



FREEDOM OF INFORMATION COVERSHEET

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

FOI reference: 22-052

Information to be published	Status
1. Access application	Published
2. Decision notice and schedule	Published
3. Documents	Published
4. Additional information identified	n/a
5. Fees	Waived
6. Processing time (in working days)	32 days
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a

From: [TCCS_FreedomOfInformation](#)
To: [CMTEDD_FOI](#)
Cc: [Bruan, Nicole](#); [Martyniak, Alexandra](#)
Subject: RE: CMTEDDFOI 2022-102 - FOI Request
Date: Thursday, 7 April 2022 6:34:30 AM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)

OFFICIAL

Good morning Sue,
TCCS accepts partial transfer of this application.
Kind regards,

Samantha Irons | Assistant Director

Phone: 6207 9242 | Email: TCCS.FOI@act.gov.au

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

Level 4, 480 Northbourne Avenue, Dickson 2602 |

From: Locke, Suzanne <Suzanne.Locke@act.gov.au> **On Behalf Of** CMTEDD FOI

Sent: Wednesday, 6 April 2022 11:24 AM

To: EPSDFOI <EPSDFOI@act.gov.au>; ACT Health FOI <HealthFOI@act.gov.au>;

TCCS_FreedomOfInformation <TCCS.FOI@act.gov.au>; JACS FOI <JACSFOI@act.gov.au>; MPC FOI <MPCFOI@act.gov.au>; CSD FOI <CSD.FOI@act.gov.au>; EDU, FOI <EducationFOI@act.gov.au>

Subject: FW: CMTEDDFOI 2022-102 - FOI Request

OFFICIAL

Good morning all

Could each directorate please confirm if you accept partial transfer of this request.

Please do not hesitate to contact me if you require further information.

Kind regards

Sue

Sue Locke | Freedom of Information Coordinator | Information Access Team

Phone: 02 6207 5583 | Email: CMTEDDFOI@act.gov.au

Corporate | Chief Minister, Treasury and Economic Development Directorate | ACT Government

Level 5, 220 London Circuit, Canberra ACT 2601 | GPO Box 158 Canberra ACT 2601 | act.gov.au

From: [REDACTED]

Sent: Tuesday, 5 April 2022 3:43 PM

To: CMTEDD FOI <CMTEDDFOI@act.gov.au>

Subject: RE: CMTEDDFOI 2022-102 - RE: FOI Request

Hi Sue,

The rescoping looks great.

Thanks for all your help!

Kind regards,

[REDACTED]



[REDACTED]

From: Locke, Suzanne <Suzanne.Locke@act.gov.au> **On Behalf Of** CMTEDD FOI
Sent: Tuesday, 5 April 2022 3:25 PM
To: [REDACTED]
Subject: CMTEDDFOI 2022-102 - RE: FOI Request

OFFICIAL

Good afternoon [REDACTED]
As discussed with [REDACTED] could I please confirm that you agree to the following rescope: ***“All Ministerial endorsed requests in the last 6 months seeking funding assistance from the Federal Government for the delivery of capital and recurrent projects and services.”***
Please don't hesitate to contact me if you require further information.
Kind regards
Sue

Sue Locke | Freedom of Information Coordinator | Information Access Team
Phone: 02 6207 5583 | Email: CMTEDDFOI@act.gov.au
Corporate | Chief Minister, Treasury and Economic Development Directorate | ACT Government
Level 5, 220 London Circuit, Canberra ACT 2601 | GPO Box 158 Canberra ACT 2601 | act.gov.au

From: [REDACTED]
Sent: Tuesday, 29 March 2022 12:11 PM
To: CMTEDD FOI <CMTEDDFOI@act.gov.au>
Subject: FOI Request
Good afternoon,

Please find attached an FOI request from [REDACTED].
Kind regards,





ACT
Government

Transport Canberra and
City Services



Dear 

Freedom of Information Request - Reference 22-052

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 7 April 2022 under the *Freedom of Information Act 2016* (FOI Act). It is my understanding that you are seeking access to the following government information:

"All Ministerial endorsed requests in the last 6 months seeking funding assistance from the Federal Government for the delivery of capital and recurrent projects and services."

A decision on your access application was due to you on 10 May 2022. Thank you for your agreement to an extension until 26 May 2022.

Authority

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

Decision on access

In accordance with the FOI Act, a search was conducted of records held by TCCS. A list of all relevant information has been compiled into a format consistent with your request.

In reviewing the information within these documents, I have found, on balance, it is in the public interest to provide you with partial access to this record. My decision is detailed in the below statement of reasons.

