

Our Ref: MCPFOI2022/08

Schedule 2.2(a)(ii)

via email: Schedule 2.2(a)(ii)

Dear Schedule 2.2(a)(ii)

## FREEDOM OF INFORMATION REQUEST

I refer to your application under section 30 of the *Freedom of Information Act 2016* (the Act), received by Major Projects Canberra (MPC) on 9 May 2022, in which you sought access to:

*"A copy of the Canberra Light Rail Stage 2A Business Case as well as any ministerial briefs prepared for ACT Ministers in relation to Canberra Light Rail Stage 2A from October 2020 until April 2022."*

### Authority

I am an Information Officer appointed by the Chief Projects Officer under section 18 of the Act to deal with access application made under Part 5 of the Act.

### Decision on access

Searches were completed for relevant documents and one hundred and five (105) documents were identified that fall within the scope of your request.

I have included as **Attachment A** to this decision the schedule of relevant documents. This provides a description of each document that falls within the scope of your request and the access decision for each of those documents.

My decision in relation to the documents relevant to your request is summarised as follows:

- Full release of seventeen (17) documents;
- Partial access to three (3) documents;
- Withhold access to seventy seven (77) documents
- Eight (8) documents were identified as currently being publicly available and links to these documents have been provided.

My decision is detailed further in the following statement of reasons.

### Statement of Reasons

In making my decision on disclosing government information, I must identify all relevant factors in schedules 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:

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

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

- (iv) ensure effective oversight of expenditure of public funds;

The release of this information may possibly help to create positive and informed discussions. I consider that disclosing the contents of the information sought could reasonably contribute to discussion of public affairs. I am satisfied that these are relevant considerations favouring disclosure in this case, and in the interests of enhancing open discussion, I afford them significant weight.

I also note MPC, and the ACT Government more broadly, have proactively released information under our Open Access Information programme once Cabinet deliberations and government decisions have been finalised and are able to be announced. A copy of the Canberra Light Rail Stage 2A Business Case is available here [https://www.transport.act.gov.au/\\_data/assets/pdf\\_file/0003/1412634/Stage-2A-Light-Rail-Business-Case-redacted.pdf](https://www.transport.act.gov.au/_data/assets/pdf_file/0003/1412634/Stage-2A-Light-Rail-Business-Case-redacted.pdf), the Environmental Assessment is available here [https://www.act.gov.au/\\_data/assets/pdf\\_file/0010/1924903/Environmental-Assessment.pdf](https://www.act.gov.au/_data/assets/pdf_file/0010/1924903/Environmental-Assessment.pdf) and further Construction, Design, Traffic Disruption and other information is provided by MPC [Home - Light Rail to Woden \(act.gov.au\)](https://www.act.gov.au/light-rail-to-woden).

In addition, the ACT Contracts Register: [ACT Government Contracts Register](#) records any contracts MPC has or will enter into with a value of \$25,000 or more once negotiation with suppliers of goods, services and works for Light Rail Stage 2 are complete. Contract amendments are also published if they change the scope or nature of the contract, or if they increase the value of the contract by 10% or \$25,000.

**Factors favouring non-disclosure (Schedule 1 Information disclosure of which is taken to be contrary to the public interest)**

- Section 1.2 Information subject to legal professional privilege;

Documents 84, 85 and 86 have been identified as being within the scope of your request however, these documents contain information that is considered to be contrary to the public interest under section 1.2 of Schedule 1 of the Act. Information contained in these documents was created in the context of a legal practitioner-client relationship and was made for the purpose giving or obtaining legal advice and preparing for and use in a current legal proceeding. It is therefore exempt from release.

