This equates to an average of 80.9 vehicles per day (a rate of 0.12%).~~

Automated Enforcement

Mobile Device Detection Cameras

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QUESTION TIME BRIEF

- Three transportable Mobile Device Detection Cameras (MDDCs) began operating in the ACT on Tuesday 14 February 2023, and two fixed MDDCs were installed in May and November 2023
- The initial integration phase (1 March to 31 October 2023) did not issue warnings or infringements but allowed the technology to be integrated with ACT Government systems. Over this period, a rate of 0.41% of drivers were detected using a mobile device while driving.
- During the 3-month warning period, 25 November 2023 to 19 February 2023, around 208 warnings per day were issued, a rate of 0.33% of drivers detected by the MDDCs.
- Infringements commenced from 20 February 2024, and in the period up to 13 June 2025, 37,355 infringements were issued. This equates to an average of 77.8 vehicles per day (a rate of 0.11%).

Automated Enforcement StrategyThe Centre for Automotive Safety Research have commenced the development of an ACT Automated Enforcement Strategy, which will provide an evidence-based, contemporary, integrated framework to guide the Government's automated enforcement solutions to continue to reduce road trauma in the ACT. The Strategy development will include a consultative process that has commenced within operational and policy areas of ACT Government and is expected to be delivered by June 2025.

- The Centre for Automotive Safety Research at the University of Adelaide has commenced the development of an ACT Automated Enforcement Strategy, which will provide an evidence-based, contemporary, and integrated framework to guide the ACT Government's automated enforcement solutions. The Strategy aims to continue reducing road trauma in the ACT and build on the achievements of the current Camera Strategy.
- As part of this process, the Centre has completed a desktop review to identify best practice approaches to automated enforcement that are directly relevant to the ACT.
- A consultation process has commenced within operational and policy areas of the ACT Government. The Strategy is scheduled for release in late 2025.

Expansion of Automated Enforcement (TCE)

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- The ACT Government committed in the ACT Road Safety Strategy 2024-25 to expand the functions of the road safety camera network including expanding functions of the MDDCs to detect speeding, seatbelt and unregistered vehicle offences.
- From 27 August 2024, drivers caught committing roads offences by the ACT road safety camera network (speed cameras, mobile device detection cameras, red-light cameras) have their vehicle registration status checked. 1355018 infringements have been issued for unregistered/suspended vehicles (data to ~~30 May~~ April 2025)
- An infringement for driving an unregistered vehicle is \$700.
- Seatbelt detection by MDDCs is expected to commence in November 2025. Work is underway to have legislative amendments in place ahead of the commencement of seatbelt offence detection.

Pre-learner licence course review

- The Pre-Learner Licence Course (PLLC) is a mandatory component to obtaining a learner licence in the ACT. It is taught by most ACT schools as part of the year 10 curriculum, and also available from a range of approved training providers in the community – some for free and some at participant cost.
- Monash University Accident Research Centre was engaged to undertake a review of the PLLC content and administrative framework. Consultation with key stakeholders, including a learner driver survey component, has been completed.
- The review is anticipated to be completed in 2025, with recommendations of potential amendments to the course content and administrative framework, with an aim to enhance road safety outcomes.

ACT Road Safety Strategy and Action Plan

ACT Road Safety Strategy

- The ACT Road Safety Strategy 2020–25 outlines the ACT Government’s commitment to improving road safety and reducing road trauma.
- The Strategy is guided by four key goals that shape the ACT Government’s vision and policy direction for road safety over five years:

1. Reduce serious injuries and fatalities on ACT roads.

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QUESTION TIME BRIEF

2. Foster a community that shares responsibility for road safety.
3. Influence road user attitudes and behaviours through education and enforcement.
4. Enhance collaboration across government and with stakeholders to improve road safety outcomes.

ACT Road Safety Action Plan

- In December 2023, the ACT Government released the ACT Road Safety Action Plan 2024-25 to guide our road safety activities over this two-year period.
- The 2024-25 ACT Road Safety Action Plan was developed to continue to align the strategic aims with the ACT Road Safety Strategy 2020-25 and the national road safety framework.
- The Action Plan strengthens a focus on dangerous driving, protecting vulnerable road users and building a shared responsibility for road safety amongst the community.
Key actions under the 2024-25 Action Plan are in five focus areas:
 - Distracted and Dangerous Driving;
 - Impaired Driving;
 - Vulnerable Road Users;
 - Safe Roads and Infrastructure; and
 - Education, Awareness, Engagement and Compliance
 -

ACT Road Safety Report Card

- The ACT Strategy commits to publish progress through annual report cards tabled in the ACT Legislative Assembly.
- Report cards provide information on how the ACT Government is improving road safety, including progress of the implementation of the ACT Strategy and the ACT Action Plan.

New ACT Road Safety Strategy and Action Plan

- The new ACT Road Safety Strategy and Action Plan 2026-2031 is currently under development.
- Development will be informed by a YourSay Panel Survey on road safety community perceptions and attitudes which was released in May 2025 during National Road Safety Week and closed on 1 June 2025.

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2024-25 ACT Road Safety Action Plan

~~In December 2023, the ACT Government released the ACT Road Safety Action Plan 2024-25 to guide our road safety activities over this two-year period.~~

~~The 2024-25 ACT Road Safety Action Plan was developed to continue to align the strategic aims with the ACT Road Safety Strategy 2020-25 and the national road safety framework.~~

~~The Action Plan strengthens a focus on dangerous driving, protecting vulnerable road users and building a shared responsibility for road safety amongst the community. Key actions under the 2024-25 Action Plan are in five focus areas:~~

~~Distracted and Dangerous Driving;~~

~~Impaired Driving;~~

~~Vulnerable Road Users;~~

~~Safe Roads and Infrastructure; and~~

~~Education, Awareness, Engagement and Compliance.~~

Road Safety Advisory Board and Fund

- The Road Safety Advisory Board is a non-statutory body appointed by the Minister responsible for road safety and comprises of eight members: an ACT Government executive as Chair, and appointed nominees from the two ACT CTP insurers, three road safety representatives and two road safety experts (one being from ACT Policing). Each term of the Board runs for three years – the fourth term of the Board commenced on 9 September 2024, including four newly appointed members.
- The Board is responsible for advising the Minister on road safety related issues including to provide recommendations on the distribution of funds from the Road Safety Fund. The ACT Road Safety Fund was established in 2015 to fund projects and initiatives related to road safety research and education and road trauma prevention, in support of the Government's road safety strategy. The Fund is financed by a \$2.50 road safety contribution which is levied by the government on ACT motor vehicle registrations.
- An annual ACT Road Safety Community Grants program offers grants for a range of activities aimed at improving road safety outcomes for the ACT. The 2025 grants program was opened for applications between 9 April-12 May 2025 and received 56 applications. The grant assessment process is underway with recommendations for funding expected to be provided to the Minister in August 2025.
- ~~An annual ACT Road Safety Community Grants program offers grants for a range of activities aimed at improving road safety outcomes for the ACT. The 2025 grants program opened on 9 April and will run until 12 May 2025.~~

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Transport Canberra and City
Services



QUESTION TIME BRIEF

Portfolio: City and Government Services

Topic: Path Maintenance and Repairs Program

Talking Points:

- Walking, cycling and other forms of active travel play a significant role in the ACT Government's plans to make Canberra an even more liveable and sustainable city. Active travel enhances quality of life and helps move away from our city's characterisation as a car dependent city.
- The Active Travel Plan has a focus on a better connected and maintained path network to support safety, accessibility and encourage more Canberrans to walk and cycle.
- Canberra's community footpaths have been delivered over many years to the design standards of the era in which they were built. ~~Recent weather events have led to increased~~ degradation of our path network ~~has been noticed in recent years~~ and heightened the need for resilience and sustainability in our infrastructure ~~and emphasised the need for a proactive asset renewal program.~~
- The ACT Government manages and maintains approximately 3,800 kilometres of community paths across Canberra, ~~made from concrete (majority), asphalt, or gravel (less than 1%). These are a mixture of traditional concrete paths and asphalt off-road shared paths.~~
- Path defects are regularly identified via various sources, including community input via Fix My Street, previous audit findings and team member inspections.
- Defects can range from high risk through to very low risk items. Structural defects may include horizontal displacements (such as cracked panels), vertical displacements (including hazards between panels) and minor cracking (with no displacement and cosmetic damage only).
- 'Amenity' defects are also identified by Transport Canberra and City Services (TCCS) and can include such things as debris on paths or encroachment from shrubs and vegetation.
- Rectification treatments for structural defects primarily include cold-mix repairs, grinding trip hazards and replacing short segment panels of concrete paths where they have become damaged.
- TCCS will always prioritise the highest risk defects (large vertical or horizontal displacements) over defects that present little to no risk. This is typically done by an initial 'make safe' treatment such as grinding or cold mix. Should the defect remain, they are placed on the panel replacement program.
- Low risk defects such as minor cracked panels, are mostly cosmetic in nature and present little to no safety risk to path users. These are also placed on the panel replacement program but are given a lower priority.

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QUESTION TIME BRIEF

- Panel replacement works are generally completed as packages of work delivered by external contractors. The establishment of the TCCS internal concrete panel crew will provide further flexibility in the delivery of such work.

Internal path panel replacement capability:

- The primary focus for the community path maintenance program is to encourage active travel and reduce the risk of injury for path users by addressing priority safety concerns. Through the 2024-25 budget an investment of \$5.8 million over four years has been allocated to establish a new concrete path replacement crew. This new capability will comprise of an additional 10 full time positions with new equipment and will be focussed on the replacement of concrete path sections that have reached the end of life.
- This insourced crew will enable City Services to respond to cracked, broken and lifted paths much more rapidly and will improve the timeliness of the delivery of the path replacement program, therefore reducing trip hazards associated with the vertical displacement of panels along the path network.
- This new concrete path replacement team will add to the recently established concrete grinding capability within Roads ACT, focused on prioritising the treatment of safety concerns (e.g. trip hazards) as they are identified on the path network.
- Recruitment activities remain ongoing for the establishment of the concrete replacement team, with some positions unfortunately unable to be filled in the most recent round of recruitment. ~~Successful candidates are being onboarded early to mid-May. As such, the concrete crews are now anticipated to commence initial works in May. Unfilled positions are to be re-advertised.~~ Unfilled positions have been re-advertised and are currently out to market.
- The concrete path team members that have commenced with Roads ACT have begun undertaking some minor concrete repairs throughout the network. Once the recruitment of all team members is completed, the scale of the team's work can be increased.
- The team's required fleet and plant is expected to arrive in mid-July. In the interim, Roads ACT is hiring the equipment, so that concrete works can continue.
-

Accountability Indicators

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- Two new path maintenance accountability indicators which measure path maintenance against specific targets will be reported from 2024-25. They are:
 - The annual active travel path repair / replacement works undertaken across the off-road network (target 20,000m²); and
 - The annual percentage of off-road active travel path repair / replacement works undertaken on asphalt paths (target 15% of total renewal works).