Statement of Reasons

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

Schedule 1:

- Schedule 1.6(a) - Cabinet information

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

- Schedule 2.1(a)(i) - promote open discussion of public affairs and enhance the government's accountability;
- Schedule 2.1(a)(ii) - contribute to positive and informed debate on important issues or matters of public interest; and
- Schedule 2.1(a)(iii) - inform the community of the government's operations, including the policies, guidelines and codes of conduct followed by the government in its dealings with members of the community.

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

- Schedule 2.2(a)(x) - prejudice intergovernmental relations; and
- Schedule 2.2(a)(xvi) - prejudice a deliberative process of government.

In reviewing information within the relevant records, I have identified information which has been submitted, or that a Minister proposes to submit, to Cabinet for its consideration and that was brought into existence for that purpose. I have found that this information is not purely factual, as it includes information not currently available to the public, and if disclosed is likely to prejudice a deliberative process which is in progress. Consistent with the FOI Act, information found relevant to schedule 1 of the FOI Act is deemed contrary to the public interest. As such, I have decided to provide you with partial access to the government information you requested. This information is enclosed at Attachment B.

Charges

No fees are applicable, as the total number of pages are within the fee-free threshold.

Online publishing – disclosure log

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

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

Ombudsman review

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

If you wish to request a review of my decision, you may write to the Ombudsman at:
The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601
Via email: actfoi@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review

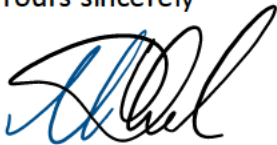
Under section 84 of the Act, if a decision is made under section 82 on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from ACAT at:

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

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

Yours sincerely



Kristine Scheul
Information Officer

26 May 2022

FREEDOM OF INFORMATION REQUEST SCHEDULE

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

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately. Information about what is published on open access is available online at: https://www.tccs.act.gov.au/about-us/freedom_of_information/disclosure-log

Factors favouring non-disclosure:

- Schedule 1.6 – Cabinet information
- Schedule 2.2(a)(x) - prejudice intergovernmental relations
- Schedule 2.2(a)(xvi) - prejudice a deliberative process of government

Reference number		Description				
FOI – 22-052		Ministerial endorsed requests in the last 6 months seeking funding assistance				
Ref No	Page	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1 - 2	01. Correspondence from Minister Steel - MIN S2021_01277 - ACT land transport projects	13 September 2021	Full disclosure	Not applicable	Documents to be published.
2	3 - 5	01a. Correspondence from Minister Steel - MIN S2021_01277 - ACT land transport projects - Attachment	13 September 2021	Partial disclosure	Schedule 1.6 Schedule 2.2(a)(xvi)	
3	6 - 7	02. Correspondence from Minister Steel - Min S2022_00085 - National Transport Infrastructure Projects	20 January 2022	Partial disclosure	Schedule 1.6 Schedule 2.2(a)(x) Schedule 2.2(a)(xvi)	
4	-	02a. Correspondence from Minister Steel - Min S2022_00085 - National Transport Infrastructure Projects - Attachment	20 January 2022	Partial disclosure	Schedule 1.6 Schedule 2.2(a)(xvi)	



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

Member for Murrumbidgee

Hon Barnaby Joyce MP
Deputy Prime Minister
Parliament House
CANBERRA ACT 2600

Dear Deputy Prime Minister

Thank you for your letter seeking a list of ACT's land transport projects for Australian Government co-funding consideration.

The ACT Government appreciates the increase in both the number of projects and quantum of funding from the Australian Government for projects in the ACT. We also appreciate the ongoing opportunity to collaborate on infrastructure investments with the Australian Government, and the positive contribution this provides to economic growth in the ACT, supporting the COVID-19 recovery.

I have provided a table as an attachment which includes a variety of ACT Government priority projects that vary in overall project cost and are at various stages of development. The table identifies projects that can commence in the near term, which are grouped as 'shovel ready' projects. The table also identifies candidate projects in the early stages of planning which have been grouped as 'planning underway'. Lastly, we have included a number of 'rural projects' that are also of strategic importance for NSW. Projects have been ranked in order of overall priority across the four different groupings.

The Variable Speed Limit System Project has been included in the above-mentioned table, noting that additional funding isn't being sought. Our preference is for this project to be considered as part of the Canberra-South-West Corridor upgrade package, which will consider the relative merit of this project against a variety of other infrastructure investments along the corridor.

I am aware that officers of Transport Canberra and City Services (TCCS) have prepared more information regarding the projects listed in the attached table within a project nomination template provided by the Department of Infrastructure, Transport, Regional Development and

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



+61 2 6205 1470



steel@act.gov.au



@ChrisSteelMLA



chrissteellabor



chrissteelmla

Communications (DITRDC). We will share the additional information with DITRDC and would be happy to discuss further detail on these projects' opportunities for matched funding if needed.

Thank you once again for the continued investment in our Nation's Capital. I also look forward to working together in 2021-22 to deliver more vital land transport infrastructure projects and continue to support the economy during COVID-19.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Chris Steel', is positioned above the printed name.