- Section 1.6 Cabinet information;

Multiple documents have been identified as being within the scope of your request, however, these documents contain information that is considered to be contrary to the public interest under section 1.6 of Schedule 1 of the Act. This information is Cabinet information, which is exempt from release. The purpose of Cabinet information being exempt from release is to maintain the confidentiality of the Cabinet process and to uphold the principle of collective ministerial responsibility. This exemption was discussed in *The Commonwealth v Northern Land Council* [1993] HCA 24; (1993) 176 CLR 604 (21 April 1993). Paragraph 6 of the decision, states that:

“... it has never been doubted that it is in the public interest that the deliberations of Cabinet should remain confidential in order that the members of Cabinet may exchange differing views and at the same time maintain the principle of collective responsibility for any decision which may be made. “

In reviewing these documents, I note the requirements of schedule 1 section 1.6(2) of the Act which states that the exemption for Cabinet Information does not apply to 'purely factual information' unless the disclosure of the information would involve the disclosure of a deliberation or decision of Cabinet and the fact of the deliberation or decision has not been officially published. In the case of

Parnell & Dreyfus and Attorney-General's Department [2014] AICmr 71, the Australian Information Commissioner stated that the term 'purely factual material' does not extend to factual material that is an integral part of the deliberative content and purpose of a document or is embedded in or intertwined with the deliberative content in such a manner that it is impractical to separate it from the other content.

Having reviewed the documents, I consider that the purely factual information within the documents identified is an integral part of the deliberative content and as stated by the Commissioner, the analysis and views in the documents would lose their essential meaning without incorporation of this material. I am satisfied that disclosure of this purely factual information would involve the disclosure of future deliberations and decisions of Cabinet.

The information in these documents that you have requested falls within section 1.6 of the Act as it is information which has been commissioned to inform Cabinet to guide its decision making and assist in its deliberations. It is therefore exempt from release under the Act.

**Factors favouring non-disclosure in the public interest (Schedule 2, Section 2.2)**

- Section 2.2 (a)(x) prejudice intergovernmental relations;

The delivery of the Light Rail Stage 2A project and further planned extension of the Light Rail network requires ongoing discussions and negotiations with Federal Government Departments and Agencies. I have considered the ongoing nature of these discussions and have decided on balance that revealing the status of the discussions at this time would reasonably be considered to adversely affect ongoing intergovernmental negotiations. I give this factor significant weight and consider the release of information in relation to these discussions at this time to be contrary to the Public Interest at this stage.

- Section 2.2(a)(xi) prejudice trade secrets, business affairs or research of an agency or person, and
- Section 2.2 (a)(xiii) prejudice the competitive commercial activities of an agency;

I have also considered the impact of disclosing information which relates to business affairs. In the case of *Re Mangan and The Treasury* [2005] AATA 898 the term 'business affairs' was interpreted as meaning 'the totality of the money-making affairs of an organisation or undertaking as distinct from its private or internal affairs'. Schedule 2 section 2.2(a)(xi) allows for government information to be withheld from release if disclosure of the information could reasonably be expected to prejudice the trade secrets, business affairs or research of an agency or person.

Documents identified as relevant to your request contain information about negotiations, pricing information and other sensitive commercial information with third-parties. I am satisfied that release of this information would have significant impact on the business affairs of the entities identified as this information is not publicly available. Accordingly, I have decided this information is not in the public interest to release. I have provided links to contractual information already released in relation to Light Rail Stage 2.

Further to the above, I have considered the competitive commercial activities of MPC. As the ACT Government's infrastructure delivery agency, MPC engages with commercial service providers to deliver vital infrastructure projects. Revealing the commercial negotiations in relation to the Light Rail Stage 2 project at this stage of the project would reasonably be considered to prejudice MPC's ability to engage competitive commercial activities.

Given the necessity for MPC to engage in these competitive commercial activities and engage with commercial third parties to negotiate best value for money infrastructure development on not only the Light Rail Stage 2 project, but on all MPC's projects I give these factors significant weight. The release of this information could reasonably be considered to diminish the MPC's bargaining power and ability to negotiate competitive commercial terms it is therefore contrary to the public interest to release this information at this stage.

### **Charges**

I have decided to waive any charges in relation to this Freedom of Information application.

### **Online Publishing – Disclosure Log**

Under section 28 of the Act, MPC maintains an official online record of access applications called a disclosure log. Your original access application, my decision and documents released to you in response to your access application will be published in the MPC disclosure log three (3) days after the date of the decision. Your personal contact details will not be published. You may view the MPC disclosure log at <https://www.act.gov.au/majorprojectscanberra>.