Funding

- Ongoing baseline investment of approximately \$5.5 million annually is provided for the repair and maintenance of existing community paths.
- Through the 2023-24 ACT Budget, the ACT Government invested an additional \$5 million over two years for path maintenance, for insourced path grinding crews to address immediate trip hazards identified by the community and our City Services teams. This is an increase in the path maintenance funding, in addition to our existing path network repairs.
- In addition to ACT Government funding, the Australian Government has also contributed to path maintenance in the ACT in recent years, including through the Local Roads and Community Infrastructure (LRCI) program.
- The 2024-25 budget, provides an additional \$3.1 million for the renewal of the Emu Bank path along the Lake Ginninderra foreshore, including reconstruction of the retaining wall.

Active Travel Infrastructure and Maintenance Program – Infill Paths and Missing Links

- The Missing Links program was funded in the 2023-24 Better Transport Infrastructure – supporting active travel and 2024-25 ARP program with a total budget of \$2.382 million and is aimed at infill local paths and connections to support all forms of active travel.
- The current program is broken into two separable portions, the first package is to complete detailed design for the seven sites below and construct the first four priority sites.
- The second package is to complete detailed design for six sites and includes progressing to construction of two priority sites being Kuringa Drive Section 1 and 2.

Program Update:

- The detailed design of all seven sites and construction of sites 1 – 4 (Package 1):
 1. Wentworth Avenue, Kingston
 2. Batchelor Street, Torrens
 3. Ipima Street, Braddon

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4. Wittenoom Crescent, Stirling
 5. Fairbairn Avenue, Campbell
 6. Carruthers Street, Hughes
 7. Stirling Avenue, Watson
- Currently site 1 and 2 are in construction and the construction of sites 3 and 4 will commence following [their](#) completion.
 - It is anticipated that [construction of the first](#) four sites and the detailed design of the [remaining three](#) will be completed by September 2025.
 - The detailed design of all six sites and construction of sites 1-2 ([Package 2](#)):
 1. [Kuringa Drive, Fraser – Section 1](#)
 2. [Kuringa Drive, Fraser – Section 2](#)
 3. [Kingsford Smith Drive, Florey](#)
 4. [Well Station Drive, Mitchell](#)
 5. [Verge Place, Charnwood](#)
 6. [Jerrabomberra Ave, Symonston](#)
 - It is anticipated that detailed design of all sites to be completed by December 2025 and the construction of Kuringa Drive Section 1 and 2 to commence in first quarter of 2026 pending required approvals.

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Portfolio/s: City and Government Services

Graffiti

Talking points:

- In 2023-24 there were 21,915 incidences of unauthorised graffiti reported resulting in 47,368 square metres of surfaces being cleaned.
- TCCS spent \$0.63m on removing graffiti from Transport Canberra and City Services (TCCS) managed public assets in 2023-24.
- The ACT Government takes a progressive and collaborative approach to managing graffiti by integrating street art coordination, mentoring, community building and engagement with rapid removal of unauthorised graffiti.
- The five objectives of Graffiti Management for TCCS are:
 1. Prevention
 2. Removal
 3. Diversion
 4. Community awareness and engagement
 5. Legislation and enforcement
- Unauthorised graffiti is the illegal application of graffiti on property which is applied without consent of the property owner or is offensive, obscene, political, or racist in nature.
- The ACT Government is responsible for removing unauthorised graffiti from public property. This is done by:
 - inspecting graffiti hot spots weekly;
 - removing offensive graffiti from public property within one business day of it being reported; and
 - removing unauthorised graffiti from public property within five business days of it being reported.
- There are 30 legal graffiti practice sites across Canberra. These are located on ACT Government assets in public places like underpasses and toilet blocks. Usually, the practice sites are out of sight from residential

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QUESTION TIME BRIEF

properties.

- Graffiti artists can use the sites on an ongoing basis with no permits required. The works featured at these sites change frequently and anyone can use them.
 - Such sites have proven effective at diverting graffiti from surrounding areas.
 - Each wall is signposted indicating that it is a legal site. ACT Policing, City Rangers and contracted graffiti removers know if a particular site is a legal wall.
-
- Graffiti management is everyone's responsibility and a 'whole-of-community' approach is needed when responding to unauthorised graffiti. Local community involvement from volunteers and community groups helps promote civic pride and safer, more attractive public spaces.
 - Graffiti vandalism is an offence under the *Crimes Act 1900* and there are fines for unauthorised graffiti by persons aged 16 years or older.
 - Work is progressing on the delivery of Graffiti Management and Street Art Strategy.

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Urban Forest Act operation

Talking points:

Background

- The *Urban Forest Act 2023* (the Act) came into effect 1 January 2024, repealing and replacing the *Tree Protection Act 2005*, with the intention of preserving and enhancing the urban forest and Canberra's canopy cover.
- The Act provides a comprehensive framework to consistently and effectively manage both private and public trees and the impact of climate change on the urban canopy.
- The Act has clear guidelines for tree protection and management to provide the necessary measures for Canberra's urban forest to thrive in the face of urban development and environmental challenges.

The Act in operation

- Urban Treescapes have been consistently communicating with industry and members of the public to provide continuous improvements and enhancements to administrative processes, based on feedback provided.
- Administrative process improvements have included: additional clarification for applicants in the Tree Activity Application process, particularly for those looking to undertake development/construction work; and updates to information on the website.
- Any administrative process improvements that have been unable to be actioned have been recorded for consideration through the 2025 review of the Act and have been included on an issues register.
- As of 6 June, 2,884 tree activity applications have been received by the Tree Protection Unit. 75% of applications have been assessed in line with legislative timeframes. 511 Development Applications have been

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referred to the Tree Protection Unit from the Planning Authority. 73% of these have been assessed within the legislative timeframes required under the *Planning Act 2023*.

Canopy Contribution Agreements

- Regulatory amendments were made in September 2024 to recognise:
 - existing contributions to the urban forest, where an applicant has 30% or more canopy cover on their block. Applicants are no longer required to enter a Canopy Contribution Agreement if they meet this threshold;
 - common property of unit titles as 'home-owners' for the purposes of calculating a Canopy Contribution Agreement, where a tree is not being removed for development purposes;
 - the feasibility of replanting on sites with existing trees, and a reduction to the financial settlement amounts for homeowners who plant replacement trees.
- As of 6 June 2025, 94% of applicants who have gained approval to remove protected trees and signed a Canopy Contribution Agreement have opted to replant new trees on site.
- Financial contributions, as of 6 June 2025, amount to a total of \$218,799.14.

Review of the Act

- [The Government made an election commitment to bring forward the review of the Urban Forest Act 2023 ahead of the legislated review.](#)
- Transport Canberra and City Services has commenced an internal review of the [Act. Urban Forest Act 2023.](#)
- The review [is considering will consider](#) feedback received from the community and industry during the first year of operation and seek to identify improvements that can be made to the application process and the operation of the Act.

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- I facilitated a construction industry roundtable on 25 March 2025, where peak bodies and representatives provided direct feedback on the Act's impact and shared insights into potential improvements.
- I have also listened to industry and community concerns recently in the ACT Legislative Assembly, including the petition tabled on 18 March 2025 titled 'Fix the ACT's Broken Construction Approval System' and the motion from Mr Cain moved on 18 March 2025 about Regulatory burden in the construction industry.
- The review will focus on the seamless interaction of the Act and other ACT legislation to ensure a cohesive regulatory framework and support the delivery of ACT government priorities and objectives as a whole.
- The completion date of this review is December this year.
- ~~The review will focus on the seamless interaction of the Act, the *Nature Conservation Act 2014* and the *Planning Act 2023* to ensure a cohesive regulatory framework and support the delivery of new homes and other government priorities.~~
- ~~I have written to the Minister for Planning and Sustainable Development, Minister for Homes and New Suburbs and the Minister for Climate Change, Environment, Energy and Water and I look forward to delivering this government priority by the end of the year.~~
- I remain committed to striking the right balance between achieving the objects of the Act and supporting broader ACT Government priorities. We look forward to working collaboratively across government and with key stakeholders to ensure that Canberra's urban forest continues to thrive for generations to come.

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Portfolio/s: City and Government Services

Illegal Dumping

Talking points:

- Officers in Transport Canberra and City Services (TCCS) work hard to maintain and protect Canberra’s beauty and amenity.
- TCCS officers are regularly required to respond to reports of littering and illegal dumping. Illegal dumping can be dangerous, be highly damaging to government assets and the environment, and very costly for the government to manage.
- Cleaning up litter and illegal dumping is not only costly, but when undertaken on roadsides, it is also dangerous and puts TCCS staff at significant risk.
- In our 2025 election commitment (LAB046-z) we committed to *“Increase enforcement activity regarding littering and illegal dumping”*.
- TCCS Licensing and Compliance (L&C) unit regulate municipal non-compliance matters including unauthorised public land use, littering and illegal dumping.
- Like any illegal activity, prior to being able to take any compliance action, there is a legal requirement to identify the person responsible for depositing litter in a public place, and gathering this evidence can be, and is often, difficult.
- In 2025, L&C officers have been proactively targeting illegal dumping undertaking covert camera operations at various identified dumping sites including Taylor, Griffith, Symonston, Wanniasa, Holder, [Oaks Estate, Jerrabomberra, and](#) on [both](#) the [Federal and](#) Monaro Highways.
- L&C have also run proactive covert movable camera operations targeting unsecure loads on vehicles travelling on Parkwood Road MacGregor and on Mugga Lane, Jerrabomberra.

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- Through these proactive operations, multiple offenders have been captured and subsequently identified and fined for their illegal behaviour.

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Portfolio/s: City and Government Services

Shop Upgrades

Talking points:

- In total, there are 90 commercial shopping centres [across the ACT in Canberra](#), including 66 local shops, 19 group centres, four town centres and the city centre.
- The ACT Government has undertaken a rolling program of upgrades to local shops and group centres since 2022.
- The current program was funded for delivery over four years, [it](#) commenced with funding allocated in 2021-22 and will be fully completed by [the end of](#) June 2025.
- The community is engaged through the delivery process at key milestones seeking feedback and providing updates on designs.
- Elements of a design can change prior to construction and during construction due to resolution of issues and construction level detail often related to safety in design assessments and site conditions. The types of stakeholders providing input at this stage include utility providers and asset owners such as Roads ACT and City Presentation.
- The ACT Government has made commitments for further shopping Centre upgrades in this current term of government. TCCS has commenced initial delivery planning work on these upgrades.