Chris Steel MLA
Minister for Transport and City Services

13 September 2021

Priority	Grouping	Project Name	Description	Indicative Total \$'000
1	New project	Duplication of two segments along Athllon Drive	<p>Detail design and construction of the duplication of the northern and southern sections of Athllon Drive, including the realignment of Yarralumla Creek. Concept design has been completed and detail design tenders are due to be called in early 2022. Construction will be undertaken upon completion of the detail design, including the required planning approvals.</p> <p>The northern section is between Hindmarsh Dr and Melrose Dr, and the southern section is between Sulwood Dr to Drakeford Dr. The Canberra Strategic Transport Model includes this road as being fully duplicated.</p> <p>This project is included in the ACT Infrastructure Plan.</p>	\$ [REDACTED]
2	shovel ready	Facilitation of Multiple Infrastructure Transport Packages through Relocation	<p>Facilitation of Multiple Transport Packages through Relocation in seeking Commonwealth funding will assist in facilitating critical investment in Canberra's City Public Transport Infrastructure and play a critical role in the Cities overall redevelopment. These works will need to occur and are deemed critical.</p> <p>There are several utilities located within the Commonwealth Avenue Bridge that are impacting two other projects that are also Federally Funded, being Light Rail Stage 2A (LRS2A) and the Commonwealth Avenue Bridge Strengthening Projects as well as the future Light Rail Stage 2B (LRS2B) Project. The utilities that are known to exist within the bridge are:</p> <ul style="list-style-type: none"> • Telecommunications (assumed 10x100mm diameter duct bank including multiple pits) within the southbound bridge footpath cavity. • High Voltage electricity running in 6x100mm diameter (dia.) conduits within the box girder of the southbound bridge. • One 450mm sewer rising main within the northbound bridge. • One 500mm sewer rising main within the southbound bridge. • One 600mm water main within the northbound bridge. <p>Funding is sought to undertake the design and commence the relocation of the utilities out of the Commonwealth Avenue Bridge and the away from the LRS2A Light Rail corridor to enable the two other key projects.</p> <p>It is likely that the optimal solution would involve several underbores of Lake Burley Griffin to relocate the utilities away from both Projects while maintaining the network requirements of the utilities.</p> <p>As noted, there are 3 separate but related projects to consider when defining the scope for Lake Burley Griffin underbores. These are LRS2A, LRS2B and the NCA Bridge Strengthening works. They are all at different lifecycle stages in terms of budget availability, design status and approvability, which is leading to uncertainty in terms of interfaces and ability to financially commit to undertaking the utility relocation works.</p>	\$ [REDACTED]
3	shovel ready	New Woden Public Transport Interchange	<p>The new Transport Interchange scope of work includes the development of a new Woden Bus Interchange, with interconnection to a future Light Rail terminus on Callam Street. The Project also includes the construction of new bus layovers and ancillary road works to facilitate the planned bus movement changes throughout the area. This includes new bus layover spaces adjacent to Phillip Oval (24 spaces) and along Easty Street (11 spaces) as well as bus driver support and operations facilities.</p> <p>The new bus interchange will meet the future bus network expansion and increased patronage associated with the future Light Rail Stage 2B and will also support the development of a new Woden Bus Depot in Phillip.</p> <p>The New Transport Interchange is being delivered under two main construction packages:</p> <ul style="list-style-type: none"> • Package 1: Bus Layovers and Ancillary Road Works • Package 2: New Transport Interchange along Callam Street. <p>The New CIT Campus – Woden will be built on the site of the existing Woden Bus Interchange and the New Transport Interchange Woden will be built adjacent to the existing site along Callam Street.</p>	\$ [REDACTED]