### **Ombudsman Review**

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

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

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

### **ACT Civil and Administrative Tribunal (ACAT) Review**

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

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



Should you have any queries in relation to your request, please contact me by telephone on (02) 6205 5288 or email [MPCFOI@act.gov.au](mailto:MPCFOI@act.gov.au).

Yours sincerely,

**Schedule 2.2(a)(ii)**

Damon Hall  
Information Officer  
**Major Project Canberra**

1 July 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.act.gov.au/majorprojectscanberra/home>

FOI Reference Number		Request Details				
<b>MPCFOI2022/08</b>		<i>A copy of the Canberra Light Rail Stage 2A Business Case as well as any ministerial briefs prepared for ACT Ministers in relation to Canberra Light Rail Stage 2A from October 2020 until April 2022.</i>				
Ref No.	No. of Folios	Description	Date	Status	Reason for non-release or partial release	Open Access release status
1.	-	Stage 2A Light Rail Business Case	August 2019	Withheld	Already Publicly Available - <a href="#">Stage-2A-Light-Rail-Business-Case-redacted.pdf</a>	Already Released 1
2.	-	Approval of draft LRS2 Delivery Strategy	12 November 2020	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
3.	-	Light Rail Stage 2 Delivery Strategy Report	12 November 2020	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No

<b>4.</b>	<b>1</b>	Indicative 12 Month Look-Ahead – CIT Woden and Light Rail Stage 2	19 November 2020	Full		Yes
<b>5.</b>	<b>2</b>	Attachment A – LRS2 and Raising London Circuit	19 November 2020	Partial	Schedule 1.6 Cabinet Business	Yes
<b>6.</b>	<b>-</b>	Attachment B – CIT	19 November 2020	Withheld	Out of Scope	No
<b>7.</b>	<b>-</b>	2020-21 Light Rail Stage 2 Budget Business cases	23 November 2020	Withheld	Schedule 1.6 Cabinet Business	No
<b>8.</b>	<b>-</b>	Attachment A – Light Rail Stage 2 Design and Raising London Circuit (including accompanying Light Rail Stage 2 Delivery Strategy Report);	23 November 2020	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>9.</b>	<b>-</b>	Attachment B – Light Rail to Mawson	23 November 2020	Withheld	Out of Scope	No
<b>10.</b>	<b>-</b>	Light Rail Stage 2 Delivery Strategy Report	23 November 2020	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>11.</b>	<b>3-4</b>	Performance Audits: Value for Money in the use of procurement exemptions and Stage 2A Performance Audit	25 November 2020	Full		Yes
<b>12.</b>	<b>5-7</b>	Tender forecast - CIT Woden and Light Rail Stage 2	27 November 2020	Partial	Out of Scope	Yes
<b>13.</b>	<b>-</b>	Updated 2020-21 Light Rail Stage 2 Budget Business cases	3 December 2020	Withheld	Schedule 1.6 Cabinet Business	No

<b>14.</b>	-	Attachment A – Light Rail Stage 2 – Mawson Viability (including the attached Light Rail Stage 2 Delivery Strategy Report);	3 December 2020	Withheld	Out of Scope	No
<b>15.</b>	-	Attachment B - 2020-21 Business Case Light Rail Stage 2 - Raising London Circuit - Presentation - ERC	3 December 2020	Withheld	Schedule 1.6 Cabinet Business	No
<b>16.</b>	-	Attachment B - 2020-21 Business Case Light Rail Stage 2 - Raising London Circuit	3 December 2020	Withheld	Schedule 1.6 Cabinet Business	No
<b>17.</b>	-	Light Rail Stage 2 Delivery Strategy Report	3 December 2020	Withheld	Duplicate	No
<b>18.</b>	-	Light Rail Stage 2 Procurement Strategy	1 March 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>19.</b>	-	Parliamentary and Governing Agreement Status Report No 1	10 March 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>20.</b>	-	Attachment A - MPC Parliamentary Agreement Status Report	10 March 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>21.</b>	-	Minister for Transport's Cabinet Brief - Light Rail Stage 2: Delivery Strategy	17 March 2021	Withheld	No Schedule 1.6 Cabinet Business & 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>22.</b>	-	Cabinet Meeting Brief - Attach A - CMTEDD comments and MPC response	17 March 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>23.</b>	-	Advisory Note Major Projects Canberra Budget Proposals	26 March 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>24.</b>	-	Light Rail Stage 2A design update and traffic planning for the city	8 April 2021	Withheld	Schedule 1.6 Cabinet Business	No