2021-22 – 2024-25 Shops upgrade program

- The 2021-22 ACT Budget allocated \$17.5 million from the TCCS Asset Renewal Program (ARP) over four years for the Shopping Centre improvements program.
- [The](#) program included delivery of feasibility, consultation, detailed design and construction of upgrades or improvements at Local Shops and Group Centres.

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- This program includes delivery of consultation, detailed design and construction of upgrades as follows:

- \$7.5 million for construction of major upgrades at Kaleen south (Gwydir Square), Campbell and Duffy local shops.
- \$6.5 million 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.
- \$3.5 million for detailed design and construction of improvements at Kippax Group Centre and Brierly Street Weston Creek.

Current program update (21/22 – 24/25):

Kaleen (South), Campbell and Duffy

- The following upgrades are now complete.

	Key Features	Changes made
<u>Kaleen</u>	Key features New seating and shade structures New accessible public toilet Better landscaping including new pavements, and more trees, shrubs and grasses Community artwork Refreshed softfall at the playground Upgraded lighting Parking upgrades including new accessible parking spaces and 2 new parking spaces.	Additional footpath drainage/sumps were added adjacent to the pharmacy and hairdresser to reduce the risk of pooling. Additional grading was undertaken to the accessible parking bays to reduce the slope and bring in line with Australian standards. Numerous telecommunication pits containing asbestos were removed for safety reasons. Two pram crossings were replaced to reduce the level differences in footpaths. Planting beds were extended, and large rocks were added at the entrance to the main carpark during construction to discourage parking on the verge.
<u>Campbell</u>	Key features better carparking arrangements new seating and shade structures	Numerous telecommunication pits containing asbestos were removed for safety reasons.

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	Key Features	Changes made
	<p>accessible paths of travel, including a new path linking Chauvel Street to the central laneway</p> <p>better landscaping, including smaller plantings and natives</p> <p>upgraded lighting.</p>	<p>A number of added pram crossings were replaced to reduce the level differences in footpaths and surrounding network interfaces.</p> <p>Two additional planting beds were added at the entrance to the main carpark during construction to discourage parking on the verge.</p>
<u>Duffy</u>	<p>Key features</p> <p>new playground, including an accessible nest swing, nature play elements, rockers as well as a rope bridge and climbing equipment</p> <p>two new shade sails and rubber softfall</p> <p>bike track</p> <p>new toilet</p> <p>outdoor furniture including an undercover picnic table and bench seating</p> <p>accessible paths of travel, including a new ramped path to improve access from Burrinjuck Crescent to the local shops</p> <p>better landscaping including native and deciduous trees, and 60 shrubs.</p> <p>increased amenity with new bins and a bike rack.</p>	<p>Additional footpath drainage/sumps were added adjacent to the coffee shop to reduce the risk of water pooling.</p> <p>An additional planting bed was added during construction. This planting bed was installed to take runoff from the play space</p>

Narrabundah, Monash, Evatt and Macquarie local shops; and at Lanyon and Calwell Group Centres.

- These upgrades have been progressively completed in the 2024-25 financial year.
- The upgrades at Narrabundah and Macquarie shops are complete excluding water fountain installation and associated works. [These works are progressing onsite and ICON water are expected to undertake final connection works by the end of June 2025. Installation of the water fountains is expected in 4 to 6 weeks. Some minor remediation works around the water fountain areas will be required post completion of ICON connections.](#)

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- Lanyon and Calwell upgrades were completed in March and April 2025 respectively, and the upgrade at Evatt shops was completed in late May 2025, with the exception of the toilet which will be installed by the end of June 2025~~is due to be completed by the end of June 2025~~ and will require ICON Water connection prior to commissioning.
- At Lanyon a replacement bench seat will be installed to replace the seat removed in response to community feedback. Supplier delays have resulted in a longer lead time. Delivery is now expected in mid July 2025 with installation expected shortly after. ~~There is a six-week lead time on the new bench seat which was ordered in late March and is expected to be installed by end of May 2025.~~
- ~~Due to clashes with services, the location for the Evatt toilet has been moved from the carpark near the fish and chip shop, to closer to the playground area near the medical centre. This move has required additional site investigation and ICON Water approvals. It is expected that the toilet will be completed by end of June 2025.~~

Florey Shops

- In addition to the local shop upgrades, Roads ACT managed a minor new work project to improve parking arrangements at the Florey Shops. These works were completed on 2 May 2025.

Murals at Local Shops

- Murals are being delivered at five of the local shop upgrade locations (Narrabundah, Evatt, Macquarie, Lanyon and Calwell). Mural installations commenced at Lanyon and Macquarie in late May 2025. Installations at Evatt and Narrabundah commenced in mid June 2025. ~~Suitable locations at Monash were limited to the walls of the privately owned buildings and the building owner did not support the installation of a mural/s on their wall/s.~~
- It is expected that all murals will be installed by July 2025.

	Key Features	Changes made
Narrabundah	Key features delivered New seating and tables for the community to sit and gather	A number of pram crossings were adjusted to accommodate on ground level issues.

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	Key Features	Changes made
	<p>new accessible parking bays improved landscaping including permeable paving around existing trees to improve access to water seating elements were added to existing retaining walls formalised long term and short-term parking areas with signage installed speed humps at either end of the laneway to slow vehicles upgraded paths and stairways, including new pram ramps which improved safety and access in and around the shops.</p>	<p>Changes to the new accessible car park were undertaken during construction to accommodate on ground level conditions.</p>
<u>Monash</u>	<p>Key features New seating and tables providing spaces to sit and gather. Informal play area including nature play elements such as logs and boulders. Art mural. Additional trees and better landscaping. Safer pedestrian access including upgraded paths.</p>	<p>Nil changes</p>
<u>Evatt</u>	<p>Key features New seating and tables providing spaces to sit and gather. Proposed nature play and accessible play elements which may include an accessible nest swing, balancing logs and steppers. An art mural to brighten up the area. New accessible parking bays. New toilet block. Additional trees and better landscaping. Improved access for pedestrians including paths, safe crossings and stairways. Resurfacing of the service area off McClure Street and improved access and safety at Heydon Place.</p>	<p>The proposed location for the new toilet has changed. This change was due to issues with service clashes, tree location and ground levels. The change has been communicated to the community and TCCS website updated.</p>
<u>Macquarie</u>	<p>Key features new seating and tables improved playground with nature play and play elements including balancing logs and steppers art murals (to be delivered post construction) new accessible parking bays additional trees and improved landscaping</p>	<p>The final configuration of the play space was altered from designs provided on the TCCS City Services website however amenity and extent of scope has been maintained.</p>

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	Key Features	Changes made
	<p>safer pedestrian access in and around the carpark including upgraded paths, stairways and lighting art murals (still to come).</p>	<p>This was due to existing levels and below ground services impacting the construction.</p> <p>An adjustment has occurred to the location of an accessible carpark which was moved to avoid a conflict with on ground levels. This has not been reflected on the website however the total number of carparks and accessible carparks have been maintained.</p>
<p><u>Lanyon Group Centre</u></p>	<p>Key features delivered New seating providing spaces to sit and gather. Additional trees and better landscaping. Improved access for pedestrians including paths, pram ramps and safe crossing points. New raised intersection at Balcombe and Sidney Nolan streets including a new pedestrian crossing. Additional parking spaces on Sidney Nolan Street.</p>	<p>The TCCS City Services website indicates a raised coloured intersection however this was not realised due to a number of issues. The reason a raised coloured intersection was not delivered is because it misrepresented the area as a shared pedestrian zone, and in addition the Marketplace did not agree to upgrade the area within their property to match into the raised area. This created a safety issue for pedestrians. This was further supported as the cost to adjust stormwater to deliver the raised area was significantly high. Details of the final design were provided to Lanyon Market Place through project meetings with them however they were not provided to the Minister’s Office or the wider community.</p> <p>The constructed raised crossings are black in colour in accordance with the TCCS design standard and indicate designated pedestrian priority crossing points. The landscaping in the artist impressions is generally a true indication of the long-term design outcome (including existing and</p>

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	Key Features	Changes made
		<p>proposed tree planting), once trees and shrubs have matured.</p> <p>One installed bench seat has been removed and will be re-installed in an alternative nearby location based on community feedback. The seat will be reinstalled with a back rest.</p> <p>A new parking location and signage for Australia Post vehicles will be installed shortly along Sidney Nolan Street.</p>
<u>Calwell Group Centre</u>	<p>Key features</p> <p>New seating and tables providing spaces to sit and gather.</p> <p>A new playground with nature play elements and accessible elements which include a nest swing, trampolines, a slide, steppers and a new shade sail.</p> <p>New accessible parking bays.</p> <p>Additional trees and upgraded landscaping including new garden beds.</p> <p>Improved access for pedestrians including paths and safe crossing points.</p> <p>Upgraded lighting to enhance public safety.</p> <p>Service gates to restrict parkland access.</p>	<p>The draft preliminary design indicated an area of carpark would be resurfaced, however condition assessment of this area through the design resulted in only localised resurfacing being required.</p> <p>An adjustment has occurred to the location of an accessible carpark on the eastern side of the shopping centre which was moved to avoid a conflict with an existing tree. This has not been reflected on the website however the total number of carparks and accessible carparks have been maintained.</p>

Kippax Group Centre and Brierly Street Weston Creek

- These following upgrades are now complete.