4	shovel ready	Signalisation of Coranderrk St / Parkes Way roundabout	<p>Upgrade from priority control to signal control to reduce traffic delays and improve safety.</p> <p>Key points:</p> <ul style="list-style-type: none"> – Coranderrk St via Parkes Way is a critical alternative access route into the City. – Metering signals are able to increase the capacity of the eastbound approach in the AM peak (2021) to the Coranderrk St roundabout by around 350 vehicles per hour (~35% or an increase from 990 to 1,335 vehicles per hour in the AM peak). – Coranderrk St/Parkes Way is currently an uncontrolled intersection – providing metering signals allows further opportunity to adjust the timing of the signals from the Traffic Management Centre in response to real time monitoring. – Metering signals are also identified to provide ~\$66,800 in savings in crash costs per year. 	\$████
5	shovel ready	Kent / Novar St Intersection improvements	<p>Construction of three intersection upgrades on Kent St/Novar St. Detail design is in progress and will include the required Works Approval.</p> <p>These intersections are located close to each other on both sides of the Kent St bridge over Adelaide Ave. The signalisation of these intersections is therefore inter-linked and the upgrade of all three is required at the same time to obtain maximum traffic efficiency benefits.</p> <p>The three intersections are:</p> <ul style="list-style-type: none"> – Dudley Street/Novar Street/Kent Street/ Adelaide Avenue on-ramp – Kent Street/Adelaide Ave off-ramp – Kent Street/Denison Street 	\$████
6	shovel ready	Sulwood Drive Safety Improvements	<p>Improve safety along Sulwood Drive by providing off-road cycling, signalisation of the Sulwood Drive/Mannheim Street intersection and access improvements to the entrance and egress of the existing carpark at Mount Taylor Nature Reserve.</p> <p>Road safety:</p> <ul style="list-style-type: none"> – █████ from 2021-22 to 2023-24 to complete construction of an off-road cycling path along Sulwood Drive. – █████ from 2021-22 to 2023-24 for signalisation of the Sulwood Drive/Mannheim Street intersection and improvements to the entrance and egress of the existing carpark at Mount Taylor Nature Reserve. 	\$████
7	New project	National Arboretum Canberra - second access road (to/from Molonglo Valley)	<p>Options analysis and Strategic design being undertaken for this road as part of a broader scope of civil engineering work for the Molonglo 3 East area comprising the three remaining suburbs in Molonglo Valley.</p> <p>The project will allow for design and construction of an alternative access and egress during emergencies and will provide for event traffic that may exceed the current capacity of the eastern access.</p> <p>This project is in the preliminary stages of planning. The analysis of options, selection of a preferred route and the strategic design of the road needs to be integrated with the road network design for the Molonglo Valley.</p>	\$████
8	shovel ready	Disruption management and city traffic network optimisation	<p>This ITS initiative is to purchase and install Bluetooth traffic sensors and CCTV to improve network operations and safety. This initiative is essential to support planned works and associated traffic disruptions near the city.</p>	\$████
9	Proposed	Rural Road upgrade package - Smiths Rd	Road safety upgrades and extending sealed pavement	\$████
10	Proposed	Rural Road upgrades Boboyan Rd	Road safety upgrades and extending sealed pavement	\$████
11	shovel ready	Pavement rehabilitation package	<p>An Austroads Research report (AP-R631-20) references the relationship between road surface condition and safety outcomes. This includes a clear relationship highlighting that accident rate increases as the roughness of the road increases. This research report also identifies that the cost of operating a vehicle becomes more expensive as roughness of the road increases (particularly for heavy vehicles).</p> <p>Project sites identified and confirmed through site assessment for pavement rehabilitation are beyond the scope of maintenance as they require structural improvements. Rehabilitation works will restore strength, reduce roughness, rutting and cracking.</p> <p>The below listed sites are currently being investigated so the relative priority is yet to be confirmed. An allocation of \$████ would then aim to address the highest priority sites. Candidate sites include:</p> <ul style="list-style-type: none"> – David Walsh Ave (from Horse Park Drive to Zakharov Ave), Forde – Lithgow and Wiluna Streets, Fyshwick 	\$████

			<ul style="list-style-type: none"> - Sawmill Cct, Hume from Tralee St intersection to Sawmill Cct - Barrier Street, Fyshwick - Isabella Dr, East bound lanes between Coyne St and Monaro Highway - Tarra Place, Ngunnawal - Bunda St, Civic - Beltana Rd - Well Station Dr - Freshford Road - Kingsland Parade (from Overall Ave to Dalkin Cres), Casey - Overall Av, Casey from Horse Park Dr to Clarrie Hermes Dr (scope updated) 	
12	New project	Intersection Safety Improvements	<p>Intersection safety improvements have been identified for the following sites, in order of priority:</p> <ul style="list-style-type: none"> - Lawrence Wackett Dr / Tharwa Dr (\$█████) - Streeton Dr / Heysen St (\$█████) - Streeton Dr / Namatjira Dr (\$█████) - Hume Circle (\$█████) - Norman Lindsay Dr / Tharwa Dr (\$█████) 	\$█████
13	New project	Clunies Ross, Fairbairn Ave and Mouat St - Corridor upgrade packages	<p>This initiative seeks to further investigate strategic arterial links in the road network that are expected to support the diversion of traffic away from the City, both during the construction of Light Rail Stage 2A and in the long term. Key corridors identified include Fairbairn Avenue, Mouat Street and Clunies Ross Street. Short- and long-term treatments need to be assessed to inform subsequent investment decisions for these corridors.</p> <p>Further context: The shift in function for roads such as Northbourne Avenue and London Circuit from arterials to be more 'people-focused' includes prioritising public transport and active modes. The shift in prioritising public transport and active modes of travel is balanced by restricting commercial vehicles access and reducing capacity for vehicular traffic. The City and Gateway Urban Design Framework states that <i>"to support these changes, road network improvements will need to be made that take into account the wider metropolitan scale. This includes improvements to strategic routes (such as the parkways), the district network of roads and changes to traffic distribution in certain areas (such as in and around the city centre)."</i> As part of facilitating this mode shift for Northbourne Avenue and London Circuit it is important to continue to invest in existing arterial roads to enable vehicular traffic to be dispersed away from the City.</p>	\$█████
14	Proposed	Rural Road upgrade package - Brindabella Rd	Road safety upgrades.	\$█████
15	New project	VMS and VSLs	This project has been proposed to be considered as part of the South-West corridor package. The relative priority of this initiative will be confirmed through the South-West Corridor study. Additional funding is not being sought for this initiative.	\$█████