<b>25.</b>	-	Advisory Note Invitation to Canberra Metro to re-engage on LRS2A activities	9 April 2021	Withheld	Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>26.</b>	-	Invitation to Canberra Metro to re-engage on LRS2A activities	9 April 2021	Withheld	Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>27.</b>	-	Proposed Commonwealth Funding Milestones for LRS2A	12 April 2021	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2(x) prejudice intergovernmental relations	No
<b>28.</b>	-	Light Rail Stage 2A – Payment of Bid Costs	16 April 2021	Withheld	Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>29.</b>	-	2021-22 Budget: Light Rail Stage 2 Business Case	16 April 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>30.</b>	-	Attachment 1 2020-21 Budget Light Rail Stage 2 Business Case	16 April 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>31.</b>	-	Attachment A Wellbeing Impact Assessment Light Rail Stage 2	16 April 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>32.</b>	<b>8-10</b>	Engagement to support Stage 2A environmental assessment and project approvals	21 April 2021	Full		Yes
<b>33.</b>	<b>11-20</b>	Attachment A Draft Communications and Engagement Action Plan	21 April 2021	Full		Yes
<b>34.</b>	<b>21-27</b>	Attachment B Stage 2A (City to Commonwealth Park) FAQs	21 April 2021	Full		Yes

<b>35.</b>	-	Advisory Note Signing of Technical Advisor Contract	22 April 2021	Withheld	Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>36.</b>	-	Ministerial talking points Project Design and Technical Advisor Appointment	22 April 2021	Withheld	Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>37.</b>	-	Updated proposed Commonwealth Funding Milestones for LRS2A	22 April 2021	Withheld	Schedule 2.2(x) prejudice intergovernmental relations	No
<b>38.</b>	-	Approvals associated with the NCA bridge strengthening project	29 April 2021	Withheld	Schedule 2.2(x) prejudice intergovernmental relations	No
<b>39.</b>	-	Agreement to lodge 21/xxx - Light Rail Stage 2A design update – Acton Waterfront and Commonwealth Avenue vehicle access arrangements	30 April 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>40.</b>	<b>28</b>	Advisory Note Major Projects Canberra – Communications and Engagement 2021 Forecast	14 May 2021	Full		Yes
<b>41.</b>	<b>29-32</b>	Attachment A Communications and Engagement Forecast	14 May 2021	Partial	Out of Scope	Yes
<b>42.</b>	-	Reprofiling Major Projects Canberra's 2021-22 Existing Capital Works Projects	22 June 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>43.</b>	-	Attachment A Major Projects Canberra Reprofiling	22 June 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>44.</b>	-	Minister Brief 2021-22 Budget: Light Rail Stage 2 Business Case	7 July 2021	Withheld	Schedule 1.6 Cabinet Business	No

45.	-	Attachment A Light Rail Stage 2 Business Case	7 July 2021	Withheld	Schedule 1.6 Cabinet Business	No
46.	-	Cabinet Submission for Expenditure Review Committee 21/302 Light Rail Request for Tender – Early Utilities Works	14 July 2021	Withheld	Schedule 1.6 Cabinet Business	No
47.	-	Ministerial Brief Major Projects Canberra Budget Statement 2021-22: approval of new strategic and accountability indicators for the Light Rail Stage 2 and Canberra Institute of Technology – Woden projects	16 July 2021	Withheld	Schedule 1.6 Cabinet Business	No
48.	-	Advisory Note Canberra Metro Signed Agreement for Operator Input onto Design Development for Light Rail City to Woden	28 July 2021	Withheld	Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
49.	-	Attachment A Canberra Metro Operations Pty Ltd LRS2A Operator Input Letter of Agreement	28 July 2021	Withheld	Already Publicly Available - <a href="#">Contract - 2021.58205.LOA.001</a>	Already Released 2
50.	33-34	Talking Points – Letter of Agreement, Canberra Metro Operations	28 July 2021	Full		Yes
51.	-	Single Select Exemption to enter into Icon Water Construction Related Consultancy Agreement	6 August 2021	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No