	Key features delivered	Changes made
<u>Brierly Street</u>	<p>Key features delivered</p> <p><u>Trees and landscaping</u></p> <p>More greenery has been added including more deciduous street trees along Brierly Street and garden beds. This includes 24 trees, 293 shrubs, 890</p>	<p>The bench seat and steppers previously installed in a garden bed adjacent to the real estate agent and Trennery Square have been removed due to trip hazard concerns.</p>

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		Changes made
	<p>strappy plants, 174 herbs, six climbers and 384 groundcovers.</p> <p><u>Pedestrian safety/access</u> Better pedestrian connectivity between the various commercial centres with two new raised crossings on either side of the existing raised crossing (one close to Mahony Court and the other towards Parkinson Street). A slower traffic environment through the widening of the verges in sections of Brierly Street which in turn has reduced the width of the road. Removal of the existing bus layover and conversion into 30-minute parking. Increased and improved lighting.</p> <p><u>Amenity</u> More comfortable and inviting spaces for the community to stop and stay. Improvements to the existing furniture in Trenerry Square. More bicycle parking and rubbish bins. More spaces for alfresco dining for restaurants to consider expanding into.</p> <p><u>Changes to parking arrangements</u> Following engagement with the community, the following changes to existing parking arrangements were implemented. The carparks off Parkinson Street and Mahony Court amended for consistency to 2-hour parking Monday to Sunday. Implement 2-hour parking restrictions on Watling Place. Convert Commons Court and Macleod Court all-day parking to 2-hour parking restrictions.</p>	<p>The bench has been relocated along newly paved area of Brierly Street near the indented parking. Additional works were required beneath the road and verge area to install sub surface drainage.</p>
<u>Kippax</u>	<p>Key features New streetlights along Hardwick Crescent to increase safety. Improved access along shopfronts including wider shopfront pavement,</p>	<p>The TCCS website had an error in that it communicated two new parallel timed parking spaces along Hardwick Crescent and six loading zone spaces would be delivered. The website has been</p>

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		Changes made
	<p>allowing space for outdoor dining and public outdoor furniture.</p> <p>Upgrade the existing 3 pedestrian crossings to new raised crossings with new lighting improving safety for pedestrians and also slowing traffic along Hardwick Crescent.</p> <p>Line marking within the surface carparks to direct pedestrians between the currently separated commercial centres on either side of the large carparks.</p> <p>Six parallel timed car parking spaces constructed along the eastern side of Hardwick Crescent and two loading bays constructed along the western side of the Hardwick Crescent.</p> <p>Two new accessible parking spaces within the surface carpark adjacent Hardwick Crescent.</p> <p>An enhanced streetscape with new plantings and landscaping, including 12 new Chinese Elm trees which can grow up to 10 metres tall.</p> <p>New seating.</p>	<p>updated to reflect the final design which was delivered which included six parallel timed car parking spaces constructed along the eastern side of Hardwick Crescent and two loading bays constructed along the western side of the Hardwick Crescent.</p> <p>Four additional trees were planted to replace three existing trees which were removed due to their location near proposed water main works.</p> <p>Line marking and some signage was refreshed and upgraded in relation to the accessible car parking spaces in the southern carpark.</p> <p>The improved pavement treatment was extended along Luke Street further than the original scope to improve the visual amenity.</p>

Portfolio: City and Government Services

Invasive Species Management - Weeds and Pest Animals

Talking Points:

Invasive plants

- The spread of invasive plants into the ACT's parks and reserves is a key threat, impacting their ability to provide quality habitat for the ACT's threatened plants and animals.
- There has been 7,700 ha of plant control work done so far this year. The main species controlled in 2024/25 has been St John's Wort, Serrated Tussock, African lovegrass and Blackberry.
- The government works closely with other organisations and the community to fight against weeds through the Invasive Plants Working Group.
- The NatureMapr and iNaturalist app citizen science platform is allowing early reporting of and response to new weed incursions.
- Sadly, ongoing monitoring demonstrates that African lovegrass is impacting further into Canberra Nature Park nature reserves, including the biodiversity hot spot, Black Mountain Nature Reserve. This is a significant environmental biosecurity issue and fire risk. The government in collaboration with ParkCare volunteers are actively fighting this highly invasive weed. Prioritising weed control efforts is now critical.
- A range of control methods are used to manage invasive weeds including biocontrol, prescribed burning, herbicides, manual removal, grazing, slashing, mulching and revegetation. Combining these methods reduces herbicide use. Recently the tritter mower has been particularly effective on blackberry thickets which are challenging to access. Follow up herbicide is used to control any remaining plants following tritter work.
- Extensive surveillance and control work has been undertaken on alligator weed in the Ginninderra creek waterways to prevent overflow and escape into other waterways.
- The 2024-25 Adopt a Park program guidelines prioritise funding of projects that control invasive weeds to benefit ecosystem and biodiversity functions and encourage projects adjacent to areas of high conservation value.

Invasive animals

- The Parks and Conservation Service (PCS) manages the impact of invasive pest animals through controlling rabbits, feral horses, feral pigs, foxes, feral deer and feral goats.
- These control actions are conducted in cooperation with neighbouring land managers to minimise their negative impacts on conservation reserves and agricultural land in the ACT.
- A mustering program ~~was recently completed to remove~~ is currently underway to ~~remove~~ all feral goats from Rob Roy Nature Reserve. Feral goats previously occurred in

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Lead Directorate: Environment, Planning and Sustainable Development

QUESTION TIME BRIEF

several ACT conservation areas and Rob Roy is currently the only known population within the ACT (feral goats do occur at Googong Foreshores).

- ~~Feral animal control operations (ground shooting) were also conducted at Googong Foreshores from 14 to 16 April 2025.~~
- The Thermally Assisted Aerial Control Program (TAAC) is a nation leading program to remove invasive animals from conservation areas in the ACT, through the use of a helicopter and thermal camera equipment. This program assists in detecting and controlling pest animals, particularly feral pigs and deer, in the ACT's parks and reserves.
- ~~The 2025 TAAC program will commence on the 8 May 2025 and run until concluded on the 30 May 2025. It will occur in areas of NNP, Murrumbidgee River Corridor, Molonglo River Reserve, Tidbinbilla Nature Reserve, Googong Foreshore and small sections of Canberra Nature Park, specifically Molonglo River Reserve and Rob Roy Nature Reserve. Areas of rural land under private lease and forestry land adjacent to conservation areas will also be included.~~
- ~~Closures of areas will be staggered over the course of the program. To stay up to date on park closures, visit the [ACT Parks website](#). Over 771 invasive animals were culled during the 2024 program to help protect, conserve and enhance the ACT's environment.~~
-
- Warragul(Dingo)/Wild dog activity has increased in the ACT since the start of 2025 with stock attacks occurring in multiple locations, this follows reports of increased activity across the south-east area of the ACT. The team have responded by employing a second pest animal controller (trapper) on short term contract and engaging two contract trappers. Additional baiting is also being delivered to respond.

Feral Horses

- Feral horses in the ACT are managed in accordance with the [Namadgi National Park Feral Horse Management Plan \(2020\)](#). This Plan establishes a zero-tolerance policy towards feral horses in Namadgi National Park.
- ~~Seven horses were culled during the 2024 thermal assisted aerial control program. This culling prevented the growth of the feral horse population and damage to the environment through the trampling of sensitive ecosystems, waterways and plant communities.~~
- ~~[No horses were culled during TAAC operations in 2025.](#)~~
- PCS continues to monitor feral horses remaining in the Clear Range area, with less than 15 observed near the park boundary, on private property in NSW.

Rabbit Control

- In the 2023-24 ACT Budget, the government increased its investment in rabbit control. This has resulted in a significant increase in control action across the ACT.

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- Control programs aim to keep rabbit numbers at levels where impacts are minimal.
- Over the past 12 months, PCS has implemented control programs throughout Canberra Nature Park, Namadgi National Park and the Murrumbidgee River Corridor.
- EPSDD and TCCS have been working together to expand this work into several urban sites. Work has progressed from City Hill, Grevillea Park, Amaroo/Moncrieff and Nicholls into Ngunnawal Hill, Bonner, Forde, Harrison, Dickson and Ainslie, with control continuing across all urban sites throughout 2025.
- EPSDD is currently trialling thermal shooting as a primary control method, complimented by rabbit warren fumigation and ripping (collapsing warrens). This method is proving highly effective across both urban and some rural sites.
- Operations are listed on the [TCCS Weekly Maintenance Activities web page](#).

European Wasps

- The ACT Government Spring Queen trapping program for 2024 season successfully trapped 2224 European wasp queens, overtaking the 2023 total by 733, and may well have contributed to a lower number of publicly reported nests for this last summer period.
- The ACT Government is proactively tackling European wasps with an eco-friendly Queen trapping program. This initiative traps newly emerged wasp queens looking to start a new nest & helps protect our parks and creeks by preventing new European wasp nests from ever starting. From October to December 2024, 2,224 queen European wasps have been captured, overtaking the 2023 total by 733. A further update on trapping outcomes is expected in April 2025. 83 nests have been treated on public land to end of May for the 2025 wasp season with only 8 nests being treated in May.
- The ACT Government treats European wasp nests on government land. Wasp nests on private property are the owner's responsibility to have it removed by a qualified pest control operator. People should not attempt to treat the nest themselves as they risk being stung.
- The public can report a wasp nest or sighting on public land by submitting a request using the European Wasp, Ants or Bees Report form through the [City Services website](#).
- The ACT Government endeavours to investigate and control European wasp nests on ACT Government land within 5-10 business days. When a request is received, it is prioritised based on various factors such as public safety, resource availability and the need for further information or investigation.
- Priority is given to control identified European wasp nests before investigating sightings or nuisance wasp incursions where the nest location is unknown.

Cattle in Namadgi

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- ~~Cattle from a NSW property were detected in southern Namadgi National Park for several months despite the efforts of the farmer, NSW Parks and Wildlife Service, and ACT Park Rangers to relocate them.~~
- ~~The cattle were removed in March 2025 and have not re-entered the Park since.~~

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Portfolio/s: Climate Change, Environment, Energy and Water

Environmental Volunteers and Groups – Funding Arrangements

Talking Points:

Review of Environmental Groups and Funding Arrangements

- The ACT Government recognises the contribution from community environmental groups to both government and the Canberra community in supporting the environment and undertaking climate action.
- In the 2024 election, the government committed to reviewing the best way to assist local environmental groups with their ongoing needs and activities and to identify how their initiatives could be supported.
- The government has commenced a review of the environmental services required by the government and the ACT community. This review is now commencing and will conclude in early 2026. It will ensure that funding in forward years is being directed to the highest priorities.
- The government is confident that, following this review, government funded programs will continue to have a positive impact on our environment and community into the future, and represent high value for money.
- Catchment Groups (Molonglo Conservation Group, Ginninderra Catchment Group, Southern ACT Catchment Group), ACT Wildlife, SEE Change, the Conservation Council ACT Region and the Canberra Environment Centre will receive an extension in current funding for one year to 30 June 2026 whilst the review is underway.
- The government has met with and advised these community environmental groups of the review and that funding agreements expiring in 2025 will be extended by a further 12 months to 30 June 2026.