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

Member for Murrumbidgee

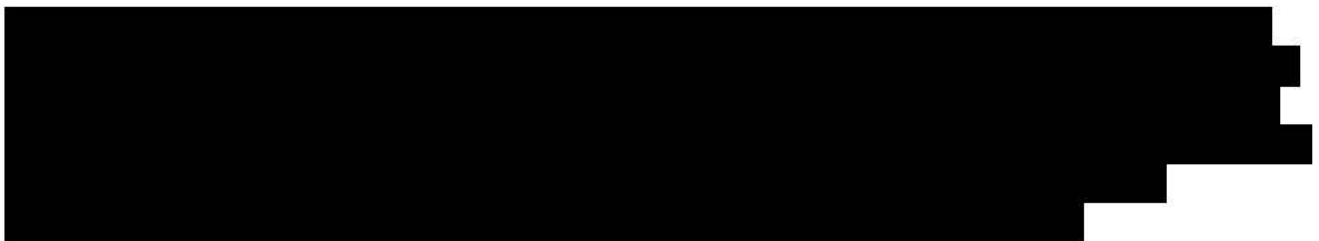
Hon Barnaby Joyce MP
Deputy Prime Minister
Parliament House
CANBERRA ACT 2600

Dear Deputy Prime Minister

Thank you for your letter advising of the outcome of the currently announced measures in the 2021-22 MYEFO and the associated updates to the National Transport Infrastructure Projects (NPA) Schedules. I appreciate the additional infrastructure investments from the Australian Government, and the positive contribution this provides to support jobs, productivity and economic growth in the ACT.

In relation to the MYEFO infrastructure investment outcomes for the ACT, subject to the considerations included in this letter, I agree that these projects will be administered under the terms and conditions of the NPA and the associated Notes on Administration.

As requested in preparation for the 2022-23 Budget, I have provided a list of transport infrastructure proposals for consideration of co-funding by the Australian Government. The requested information for each of the projects has been provided within the nominated template provided by the Department of Infrastructure, Transport, Regional Development and Communications. My department will share additional information with the Department and officers are available to discuss the detail of these projects further as needed.



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



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@ChrisSteelMLA



chrissteellabor



chrissteelmla

[REDACTED]

[REDACTED]

[REDACTED]

I also appreciate your support to reallocate \$1 million for the South-West Corridor upgrade package from existing funding, to support consideration and prioritisation of a suite of infrastructure investments along the corridor. I have been advised that the South-West Corridor project is progressing well towards the agreed milestone of developing the 'Corridor Plan' by late 2022. Priority initiatives from the Corridor Plan are then intended to be further assessed through the ACT Budget process for design and construction funding. The design process may take up to two years (by end of 2024), depending on the type and complexity of preferred initiatives. This means construction works along this corridor are not anticipated to commence during 2022-23, however the detailed planning and design work will enable efficient progress towards construction in later years of the forward estimates.

Thank you once again for the continued investment in our Nation's Capital. I look forward to working together to deliver land transport infrastructure projects and continue to support the economy as we move through the COVID-19 pandemic.