52.	-	Attachment A Chief Project Officer, Major Projects Canberra Brief	6 August 2021	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
53.	-	Construction Related Consultancy Agreement Icon Water	6 August 2021	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
54.	35-38	Light Rail Sustainability Policy	3 September 2021	Full		Yes
55.	39	Attachment A Light Rail Sustainability Policy Poster	3 September 2021	Full		Yes
56.	40-42	Low and zero emissions construction materials for light rail to Woden	8 September 2021	Full		Yes
57.	-	Parliamentary and Governing Agreement Status Report No 2	14 September 2021	Withheld	Schedule 1.6 Cabinet Business	No
58.	-	20210914 Attachment A - MPC Parliamentary Agreement Status Update	14 September 2021	Withheld	Schedule 1.6 Cabinet Business	No
59.	-	Raising London Circuit - Environmental Assessment	15 September 2021	Withheld	Schedule 2.2(x) prejudice intergovernmental relations	No
60.	-	Attachment A Works Approval Flow Chart	15 September 2021	Withheld	Schedule 2.2(x) prejudice intergovernmental relations	No
61.	-	Attachment B Out of session presentation to the NCA Board	15 September 2021	Withheld	Schedule 2.2(x) prejudice intergovernmental relations	No



62.	-	Light Rail Stage 2 – Budget Issues	16 September 2021	Withheld	Schedule 1.6 Cabinet Business	No
63.	-	Performance Audit: Light Rail Stage 2A Economic Analysis	24 September 2021	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
64.		Attachment A Canberra Light Rail Stage 2A: Economic Analysis	24 September 2021	Withheld	Already released - <a href="#">Report No.8 of 2021- Canberra Light Rail Stage 2A: Economic Analysis (act.gov.au)</a>	Already Released 3
65.	43-47	Attachment B Communications on a page Release of performance audit report on light rail economic analysis	24 September 2021	Full		Yes
66.	-	Light Rail Vehicle and Depot Modification Agreement – Signing	31 October 2021	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
67.	-	Discussion Paper: Light Rail Vehicles and Depot Proposal	12 November 2021	Withheld	Schedule 1.6 Cabinet Business	No
68.	-	Attachment A Discussion Paper: Light Rail Vehicles and Depot Proposal	12 November 2021	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No

<b>69.</b>	-	Cabinet Submission 21/678 – Government Response to ACT Auditor-General’s Report No. 8 of 2021- Canberra Light Rail Stage 2A: Economic Analysis	15 November 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>70.</b>	-	Attachment 1 Cabinet Submission 21/678 Government Response to ACT Auditor-General’s Report No. 8 of 2021- Canberra Light Rail Stage 2A: Economic Analysis	15 November 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>71.</b>	-	Attachment 2 Attendee Request Form	15 November 2021	Withheld	Schedule 1.6 Cabinet Business	No
<b>72.</b>	-	2021-22 Major Projects Canberra Light Rail Funding	26 November 2021	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>73.</b>	-	Attachment A Letter to Treasurer regarding 2021-22 Major Projects Canberra Light Rail Funding	Undated	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>74.</b>	-	Attachment B Letter to Under Treasurer	11 October 2021	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>75.</b>	<b>48-49</b>	Disruptive Light Rail Works	16 December 2021	Full		Yes
<b>76.</b>	-	Light Rail Vehicle and Depot Modification Proposal – Potential Light Rail Stage 1 Implications	29 December 2021	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No