Importance of volunteers

- The ACT Government has a long and proud history of supporting ACT's environmental volunteers and community groups. Volunteers are essential to helping protect, conserve, and enhance the ACT's environment.
- Environmental and animal protection volunteering is one of the top 3 ways people contribute to their community as a volunteer.
- The [2024 State of Volunteering in the ACT Report](#) tells us that for every \$1 invested in volunteering, \$5.40 is returned in benefits for the community. This is why it is important we have the right programs and settings in place to support these generous contributions.
- The ACT Government is proud to invest in a range of initiatives and programs that support environmental volunteers and facilitate the community organisations that assist them.

Cleared as complete and accurate: [24/04/202509/06/2025](#)
Cleared for public release by: Executive Group Manager Ext: 78628
Contact Officer name: Frank Garofalow Ext: 70497
Lead Directorate: Environment, Planning and Sustainable Development

QUESTION TIME BRIEF

New initiative: Supporting Canberra's Environmental Groups and Volunteers

- In the 2024-25 ACT Budget, the government invested \$1.314 million over 4 years under the Supporting Canberra's Environmental Groups and Volunteers initiative to address recommendations from the ACT Legislative Assembly's Inquiry into Environmental Volunteerism.
- This funding includes:
 - \$830,000 over 4 years from 2024-25, including \$215,000 indexed and ongoing from 2027-28, to continue the Adopt-a-Park grants program in TCCS.
 - \$235,000 in 2024-25 for volunteer-led weed control.
 - \$74,000 over 2 years from 2024-25 to support ACT wildlife with veterinary services.
 - \$50,000 in 2024-25 to provide additional support to Landcare ACT.
 - \$125,000 in 2024-25 to continue and enhance the Canberra Nature Map.
- We have also committed to employing additional dedicated volunteer co-ordinators within TCCS to support the Urban Parks and Places Program and other urban community on-ground programs that work to keep our urban environment healthy.
- We will be reviewing how to best assist local environmental groups with their ongoing needs and activities. We will work with the Environmental Peak Groups to identify how government can [better best](#) support their initiatives.

Existing initiatives and ongoing programs

- These new initiatives and commitments compliment existing programs supporting environmental volunteers.
- The ACT Parks and Conservation Service funds 5 FTE staff to coordinate the **ParkCare program**. In 2024-25, it also funded \$136,700 in non-employee expenses to support on-ground volunteer activities, including volunteer training, personal protective equipment, uniforms, tools and equipment.
- ACT Government funds 2 FTE staff to support the ongoing \$215,000 a year **Urban Parks and Places Volunteer program**. Funding to provide volunteers with uniform, tools and personal protective equipment is allocated from TCCS operational budgets. Input from volunteers also informs allocation to weed and pest control programs.
- The ACT Government funds 2 FTE staff to support **Citizen Science programs including the Waterwatch and Frogwatch programs** and invests over \$426,000 per year for program coordinators who are embedded in the catchment groups. These programs are supplemented by \$92,100 from contractors per year who support the program.
- Since 2021-22 the **Volunteer Activation Initiative** has invested \$3.5m in ACT's environmental volunteers and the community groups that support them. This investment will continue from 2025-26 year as on-going funding.

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Lead Directorate: Environment, Planning and Sustainable Development



QUESTION TIME BRIEF

- This funding includes significant investment in volunteer-led environmental and community wellbeing outcomes, [currently](#) delivered ~~through by~~ the [3 thee](#) ACT **catchment groups**, **FrogWatch** and **ACT Wildlife**.
- The investment includes ongoing funding for the long-running **Environment Grants program**, which in 2024 invested over \$350,000 in community-led projects to enhance ACT's environment and connect people with nature.
- The ACT Government's 2025-26 Environmental Grants round opened on 5 June 2025 and will close 17 July 2025. \$360,000 is available for community groups for local projects that:
 - improve the environment
 - connect more people to nature
 - support Caring for Country initiatives, and
 - for environmental volunteer groups to enhance their skills and to help groups care for our local environment.

- The ACT Government occasionally enters into **supplementary grants** with local, environment-focused community groups to support key environmental work that falls outside of other grants programs.
- In 2023-24 over \$1.3 million in additional funding was invested in community and volunteer groups to deliver important environmental work.
- ACT Government is also proud to be [collaborating with Landcare ACT](#) to ~~hosting~~ another **Environmental Volunteers Conference** in [August](#) 2025. Building on the success of the event in 2023, the conference will bring together volunteers and experts from across the ACT to share ideas, network, and celebrate the accomplishments of environmental volunteers.

Key Information

- The ACT's flagship volunteering programs – ParkCare, Urban Parks and Places, and Waterwatch – support more than 120 volunteer groups and 4,500 individuals to give back to their community by helping to maintain and enhance the ACT's natural environment.

Background Information

- The ACT Government has a range of well-established and highly effective environmental volunteer programs. Through these, volunteers provide more than 50,000 volunteer hours per year to support environmental and wellbeing objectives.
- ~~Plans are underway to open the 2025/26 round of the ACT Environment Grants in coming months.~~

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Lead Directorate: Environment, Planning and Sustainable Development

Portfolio/s: City and Government Services

Tuggeranong Regional Plan - Progress and Status

Talking points:

- Population growth and development is a key catalyst for urban renewal.
- No more than 30% of growth will be in new suburbs, often referred to as greenfield land. The district strategies outline how we will keep the remaining 70% (or above) within the existing suburbs through increased density.
- The Tuggeranong District Strategy will help guide how the Tuggeranong District will change and grow towards 2038 and beyond to 2050. This growth will be in a way that keeps the territory sustainable, competitive and liveable.
- The role of planning and other government initiatives is to encourage a distribution of growth that makes the best use of existing and future infrastructure and achieves sustainable development.
- While consideration for how the ACT addresses the missing middle is underway, the district strategies highlight change areas that could be suitable over the next 15 years and beyond.
- The district strategies proactively manage and guide where ACT's growth will best occur across the districts and sets out what is needed to help achieve it. They consider a range of factors such as locations near centres, major transport corridors, active travel and public transport routes and areas of higher amenity.
- Rather than take a direct approach to the population forecasts that could see housing and infrastructure planning only occurring in the districts experiencing growth (potentially leaving other districts behind), the district strategies seek to better direct growth across the districts. For instance, it is important to achieve more 'missing-middle' housing across all districts (East Canberra excluded) to provide greater housing choice, even in districts with lower growth projections.
- The Tuggeranong District Strategy identifies that:
 - Population projections for Tuggeranong predict modest future growth.
 - The potential future housing demand identified for Tuggeranong is for around an additional 1,100 dwellings by 2050, based on the current population projections.
 - The total baseline potential future employment across the district in 2050 is around 24,700 jobs (an increase of 3,000 from 2021).
- Over time the establishment of new strategic transport connections will stimulate the revival of the Tuggeranong District.
- The Tuggeranong town centre will be a prime location for jobs, shopping and services, increasing its primary service centre role for the district and the wider ACT economy.

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Cleared for public release by: Deputy Director-General

Ext: MS Teams

Contact Officer name:

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Lead Directorate:

Transport Canberra and City
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QUESTION TIME BRIEF

- Each district strategy identifies ‘change areas’ and ‘key sites’ for renewal and ‘potential urban regeneration areas’ that may be suitable for a range of residential and non-residential uses (including consideration of education, health and recreation facilities).
 - Category 1 – Change areas within 0–5 years: In the Tuggeranong category 1 change area there is one project related to the new ice sports facility near the town centre.
 - Category 2 – Change areas within 0–10 years: In the Tuggeranong category 2 change area there is one site related to the Indicative Land Release Program at Hume with the rest being ACT Government projects associated with group centres and the town centre.
- The Government’s shopping centre upgrade program aims to create and protect local jobs and support local businesses. Many centres across the ACT have received upgrades since 2001. For example, Lanyon Marketplace and Calwell Group Centre improvements were recently completed and the ACT Government recently announced funding for upgrades at the Erindale Group Centre.
- The revitalisation of local, group and town centres does not rest solely with the ACT Government undertaking government funded upgrades on public land or to public spaces and streets in these centres. Private lease holders own land and buildings in many of these centres and private upgrades may play a more significant role in leading revitalisation of a local or group centre.
- The project for the Missing Middle Housing Design Guide is open for a feedback until Tuesday 22 July 2025 and residents are encouraged to provide comments and submissions through [Missing Middle Housing Reforms | YourSay ACT](#)
- The ACT Government is committed to provide infrastructure improvements through investing in better footpaths and safer streets, upgrading community playgrounds, revitalising shopping precincts, investing in sport and recreation and renewing the Tuggeranong skate park.

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E-Scooter Safety and Dockless Shared Micromobility Program Renewal

Renewal of share program

- The ACT has had an e-scooter share scheme operating since 2020. A process to renew the scheme is being undertaken.
- On 23 June 2025, Transport Canberra and City Services released an updated Dockless Micromobility Policy and signalled the intent to open applications on Monday 30 June 2025 and will close on Friday 25 July 2025.
- Industry will have the opportunity to ask questions at an industry briefing scheduled for Tuesday 8 July 2025.
- In the ACT, we authorise providers to use public land under a permit issued under the *Public Unleased Land Act 2013*. It is not a procurement, but the public service is committed to only allowing providers on our public land that can provide safe, reliable, and high-quality transport services that meet the needs of the Canberra community.
- I am advised the outcome of the competitive application process will be known in Spring 2025 and I look forward to receiving a brief on this.
- Dockless shared micromobility services are a valued, flexible and affordable transport choice for the people that use them. Together with public transport services, rideshare and taxis, and shared car services they support people who do not own a car who have short trip needs.
- The Transport Strategy 2020 and Active Travel Plan 2024-30 recognise the positive role that electric micromobility can have in further reducing car dependence to address the big challenges in emission reduction, congestion, healthy lifestyles and to support a compact and efficient city.

E-Scooter Safety

- The ACT Government is committed to the safe use of e-scooters and similar personal mobility devices on our paths and roads as well as other public and private areas such as parks and playgrounds or private property where the road rules may not apply.
- All riders should always travel at the appropriate and safe speed for the environment they are travelling in and be respectful to pedestrians and others. Sharing the road is everyone's responsibility.