Yours sincerely



Chris Steel MLA
Minister for Transport and City Services

20 January 2022

Budget 2022-23

New Measures							Project Details - Dates and Financials					Project Details - Scope and Justification					Geographic
Project Name	Estimated Project Start Date	Estimated Project End Date	Estimated Construction Start Date	Estimated Construction End Date	Proposed Other Contributions (e.g. Council/Private sector funding)	Cost Estimate - Confidence Level	Select Current Status from drop-down	Select Transport Mode from drop-down	Description (including scope and any major stakeholders other than the State/Territory)	Benefits	Justification	Risks and Sensitivities	Select Network from drop-down				
Duplication of two segments along Athlton Drive	2022-23	2025-26	2023-24	2025-26			In planning - development phase	Road	Detail design and construction of the duplication of the northern and southern sections of Athlton Drive. Concept design has been completed and detail design tenders are due to be called in early 2021. Construction will be undertaken upon completion of the detail design, including the required planning approvals. The northern section is between Hindmarsh Dr and Melrose Dr, and the southern section is between Sulwood Dr to Drakeford Dr. The Canberra Strategic Transport Model includes this road as being fully duplicated. This project is included in the ACT Infrastructure Plan.	Reduced congestion and improve travel times.	These are the only two remaining unduplicated sections of Athlton Drive, which is one of the main north-south arterial roads in Canberra. Athlton Drive carries high volumes of traffic between Tuggeranong, Woden and Mawson, particularly during peak periods. Current traffic volumes are in excess of 14,000 vehicles per day, with nearly 2,000 vehicles per hour in the peak periods. Three rapid bus services also use the inter-town transport route via this road corridor. There have been 910 crashes on Athlton Drive between Hindmarsh Drive and Drakeford Drive in the seven years between January 2013 and December 2019. Of these, more than half were rear-end collisions reflecting the congestion in the corridor.	The upgraded Shea St Intersection provides access into Infill development area which is identified for release on the land release program commencing in 2024-25. Construction will be under traffic.	Off-Network - Urban				
Facilitation of Multiple Infrastructure Transport Packages through Relocation									Facilitation of Multiple Transport Packages through Relocation in seeking Commonwealth funding will assist in facilitating critical investment in Canberra's City Public Transport Infrastructure and play a critical role in the Cities overall redevelopment. These works will need to occur and are deemed critical. There are several utilities located within the Commonwealth Avenue Bridge that are impacting two other projects that are also Federally Funded, being Light Rail Stage 2A (LRS2A) and the Commonwealth Avenue Bridge Strengthening Projects as well as the future Light Rail Stage 2B (LRS2B) Project. The utilities that are known to exist within the bridge are - Telecommunications (assumed 10x100mm diameter duct bank including multiple pits) within the southbound bridge footpath cavity. - High Voltage electricity running in 6x100mm diameter (dia.) conduits within the box girder of the southbound bridge. - One 450mm sewer rising main within the northbound bridge. - One 500mm sewer rising main within the southbound bridge. - One 600mm water main within the northbound bridge. Funding is sought to undertake the design and commence the relocation of the utilities out of the Commonwealth Avenue Bridge and the away from the LRS2A Light Rail corridor to enable the two other key projects. It is likely that the optimal solution would involve several underbores of Lake Burley Griffin to relocate the utilities away from both Projects while maintaining the network requirements of the utilities. As noted, there are 3 separate but related projects to consider when defining the scope for Lake Burley Griffin underbores. These are LRS2A, LRS2B and the NCA Bridge Strengthening works. They are all at different lifecycle stages in terms of budget availability, design status and approvability, which is leading to uncertainty in terms of interfaces and ability to financially commit to undertaking the utility relocation works.	Improved efficiency and network reliability.							