77.	-	Attachment 1 21/507 Light Rail Stage 2A Early Works—LRVs and Depot Works	29 December 2021	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
78.	-	Attachment 2 Attendee Request Form	29 December 2021	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
79.	50-51	Light Rail Construction Works February 2022	7 February 2022	Full		Yes
80.	-	Third Party Interfaces for Enabling Works (RLC) for Light Rail Stage 2A	18 February 2022	Withheld	Already Publicly Available - <a href="#">MPCFOI2022-03-Release-Pack.pdf (act.gov.au)</a>	Already Released 4
81.	-	Parliamentary and Governing Agreement Status Report No 2	22 February 2022	Withheld	Schedule 1.6 Cabinet Business	No
82.	-	Attachment A MPC Parliamentary Agreement Update	22 February 2022	Withheld	Schedule 1.6 Cabinet Business	No
83.	-	Commissioner for Fair Trading v Geocon Proceedings – Light Rail Stage 2 documents in discovery	24 February 2022	Withheld	Already Publicly Available - <a href="#">MPCFOI2022-03-Release-Pack.pdf (act.gov.au)</a>	Already Released 5
84.	-	Attach 1. Geocon Discovery	24 February 2022	Withheld	Schedule 1.3 Information subject to legal professional privilege	No
85.	-	Attach 2. Geocon Discovery	24 February 2022	Withheld	Schedule 1.3 Information subject to legal professional privilege	No

86.	-	Attach 3. Geocon Discovery	24 February 2022	Withheld	Schedule 1.3 Information subject to legal professional privilege	No
87.	-	Light Rail Construction Look-Ahead March 2022	7 March 2022	Withheld	Already Publicly Available - <a href="#">MPCFOI2022-03-Release-Pack.pdf (act.gov.au)</a>	Already Released 6
88.	-	Attach A - Light Rail to Woden Construction Look Ahead	7 March 2022	Withheld	Already Publicly Available - <a href="#">MPCFOI2022-03-Release-Pack.pdf (act.gov.au)</a>	Already Released 7
89.	-	Light Rail 2022-23 Agency Cost	8 March 2022	Withheld	Schedule 1.6 Cabinet Business	No
90.	-	Attach A Light Rail 2022-23 Agency Cost	8 March 2022	Withheld	Schedule 1.6 Cabinet Business	No
91.	-	Light Rail Construction Works March 2022	17 March 2022	Withheld	Already Publicly Available - <a href="#">MPCFOI2022-03-Release-Pack.pdf (act.gov.au)</a>	Already Released 8
92.	52-54	Light Rail Construction Works April 2022	28 March 2022	Full		Yes
93.	55-57	Attachment A - MP Light Rail Construction Look Ahead APRIL (LRS2A)	28 March 2022	Full		Yes
94.	-	Cabinet Submission 22/215 RESTRICTED LRV, Depot Modification Order Options	29 March 2022	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
95.	-	Cabinet Submission 22/231 – Government Submission to the Standing Committee on Public Accounts - Inquiry into Auditor-General's Report 8/2021 - Canberra Light Rail Stage 2A: Economic Analysis	6 April 2022	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No

<b>96.</b>	-	Raising London Circuit Early Works Contract – contingency amount	14 April 2022	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>97.</b>	-	Reprofiling Major Projects Canberra's 2022-23 Existing Capital Works Projects	19 April 2022	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>98.</b>	-	Attachment A Major Projects Canberra 2022-23 Reprofiling	19 April 2022	Withheld	Schedule 1.6 Cabinet Business & Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>99.</b>	<b>58-60</b>	Light Rail Construction Works May 2022	20 April 2022	Full		Yes
<b>100.</b>	<b>61-63</b>	Attachment A - Light Rail Construction Look Ahead May 2022	20 April 2022	Full		Yes
<b>101.</b>		Raising London Circuit – Works Approval Amendment Update	27 April 2022	Withheld	Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>102.</b>	-	Attachment A Works Amendment Update	27 April 2022	Withheld	Schedule 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No

<b>103.</b>	-	Light Rail Stage 2A Australian Government Funding Status Update	27 April 2022	Withheld	Schedule 2.2(x) prejudice intergovernmental relations	No
<b>104.</b>	-	Light Rail Stage 2A – LRV and Depot Modification Options	28 April 2022	Withheld	No Schedule 1.6 Cabinet Business & 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>105.</b>	-	Attachment A – Proposed Letter to Canberra Metro	28 April 2022	Withheld	No Schedule 1.6 Cabinet Business & 2.2 (xi) Business Affairs & Schedule 2.2 (xiii) Competitive Commercial activities of an Agency	No
<b>Total Number of Documents</b>						
<b>105</b>						

## ADVISORY NOTE

Minister for Transport

<b>Subject</b>	Indicative 12 Month Look-Ahead – CIT Woden and Light Rail Stage 2
<b>Critical Date</b>	In the normal course of business
<b>Chief Projects Officer</b>	...../...../.....
<b>Executive Branch Manager, Governance and Ministerial Services</b>	...../...../.....