QUESTION TIME BRIEF

- The ACT Government has released several videos, as part of an ongoing education campaign, to educate users about safe and considerate riding and parking behaviours. These are shared as part of whole of the road safety calendar, other government safety campaigns.
- Key safety messages follow the road rules:
 - ride to the conditions and at appropriate speeds;
 - wear a helmet;
 - don't drink and scoot;
 - give way to people walking and be courteous with other path users; and
 - park responsibly.
- To help target a younger audience, campaign videos run on YouTube, Instagram and Facebook.
- Safety messaging has also been promoted through ACT Government and Transport Canberra social media channels.
- Education campaigns will continue to be developed, and like the current arrangement, new providers of the Dockless Shared Micromobility scheme will be required to provide safety education directly to their users and contribute toward safety campaigns undertaken by the ACT Government.

Existing program information

- Since the shared e-scooter scheme was introduced (19 September 2020 to 31 May 2025):
 - Over 4.3 million trips were made using shared schemes, with an average of around 1,654 trips per day.
 - The median trip distance is around 1.2km and the median trip time is around 7 minutes.
 - Around 72% of trips are under 2 km, and 66% of trips are under 10 minutes in duration.

Injuries and safety compliance

- ACT Policing advises from 1 July 2022 to 31 May 2025 there have been 69 Traffic Infringement Notices (TINs) and 39 cautions issued. More detailed requests should be directed to the Minister for Policing.

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Cleared for public release by: Deputy Director-General

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Background Information

- The ACT Government has enabled dockless shared micromobility services since 2018, first with pedal bikes and then e-scooters in 2020. Shared bikes stopped operating in 2023.
- In 2020, following a competitive application process, two e-scooter providers – Beam and Neuron – commenced operations in the ACT
- In late 2024, a compliance incident resulted in Beam’s permit not being renewed and Beam was subsequently directed to remove all devices from ACT public land.
- Following the Beam incident, Neuron’s permit was amended and extended, and their cap increased to 1,075 devices to provide continuity of service for the Canberra community.

Portfolio/s: Transport

Budget Initiatives – Transport
Talking points:
Improved bus services – Bus fleet repairs and maintenance

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	2029-30 \$'000	Total \$'000
Capital Impacts						
Capital injection	1,600	1,600	1,600	1,600	1,600	8,000
Capital – ARP Offsets	(1,600)	(1,600)	(1,600)	(1,600)	(1,600)	(8,000)
Net Capital	-	-	-	-	-	-

- The Budget commits \$8m to purchase replacement bus engine parts, driveline components and other specialist equipment for Transport Canberra’s Major Unit Overhaul section, to ensure the continuation of its vital role in servicing and maintaining the Transport Canberra bus fleet.
- Maintaining older buses in house is both efficient and vital to delivering service reliability.
- It is also critical to ensuring compliance with National Heavy Vehicle safety regulations required to safely carry passengers.
- This funding ensures that Transport Canberra can deliver network services reliably and safely for passengers and drivers. It also enables Transport Canberra to fulfill its responsibilities in maintaining older fleet and therefore fleet capacity to service the network.

Improved bus services – Improving safety on public

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	Total \$'000
Capital Impacts					
Capital injection	200	300	-	-	500
Capital injection - ARP Offset	(200)	(300)	-	-	(500)
Net Capital	-	-	-	-	-
Expense Impacts					
Expense staff	2,093	-	-	-	2,093
Expense Staff Corporate Costs	306	-	-	-	306
Expenses supplier	510	-	-	-	510
Depreciation	-	-	50	50	100
Net Expense	2,909	-	50	50	3,009
Staffing Impact	2025-26	2026-27	2027-28	2028-29	
Total Additional FTEs (number)	13.42	-	-	-	

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- The Government will invest in measures aimed at addressing occupational violence on the Transport Canberra bus network. A new team of Bus Network Officers and Transit Enforcement Officers will be established to undertake fare compliance activities and provide a visible presence across the bus network to deter occurrences of occupational violence against staff and anti-social behaviour. Expanded de-escalation training will be offered to all drivers and upgraded replacement cabin protection screens installed across Transport Canberra’s bus fleet.
- This initiative is essential to address the rising incidents of occupational violence against bus drivers and will at the same time ensure MyWay+ fare revenue is collected and aligns with the Governments commitments to enhance the safety of the Transport Canberra bus network for customers.

Improved bus services – More electric buses to grow the bus network

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	Total \$'000
Capital Impacts					
Capital injection	14,175	17,325	-	-	31,500
Net Capital	14,175	17,325	-	-	31,500
Expense Impacts					
Expenses – offsets – existing provision	(100)	(100)	(100)	(100)	(400)
Depreciation	-	-	3,150	3,150	6,300
Net Expense	(100)	(100)	3,050	3,050	5,900

- The Government will continue the transition to a zero emissions public transport fleet by procuring 30 additional new battery electric buses. These buses will replace the remaining compressed natural gas buses and older diesel buses in the fleet and enable the growth of Transport Canberra’s bus services.
- This initiative directly supports election commitments by boosting public transportation services and fostering the ACT Government’s sustainability for transport services.
- This initiative will enable Transport Canberra to continue to effectively manage public transport growth and mitigate future road congestion.
- This initiative seeks to articulate a plan for future spending timed to maintain new bus deliveries timetable pursuant to the Zero Emissions Transition Plan.

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QUESTION TIME BRIEF

Improved bus services – Maintaining inclusive transport services

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	Total \$'000
Expense Impacts					
Expense Staff	969	-	-	-	969
Expenses Staff Corporate Costs	187	-	-	-	187
Expenses Supplier	488	-	-	-	488
Net Expense	1,644	-	-	-	1,644
Staffing Impact	2025-26	2026-27	2027-28	2028-29	
Total Additional FTEs (number)	8.2	-	-	-	

- The Government will continue weekday flexible public transport services to support accessible transport needs for eligible Canberrans. This will ensure services are maintained while the trial of a new online booking and management system is evaluated to deliver an improved, on-demand service model.
- The Flexible Transport Service offers critical mobility solutions for vulnerable community members unable to use regular bus services.
- This service is crucial for the elderly and people with disabilities, as it enables access to medical appointments, shopping, and social activities.

Improved bus services – More weekend bus services

Budget Outlook Description

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	Total \$'000
Expense Impacts					
Expense	1,922	-	-	-	1,922
Expenses - Weekends	600				600
Expense - Offset – EBA Provision from 2023-24 Budget (TCCS E10)	(426)	-	-	-	(426)
Net Expense	2,096	-	-	-	2,096

- The Government will increase the frequency of local bus services on Sundays during the day, commencing during Term 3 this year. Incentives for permanent drivers working weekend shifts will be continued to support the reliability of weekend services.
- This initiative will deliver on a commitment to an uplift in weekend bus services and continue to fund the actual cost of the new entitlements committed under the current TCO Enterprise Agreement.
- Continuing incentives under the TCO Enterprise Agreement will contribute to the reliability of the service delivery and Transport Canberra's relationship with

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its workers, potentially resulting in improved motivation for workers to fill gaps in the weekend roster to provide existing services across weekends.

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Portfolio/s: Transport

ISSUE: MYWAY+

Cyber Security

- NEC, Transport Canberra and City Services and Digital Data and Technology Solutions have followed their documented cyber incident and business continuity practices for all and any reported cyber incidents.
- This collective has run regular meetings where work outstanding from the CyberCX risk assessment, and any open remediations, are tracked to conclusion. This work is expected to be complete by 31 July 2025.
- NEC has conducted additional independent penetration testing which has also contributed to analysis of the MyWay+ system and the hardening of defences.

Cybersecurity Benefits of MyWay+ over previous systems

- MyWay+ is a more complex system than its predecessor MyWay ticketing and NXTBUS passenger information systems. Not only because of its expanded features, it also has a different architecture moving off ACT Government physical servers and equipment and onto Australian-based Amazon cloud-based platforms, that are inherently more secure, due to their scale and centralised maintenance capabilities.
- The nature of the commercial arrangement between NEC Australia and the Territory means that the vendor is more responsible for ensuring the system remains resilient and secure than in previous arrangements or where a vendor builds on behalf of the Territory.
- This commercial agreement extends to the information contained within the system, both personal and financial, with the vendor required to hold certifications that this information is held securely and in Australia.
- NEC Australia constantly monitor their systems and have already been able to identify malicious attempts which they can defend and thwart.
- The account-based nature of MyWay+ also creates greater personal assurance with users able to block lost or stolen cards instead of having to report these through a help desk.
- Similarly, MyWay+ users can transact with their personal devices now; with their debit or credit cards held behind mobile device security layers requiring PINs, fingerprint or facial verification.

Contract requirements

- The Next Generation Ticketing System complies with the Territory's Cyber Security Policy (70.6.1), ensuring that all Territory Data, in respect of which the Contractor

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Transport Canberra and City Services

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has custody or control for purposes connected with this Contract: is used only for the purposes of MyWay+; has appropriate protective measures; and is not taken or allowed to be taken outside of Australia (70.6.2.a-d).

- in the event of any Security Incident, NEC must comply with all directions of the Territory to resolve the Security Incident (70.6.16.a-d).
- NEC must provide reasonable assistance to the Territory for risk management of cyber security threats related to Territory Data or the Goods and Services, including by providing details of security controls implemented by the Contractor, versions (70.7).
- In any environment that holds Territory Data, NEC must: by the date that is 12 months after the end of the Transition-In Period, have completed the implementation, of security controls that comply with, at a minimum, Maturity Level 1 of the Australian Signals Directorate Essential 8 Security Controls to Mitigate Cyber Security Incidents (70.8.3.).

Patronage

- Indications are that the roll-out of MyWay+ has had a positive impact on public transport patronage, with the introduction of new ways to pay including credit and debit cards.
- Reported data indicates patronage has continued to recover towards pre-COVID-19 levels at a rate comparable to the previous reporting period.

MyWay+ Statistics as at 16 June 2025

- MyWay+ went live on 27 November 2024, to date there has been:
 - over 12.4 million taps across 6.2 million journeys
 - 135,009 MyWay+ accounts created
 - 112,492 MyWay+ cards activated
 - \$1.3 million in travel credits from 62,554 old MyWay cards transferred to new MyWay+ accounts
 - 49 Retail outlets selling and topping up MyWay+ cards
- Tap on/tap off transactions: MyWay+ cards (53%), credit/debit card (39%), and QR code (8%).