New Woden Public Transport Interchange	2021-22	2024-25	2022-23	2024-25			In planning - scoping phase	Road	The new Transport Interchange scope of work includes the development of a new Woden Bus Interchange, with interconnection to a future Light Rail terminus on Callam Street. The Project also includes the construction of new bus layovers and ancillary road works to facilitate the planned bus movement changes throughout the area. This includes new bus layover spaces adjacent to Phillip Oval (24 spaces) and along Easty Street (11 spaces) as well as bus driver support and operations facilities. The new bus interchange will meet the future bus network expansion and increased patronage associated with the future Light Rail Stage 2B and will also support the development of a new Woden Bus Depot in Phillip. The New Transport Interchange is being delivered under two main construction packages - Package 1 Bus Layovers and Ancillary Road Works - Package 2 New Transport Interchange along Callam Street. The New CIT Campus - Woden will be built on the site of the existing Woden Bus Interchange and the New Transport Interchange Woden will be built adjacent to the existing site along Callam Street.	Improved connectivity between people with jobs and services, and goods with markets.	• Providing a new "front door" to the Woden Town Centre that will improve how people move and connect in and around the Woden Town Centre and will improve the streetscape and urban fabric from Callam Street and the eastern side of the Woden Town Centre; • Better integrating the ACT's public transport network by relocating the buses to 'on-street' bus stops which will be integrated with a Light Rail terminus (as part of Stage 2B of the Light Rail project which will connect the city to Woden Town Centre 4); and • Optimising the use of high value land and bringing forward the urban renewal of the Woden Town Centre.	Key project risks include • Utilities risks - There is a risk that unanticipated utility services will be encountered. • Geotechnical risks - There is a risk that greater than expected levels of rock will be encountered at the site. MPC is understands that neighbouring developments have encountered rock in the vicinity. • General construction risks - General weather, contamination and other risks exist as with any major infrastructure project. • Planning risks - there is a risk that planning processes may be prolonged as a consequence of inadequate application documentation or community objections. • Safety risks - safety risks exist as with any major infrastructure project. It is further noted the Project will be undertaken in the Woden Town Centre in proximity to material people and traffic movements. • Industrial risks - the Project will involve changed arrangements for public transport personnel. • COVID-19 risks - the ongoing COVID-19 health emergency introduces multiple supply chain, site availability, personnel availability, contingency costing and productivity risks.	Off-Network - Urban				
Kent / Novar Street intersection upgrades			2022-23	2024-25		P90	In planning - development phase	Road	Construction of three intersection upgrades on Kent St/Novar St. Detail design is in progress and will include the required Works Approval. These intersections are located close to each other on both sides of the Kent St bridge over Adelaide Ave. The signalisation of these intersections is therefore inter-linked and the upgrade of all three is required at the same time to obtain maximum traffic efficiency benefits. The three intersections are - Dudley Street/Novar Street/Kent Street/ Adelaide Avenue on-ramp - Kent Street/Adelaide Ave off-ramp - Kent Street/Denison Street	Improved road safety for all road users.	This project will improve safety for all road users as well as improving the efficiency of these intersections in the morning and evening peak when the area is heavily congested. These busy intersections are used by approximately 11,000 vehicles per day, with 1,500 vehicles per hour in peak periods. This traffic volume will increase with developments at Canberra Brickworks and in Molonglo	Project is supported by local community in Yarralumla. Highly constrained site with intersection upgrades to be constructed under traffic. After community engagement (to occur in next month) Works Approval is required from NCA	Off-Network - Urban				
National Arboretum Canberra - second access road (to/from Molonglo Valley)								Road	Options analysis and Strategic design being undertaken for this road as part of a broader scope of civil engineering work for the Molonglo 3 East area comprising the three remaining suburbs in Molonglo Valley. The project will allow for design and construction of an alternative access and egress during emergencies and will provide for event traffic that may exceed the current capacity of the eastern access. This project is in the preliminary stages of planning. The analysis of options, selection of a preferred route and the strategic design of the road needs to be integrated with the road network design for the Molonglo Valley.		The analysis of options, selection of a preferred route and the strategic design of the road need to be integrated with the road network design for the Molonglo Valley. It would not be logical to undertake this exercise as a separate task to the other road network modifications for the surrounding area.		Off-Network - Urban				

Project Name	Estimated Project Start Date	Estimated Project End Date	Estimated Construction Start Date	Estimated Construction End Date	Proposed Other Contributions (e.g. Council/Private sector funding)	Cost Estimate Confidence Level	Current Status	Transport Mode	Description (including scope and any major stakeholders other than the State/Territory)	Benefits	Justification	Risks and Sensitivities	Regional or Urban/On or Off-Network?
Disruption management and city traffic network optimisation	2021-22	2022-23	2022-23	2022-23		Preliminary Estimate	In planning - scoping phase	Road	This ITS initiative is to purchase and install bluetooth traffic sensors and CCTV to improve network operations and safety. This initiative is essential to support planned works and associated traffic disruptions near the city.	Improved efficiency and network reliability.	<ul style="list-style-type: none"> Support more cost-effective traffic volume data collection, which will be able to inform CSTM updates and traffic safety analysis work by the Traffic Management and Safety Unit; There is an increase in traffic in the ACT, which required better monitoring devices to increase traffic safety and improve traffic resilience; The signalling team will move into a new Traffic Management Centre (TMC) due to the relocation of the Dickson office. Design of the TMS is underway and will include more advance traffic surveillance facilities. This project will support the new TMC through providing the group infrastructure to monitor traffic situations. 		National Network - Urban
Rural Road upgrade package - Smiths Rd						Preliminary Estimate	Not started	Road	Road safety upgrades and extending sealed pavement	Improved road safety for all road users.	<ul style="list-style-type: none"> Reduce safety hazards associated with dust problems during dry conditions, and slippery and boggy conditions when wet; Improve regional connection; Construction has been completed for 2km out of the intended 5.5km to be improved (between 2015 and 2021). There are no design for the remaining stretches. 		Off-Network - Regional
Pavement rehabilitation package							In planning - scoping phase	Road	<p>An Austroads Research report (AP-R631-20) references the relationship between road surface condition and safety outcomes. This includes a clear relationship highlighting that accident rate increases as the roughness of the road increases. This research report also identifies that the cost of operating a vehicle becomes more expensive as roughness of the road increases (particularly for heavy vehicles).</p> <p>Project sites identified and confirmed through site assessment for pavement rehabilitation are beyond the scope of maintenance as they require structural improvements. Rehabilitation works will restore strength, reduce roughness, rutting and cracking.</p> <p>The below listed sites are currently being investigated so the relative priority is yet to be confirmed. An allocation of \$ would then aim to address the highest priority sites. Candidate sites include</p> <ul style="list-style-type: none"> - David Walsh Ave (from Horse Park Drive to Zakharov Ave), Forde - Lithgow and Wiluna Streets, Fyshwick - Sawmill Cct, Hume from Tralee St intersection to Sawmill Cct - Barrier Street, Fyshwick - Isabella Dr, East bound lanes between Coyne St and Monaro Highway - Tarra Place, Ngunnawal - Bunda St, Civic - Beltana Rd - Well Station Dr - Freshford Road - Kingsland Parade (from Overall Ave to Dalkin Cres), Casey - Overall Av, Casey from Horse Park Dr to Clarrie Hermes Dr (scope updated) 	Improved road safety for all road users.	These Project sites are subject to rapid and frequent degradation, and maintenance treatments are no longer efficient and effective. This project seeks to undertake the design works including mechanistic survey of pavement at up to twelve known sites which have been identified by Roads ACT.		Off-Network - Urban
Clunies Ross, Fairbairn Ave and Mouat St - Corridor upgrade packages							In planning - scoping phase	Road	<p>This initiative seeks to further investigate strategic arterial links in the road network that are expected to support the diversion of traffic away from the City, both during the construction of Light Rail Stage 2A and in the long term. Key corridors identified include Fairbairn Avenue, Mouat Street and Clunies Ross Street. Short- and long-term treatments need to be assessed to inform subsequent investment decisions for these corridors.</p> <p>Further context The shift in function for roads such as Northbourne Avenue and London Circuit from arterials to be more 'people-focused' includes prioritising public transport and active modes. The shift in prioritising public transport and active modes of travel is balanced by restricting commercial vehicles access and reducing capacity for vehicular traffic. The City and Gateway Urban Design Framework states that "to support these changes, road network improvements will need to be made that take into account the wider metropolitan scale. This includes improvements to strategic routes (such as the parkways), the district network of roads and changes to traffic distribution in certain areas (such as in and around the city centre)." As part of facilitating this mode shift for Northbourne Avenue and London Circuit it is important to continue to invest in existing arterial roads to enable vehicular traffic to be dispersed away from the City.</p>	Planning and design of future public investments.	<p>Clunies Ross Street</p> <ul style="list-style-type: none"> Supporting the development of the Canberra Light Rail Stage 2 and the reconfiguration of Parkes Way, the CSIRO Black Mountain redevelopment, the ANU Residential Development, the Emergency Services Agency (ESA) new service centre; Resolve increasing traffic due to more condensed development in the inner north. Clunies Ross function as a bypass route from the Inner North towards Woden, Airport, Tuggeranong, and Molonglo Valley to avoid traffic congestion in the City. <p>Fairbairn Avenue</p> <ul style="list-style-type: none"> Support bus improvements from the new Canberra bus network, link to Light Rail Station (Dickson Interchange) and the redevelopment of Dickson precinct; Resolve traffic congestions issues on Mouat Street (including Archibald Street and Brigalow Street intersections). The ACT Government has flagged concerns of the lack of east-west connection in the ACT, which Mouat Street is considered as an important east-west connection that requires capacity improvement; Resolve safety issues on Mouat Street, specifically at the Mouat Street / Northbourne Avenue / Antil Street intersection (Ranked 21 (7-year ranking) for needs of safety improvements in the ACT); 	Project may require NCA approval at the Mouat Street / Northbourne Avenue interface.	
Rural Road upgrade package - Brindabella Rd							Not started	Road	Improved road safety for all road users.	Improved road safety for all road users.	<ul style="list-style-type: none"> Reduce safety hazards associated with dust problems during dry conditions, and slippery and boggy conditions when wet; Improve regional connection. 		
Last Row - To insert new New Measures row select this cell, right click, insert, entire row													

cal Information and Reportable Attributes

Project Budget

Additional Information

Enter location area	Select from drop-down	Please provide a Map of the Project Location	Select from drop-down	Select Status from drop-down	(\$ million)	(\$ million)	(\$ million)	(\$ million)	(\$ million)	(\$ million)	(\$ million)	(\$ million)	(\$ million)	(\$ million)	(\$ million)	(\$ million)	Select Primary Road Safety outcome from drop-down	Select Primary Stakeholder from drop-down	Select recycled materials from drop-down	
Location	LGA	Map attached?	Is the project on the Infrastructure Australia IPL?	Status of Business Case, if AG funding is over \$250 million	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	Will the project deliver road safety outcomes?	Stakeholder Support	Can this project use recycled materials?	
Woden, Mawson and Kambah, ACT		No	No														Avoid Accidents	Community		
ACT																				
ACT Woden			No															Community		
Yarralumla and Deakin, ACT		No	No														Avoid Accidents	Community		
Molonglo Valley, ACT		No	No															Community		

Project Details - Scope and Justification

Select Current Status from drop-down	Select Transport Mode from drop-down
Current Status	Transport Mode