Accessibility

- Options to further improve the overall accessibility and individual's user experience of the public transport network based on their particular needs will continue to be considered under the full, contract period.
- Improvements implemented to date include:

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- changes to the MyWay+ customer portal (the portal) and mobile app (e.g. font colour, contrast and menu structure) to improve web accessibility and usability;
- Size and layout improvements in progress, commencing with high utilisation pages, including addition of alt text, Accessible Rich Internet Applications (ARIA) controls and navigation sequencing.
- Changes to the MyWay+ App, including improvements to dynamic layout that enables resizing readability, alt text, colour and contrast.
- Volume of the audio confirmation noise for a successful tap on/off on validators has been increased;
- Updates to content and readability of information for the on-board Passenger Information Displays (PIDs) in response to community feedback; and
- Roll-out of on-board audio announcements on vehicles to provide notifications of the upcoming bus stops.
- Ticket Vending Machine user interface improved with colour and contrast improvements before going live.
- Transport Canberra continues to provide contact through its customer experience team on 13 17 10. The team are committed to helping all members of the community and utilise the National Relay Service, which provide multiple options including email and call back.

Get Skilled Access (GSA) Review

- In March 2025, NEC engaged Get Skilled Access (GSA) to undertake a comprehensive accessibility review of the MyWay+ system, including all NEC deliverables (i.e. equipment, and the MyWay+ portal and mobile app) and Transport Canberra ‘touch points’ (i.e. website pages).

Other key issues and improvements

<p>Group Accounts</p>	<ul style="list-style-type: none"> ● This function will be released when web accessibility improvements have been made to the customer-facing element within the portal, based on recommendations from the first stage of the GSA review.
<p>On-bus Validators (inc. QR Codes)</p>	<ul style="list-style-type: none"> ● Currently, 100% of the intended bus fleet has MyWay+ installed. ● Transport Canberra are continuing to monitor the automatic activation of on-bus validators across routes. ● A number of improvements to the in-app QR code and in-built reader on validators have been implemented to improve, as

QUESTION TIME BRIEF

	<p>best possible, the scanning performance of the QR code from a technical perspective.</p> <ul style="list-style-type: none"> • Transport Canberra will continue to provide customer education material, such as demonstration videos, to assist passengers with using the QR code. • Transport Canberra acknowledges QR codes represent the least efficient payment method in MyWay+, when compared to other payment options such as using a MyWay+ travel card or a credit or debit card.
<p>Ticket Vending Machines (TVM)</p>	<p><u>Installed and Activated</u></p> <ul style="list-style-type: none"> • MyWay+ TVMs directly replace 26 MyWay TVMs at light rail stops, major transport interchanges and at the Canberra Airport. • Units have received independent certification and installation at all locations was completed in May. • All TVMs have been activated from 13 June 2025.
<p>Real Time Passenger Information (RTPI)</p>	<p><u>RELEASED</u></p> <ul style="list-style-type: none"> • RTPI was released to third-party providers, for publication within their own applications, on 13 June 2025.

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Portfolio: Transport

BUS DRIVER NUMBERS AND DRIVER RECRUITMENT

Talking points:

- As of 9 June 2025, Transport Canberra has a total commuter driving workforce of 806 employees. This includes permanent full time and permanent part time drivers. Transport Canberra also has a total of 222 casual employees.
- Since 1 January 2025, 41 commuter drivers have graduated to date.
- The current 2025 recruitment campaign opened on 17 February 2025 and closed on 31 March 2025. Transport Canberra received a total of 453 applications, 320 part-time and 133 casual.

Gender Diversity

- As at 9 June 2025, the percentage of female drivers is 13.9% (current headcount of 112 female commuter drivers).
- Transport Canberra is committed to increasing diversity within its workforce.
- Recruitment campaigns feature current female drivers in advertisement documents, promotional videos, attendance at information sessions and come and try day events sharing their experiences and providing insights to prospective applicants.
- The whole of Government Gender Diversity Action Plan was recently endorsed. Transport Canberra and City Services has commenced development of a Gender Diversity Action Plan in consultation with the union and the workforce.

Bus Driver Safety

New safety screens for drivers

- During January 2025, drivers have had the opportunity to provide comments on the prototype safety screens fitted to the CB80 and Yutong buses. In March 2025, further feedback was invited on two driver protection screen options for the additional CB60 series. Following this feedback period, Bus Operations with the support from TWU presented options to the Occupational Violence Steering Committee who agreed on the two styles of driver protection screens.

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- Procurement is progressing and an order for the screens **has** been placed for the provision of fabrication of steel supports and installation of safety screens.

New Transit Enforcement Officers and Bus Network Officers

- A draft position description for the new Transit Enforcement Officers and Bus Network officers, and its appropriate classification, is being considered by the Occupational Violence Initiatives Sub-Committee. This committee is made up of Senior Directors from depots, HR, Fleet, TWU representative and Executive Branch Managers from Bus Operations and Planning and Delivery. Once finalised the position description will be shared with our workforce.
- Transit Enforcement Officers will be deployed throughout the network as a deterrent to antisocial behaviour and assist drivers and transport officers throughout the network, as well as undertaking revenue protection duties.
- The intention is they will undertake smaller, 'patrol' shifts across the week, targeting their presence based on known risk of an OV incident occurring.
- Bus Network Officers will be a dedicated team with duties similar to the Canberra Metro (CMET) Customer Service Officers already deployed along the light rail network.
- In the course of their workday, the Bus Network Officers would be focussed on educating customers on compliant ways to travel on the public transport network (depending on passengers' circumstances), conducting ticket checks, and where applicable issue infringement notices.
- The intention is they will operate as four two-person teams working across multiple routes on the bus network across the operational day.

Additional powers for Transport Officers

- Work is continuing to give Transport Officers and Network Officers the power to move people on from bus interchanges. the Directorate's Strategic Policy team will begin drafting the required legislation changes from June 2025.

De-escalation training sessions

- Following a competitive tender process Resolution Education was engaged to co-design a tailored de-escalation training program for our workforce. An early version of the program was presented to Transport Canberra including HSRs and Union Delegates on 24 April 2025.

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Lead Directorate: Transport Canberra and City Services



QUESTION TIME BRIEF

- Resolution Education will commence training sessions from June 2025. Initial rollout of the program will be for our existing trainers, followed by our field officers, starters, Comm Centre Operators and drivers.

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Lead Directorate: Transport Canberra and City Services

PATRONAGE AND PUNCTUALITY

Talking points

Bus Operations - Punctuality

- Punctuality data for the period from 20 September 2024 is not currently available due to the transition to MyWay+ including source data undergoing being prepared and verified for use.
- Transport Canberra does not have evidence that would suggest punctuality has dropped during this period.
- Daily service information is monitored through an Incident Management System (IMS), input by the Communications Control Centre. Whilst this does not provide punctuality data it enables a high level insight into the operational running of services.
- Punctuality Performance for the period 1 July 2024 - 19 September 2024 inclusive, Transport Canberra (buses) achieved a punctuality result of 78.37%. This is above the punctuality target (75%).
- Bus punctuality is measured as bus trips departing no more than one (1) minute early or four (4) minutes late from the scheduled time at designated “timing point” bus stops, along each bus route for the entire network (which is over 6 million recorded timing point departures each year).
- There is no agreed standard in the public transport industry for the measurement of on time performance. Compared to other jurisdictions, Transport Canberra’s measures are very comprehensive¹.
- Data is not excluded due to service disruptions. If services are delayed or diverted and this leads to late running these late services are recorded as late.

¹ NSW: punctuality measured as departing no more than two (2) minutes early or six (6) minutes late at three timing points per trip. QLD: punctuality measured as arriving no more than two (2) minutes early or six (6) minutes late.

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Transport Canberra and City Services

LIGHT RAIL PATRONAGE AND ON-TIME RUNNING DATA

Light Rail – Punctuality

- Since operations commenced in April 2019, Canberra Metro Operations (CMET) has run a total of 99.86% of scheduled light rail services and achieved 98.87% punctuality. These results exceed the respective contractual targets of 99.5% and 98%.
- For the 12-month period of June 2024 to May 2025², CMET ran 99.84% of scheduled light rail services and achieved 98.67% punctuality, exceeding the respective contractual targets of 99.5% and 98%.

Light Rail - Patronage

- Light Rail continues to maintain strong patronage across the network according to light rail vehicle (LRV) door count data (*see caveat*³).
- For the 12-month period of June 2024 to May 2025, a total 4,793,573 boardings were recorded. Approximately 17% (801,542) of boardings occurred on a Friday (including public holidays).
- For comparison, the previous 12-month period of June 2023 to May 2024 recorded a total 4,772,559 boardings. Similarly, approximately 17% (802,854) of boardings occurred on a Friday (including public holidays).

² Complete 2024-25 FY data will be available early July.

³ **Please note LRV Door Count Data Caveat:** Due to a current unavailability of MyWay+ the data provided below is sourced from CMET LRV door counter data. This data should not be reported or relied on for public use, as it is not considered to be reporting all valid boardings with a level of granularity around total count, fare type and passenger types. Where missing data for LRV door counts is possible, passenger boarding counts are being estimated. LRV door count data is indicative only and includes records of staff entering and exiting the LRV's in addition to fare evaders.

Portfolio: Transport

BUS FLEET

Talking points:

- As of 1 June 2025, Transport Canberra has an operational fleet of 471 buses.
- The operational fleet is now 100% DDA compliant, with step entry route buses no longer in operation (four non-DDA compliant buses are being solely used for driver training processes).

Zero emission buses

- As of 1 June 2025, Transport Canberra has 69 **Battery Electric Buses** (BEBs) in service (14.78% of operational fleet); these are all Yutong VDI E12 vehicles.
- The 12 leased Yutong VDI E12 BEBs have been in service for over 2 years.
- **62 of the 90** purchased Yutong VDI E12 BEBs have been received (57 are in service, with 5 vehicles going through the commissioning phase).
- The 4 leased Custom Denning Element 2 BEBs have temporarily been removed from service, with 1 of the 4 currently at the Custom Denning factory undergoing rectification works
- These vehicles have experienced technical issues that has impacted the reliability of buses while in active service, often resulting in non-completed or interrupted services.
- Transport Canberra continues to work with Custom Denning to resolve these issues to enable these buses to be able to be operated in service.

Concerns from NSW Anti-slavery Commissioner regarding VDI Australia electric bus components

- All ACT Government agencies are required to consider ethical behaviour by suppliers under the Charter of Procurement Values 2020.

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QUESTION TIME BRIEF

- Under the Charter, Territory entities must not knowingly engage with suppliers that demonstrate business practices that are objectionable, dishonest, unethical or unsafe. This includes being alert to modern day slavery and leveraging national and interjurisdictional initiatives to abate such practices.
- Transport Canberra contacted VDI to address the issues raised. VDI has confirmed in writing it is not aware of any incidences of modern slavery involved in its operations and supply chain.
- VDI has undertaken several steps to identify any potential instances of modern slavery. Some of these include:
 - monitoring and evaluation of its sub-contractors
 - education of staff on the activities constituting modern slavery as well as advice on where to seek further information or report any suspected incidences; and
 - requirement for all suppliers to comply with a code of conduct and strong record keeping.
 - Additionally in February 2025, VDI conducted an audit which failed to detect any incidences of actual or suspected occurrences of modern slavery in the supply chain.
- Transport Canberra will continue to work closely with VDI.

Low emission buses

- Thirteen (13) Scania BusTech low emission buses are operating in the Transport Canberra fleet.
- Scania advised Transport Canberra on 12 August 2024 that their sub-contractor BusTech Group would be entering voluntary administration.
- Transport Canberra remains in discussions with Scania on the outstanding 13 low emission diesel buses under the contractual arrangements for the lease of 26 low emission buses.

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Portfolio: Transport

BUS DEPOTS (Inside and Outside the Fence Works)

Talking points:

Woden Bus Depot

- Services commenced operations from the new Woden Bus Depot on Monday, 28 April 2025, in line with the new Term 2 2025 network.
- Woden Bus Depot is the largest purpose built electric bus depot in Australia, with the ability to shelter up to 100 buses and charge 96 battery electric buses simultaneously.
- The depot entry/exit onto Athllon Drive was upgraded to provide signalised access to the depot in conjunction with the adjacent Shea Street. These works were completed in November 2024.
- The new depot has also enabled Special Needs Transport to be located on the site delivering efficiencies and improved continuity.

Key Stats and Figures

- Woden bus depot is a \$90.5 million dollar project funded over multiple financial years (FY 16/17 - 25/26). The cost of the BEB infrastructure, including electrification, was almost \$24 million dollars, and the cost of the dedicate HV feeder cable around \$8 million dollars.
- The Depot will initially house and operate 77 buses, including a mix of BEBs and Euro 6 low emission diesel buses.
- There are 24 individual chargers, each able to charge 4 buses simultaneously.
- The Depot has been designed to support future solar panel charging, has 12 modern service bays, specialist trades areas and parts storage facilities.
- The depot will accommodate up to 250 Transport Canberra staff. With the start of operations, this includes approximately 25 workshop staff, 40 Flexible and Special Needs Transport staff and 150 bus drivers.

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QUESTION TIME BRIEF

- 7.5 km of high voltage (HV) feeder cable was laid to connect the Depot with the Wanniasa substation.

Tuggeranong Bus Depot

- Tuggeranong Bus Depot currently has capacity to charge twelve (12) BEBs simultaneously with limited impact on operations however, due to there being overall limitations on available power until the feeder works are completed this will need to be monitored.
- Connection to the dedicated High Voltage (HV) feeder cables from the Wanniasa substation is expected to be completed by end of Q4 2025.
- Transport Canberra is continuing to undertake activities in preparation for the installation of permanent charging solutions over the coming years.

Belconnen Depot

- Belconnen Depot has capacity to charge four (4) battery electric buses simultaneously with limited impact on operations.
- Due to there being overall limitations on available power in the Belconnen precinct, the number of battery electric buses to be housed at Belconnen Depot will need to be closely managed.

New Bus Depots

- The Zero Emission Transition Plan for Transport Canberra Refresh 2024 identified the need for additional bus depots to house a growing BEB fleet and retire aging infrastructure. The first of these will be needed around 2030 with another due to be built around 2035.
- During 2024 Transport Canberra has continued studies into potential sites for the fourth depot with ecological studies undertaken at a site in Canberra's north. These studies are completed and are being reviewed in order to inform the next steps.

Due Portfolio: Transport

Bus Network

Talking points

- The ACT Government delivered on an early election commitment with the new bus network commencing with Term 2, 28 April 2025.
- The uplift aligns with the opening of the Woden Bus Depot, Australia's largest purpose built electric bus depot, showcasing the benefits and efficiencies of this nation-leading infrastructure.
- By reducing costly "dead running" (repositioning of buses without passengers) the Woden Depot increases service efficiency and reliability –to provide an additional 96 services every weekday.
- The uplift includes the following additional services on weekdays:
 - additional Rapid 2 services between Belconnen and the city - 10 extra services in AM peak and 4 extra services in PM peak.
 - additional Rapid 4 services between Woden and the city - 4 extra services in AM peak and 3 extra services in PM peak.
 - additional Rapid 10 services between Molonglo and the city - 3 extra services in AM peak and extending 15-minute frequency to all day.
 - additional Rapid 3 services from the Canberra Airport to the city in the evening.
 - additional route 47 services between Molonglo and Belconnen - 6 extra trips across AM and PM peaks.
 - additional route 66 services between Woden and Molonglo.
- The uplift includes the following additional weekend services:
 - additional Saturday route 47 services between Molonglo and Belconnen - 1 extra service in AM and 2 extra services in PM.
 - an additional Saturday route 46 service between Kippax and Belconnen in PM.

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QUESTION TIME BRIEF

Schools

- There is also a range of improvements to help students get to various schools. This included additional services and refining routes so they provide better coverage to surrounding suburbs.
- Some services have been adjusted to better align with bell times based on school and community feedback. A full outline of service improvements to schools is available on the Transport Canberra website.

Weekend Services

- Transport Canberra will ensure any plans for uplifts to weekend services are implemented only when there is confidence of reliability through appropriate driver and vehicle resourcing.
- These future updates reflect a commitment to improving public transport efficiency and accessibility while addressing the needs of growing regions like Molonglo.
- The Government will also increase the Sunday local route bus frequency to hourly services, from the first service until at least 2pm across Canberra during Term 3 2025.

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Portfolio/s: Transport

City Disruption

Talking points:

- The ACT Government acknowledges the disruption in the city centre associated with the delivery of light rail to Commonwealth Park.
- In the lead up to construction and throughout the construction process we have been engaging regularly with businesses in the direct construction footprint.
- This has included implementing our business partnership plans and liaising with businesses and owners of the Sydney and Melbourne Buildings as well as Bailey's Corner.
- We will continue to work with businesses and the broader community to ensure the area around the construction zone remains active, attractive, safe and easy to navigate for community use.
- We are developing a range of additional support measures based on this feedback which will be implemented as soon as possible.
- We actively encourage any interested stakeholder to make sure they've signed up for email notifications on upcoming Stage 2A construction activity, and encourage all business to contact Infrastructure Canberra if they require additional information.

Business Partnership Plan

- A Business Partnership Plan is in place for Stage 2A.
- The plan outlines a range of initiatives to help businesses stay informed and navigate the impact of construction, from information sharing and wayfinding through to cleaning and area beautification, and catering business card drop and local procurement opportunities.
- Dedicated business relationship managers are also in place for the project as a direct point of contact for city businesses near the construction site.

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Lead Directorate:

Transport Canberra and City Services

QUESTION TIME BRIEF

- New business measures will be added to the Business Partnership Plan to further support businesses, including a marketing campaign and city activations. Concepts are currently being developed.
- ~~Further Business Partnership initiatives to encourage more people to visit business in the City are also being considered.~~
- In addition, we announced a targeted business support package in May 2025 to assist local businesses impacted by construction works for the Light Rail to Commonwealth Park project in and around London Circuit. This package builds on the business partnership plan we have already put in place. These measures include:
 - free parking Wednesday to Sunday evenings from 5:30 pm, at nearby public car parks
 - Outdoor dining permit fee waivers from 1 July 2025 for businesses directly impacted by construction activities
 - New CCTV cameras to be installed and upgraded around London Circuit to support safety during night-time trading
 - A campaign launching mid-year to promote that London Circuit is open for business, spotlighting local venues and retailers
 - Delivering place making improvements including additional lighting delivered by the City Renewal Authority
 - Business Capability Building Program offering free tailored advice

Community and Business Engagement

- iCBR (then MPC) started engaging with business along the LRS2A alignment as early as 2019, including surveying City business on their needs and priorities when construction starts.
- Light Rail Stage 2A underwent a Works Approval and Development Application process in 2023, which included an extended period of time for public exhibition and comment, community information sessions and several other pieces of engagement.
- As construction planning has progressed, our engagement has increased, particularly for those businesses in proximity to construction.

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Transport Canberra and City Services



QUESTION TIME BRIEF

- A dedicated City Construction Information Group was established in 2024, including membership from the Bailey’s Corner building owners, to provide a specific forum for businesses in the area to understand planned works and to raise any challenges or concerns directly (scheduled every 2 months, latest meeting 14 April 2025, next meeting scheduled mid-June 2025).
- Meetings are regularly held with businesses and property managers on the project to ensure they have the latest information on construction impacts.
- Meetings of the Light Rail Community Reference Group (CRG), which includes representatives from social advocacy groups, transport organisations, heritage advocates and community members, are also used to provide updates on the RLC and LRS2A projects. The latest meeting was on 1 May 2025.

Disruption interventions

- There are multiple private developments occurring across the city, in addition to the RLC and LRS2A projects, which will have impacts on traffic and parking.
- The Disruption Taskforce was established to bring together subject matters experts across the ACT Government to implement strategies to minimise disruption, and support communities and businesses through:
 - 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.
- A range of interventions have been delivered to date:
 - Traffic signals at the roundabout at Coranderrk Street and Parkes Way. These signals have improved traffic flow by controlling the westbound right turn from Parkes Way into Coranderrk Street.
 - Temporary traffic signals on Vernon Circle to allow safe right-turns onto Constitution Avenue and London Circuit for vehicles heading

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Transport Canberra and City Services

QUESTION TIME BRIEF

north. A bus lane is also helping public transport between Edinburgh Avenue and Constitution Avenue.

- Intelligent transport monitoring technology in key locations. This included intersection cameras and Bluetooth sensors which feed traffic insights to a central Traffic Management Centre at Fyshwick. These devices provide up-to-date information about journey times and potential impacts and allow motorists to make decisions enroute to their destination.
- Upgrading existing paths in the inner north and inner south areas.
- Workplace travel planning program for city-based employers and their staff. It provides resources to support new transport habits that will last into the future such as car-pooling, bike riding and using public transport.
- School- based travel planning to support impacted schools.
- Rethink your routine campaign – region guides for public transport, cycling and walking, park and ride and real time journey planner.
- As construction gets underway for this project, along with others across the city, the current focus of Taskforce agencies is to:
 - coordinate construction works across projects to minimise impacts within the city centre and support businesses.
 - closely monitor the flow of traffic and work with other stakeholders to ensure motorists, pedestrians and cyclists can move safely and efficiently through the City.
 - Provide further support to businesses with city activation programs and additional initiatives.