### Minister's question/s:

At the Major Projects Canberra briefing on 12 November 2020, MPC officials offered to provide to you an indicative 12 month look-ahead for the CIT Campus - Woden and Light Rail Stage 2 projects.

### Response

The tables included at Attachment A provide a high level summary of the indicative timeframes for implementing the recommended approach to Light Rail Stage 2 and Raising London Circuit as discussed in the draft Delivery Strategy.

The table provided at Attachment B outlines the activities for the various work packages associated with the CIT Campus-Woden and Woden Transport Interchange works over the next 12 months.

Major Projects Canberra officials will continue to work with your office to develop communications and engagement plans for 2021.

**Noted / Please Discuss**

Chris Steel MLA  
Minister for Transport

19/11/20

<b>Indicative Timeframes for LRS2 – 12 month lookahead</b>		
<b>Activity</b>	<b>Timing</b>	<b>Indicative Dates (based on a Decision Date in February 2021)</b>
Procurement of Design Contractor	2 - 3 months	December 2020 - February 2021
Stage 2A EPBC Approval obtained	50 Business Days	Late January 2021
<b>Schedule 1.6</b>		<b>Schedule 1.6</b>
Preparation of Stage 2 EIS	12 – 18 months	February 2021 – August 2022
Develop LRS2 approval designs (in conjunction with and informed by EIS)	15 months	May 2021 – August 2022

<b>Indicative Timeframes for Raising London Circuit – 12 month lookahead</b>		
<b>Activity</b>	<b>Timing</b>	<b>Indicative Dates (based on a Decision Date in February 2021)</b>
Undertake procurement of design contractor for Raising London Circuit	2 - 3 months	December – January 2021
Develop design for Raising London Circuit	6 - 7 months	February - August 2021
Obtain approvals (including NCA Works Approval) for Raising London Circuit	3-4 months	Lodge Application – September 2021 Approvals Received- December 2021
Undertake procurement of D&C contractor	3 months	Late 2021 – Early 2022



## ADVISORY NOTE

Minister for Transport

<b>Subject</b>	Performance Audits: Value for Money in the use of procurement exemptions and Stage 2A Performance Audit
<b>Critical Date</b>	In the normal course of business
<b>Chief Projects Officer</b>	...../...../.....
<b>Executive Branch Manager, Governance and Ministerial Services</b>	...../...../.....

### Purpose:

The purpose of this Advisory Note is to:

1. inform you of the ACT Auditor-General's decision to conduct a performance audit of value for money assessments and the use of exemptions from the minimum tender and quotation requirements for procurements by ACT Government agencies; and
2. to update you on the status of the Auditor-General's performance audit on the economic analysis associated with Canberra Light Rail – Stage 2A.

### Performance Audit of Value for Money in Procurement Exemptions

On 5 November 2020, Major Projects Canberra was advised by the ACT Auditor General of the decision to conduct a performance audit of the value for money assessments in procurements by ACT Government agencies.

The focus of the performance audit will be on procurements by ACT Government agencies that utilised the exemptions to the tender and quotation requirements in the Government Procurement Regulations 2007.

The objective of the audit is to provide an independent opinion to the Legislative Assembly on the effectiveness of ACT Government agencies' assessment of value for money when undertaking procurements that utilize the exemptions to the tender and quotation requirements in the Government Procurement Regulations 2007.

The Auditor General has advised that audit will focus on the two highest value procurements that were undertaken between March 2019 to September 2019 and March 2020 to September 2020. Therefore a total of four highest value procurements would be subject to audit.

As the result, the sole-source procurement of \$15m of design services direct from Canberra Metro under the Stage 2A "ECI" phase likely falls within the scope of this audit. The services were contracted under the Augmentation Deed Light Rail System Stage 2 (2020-LRS2-AD001) as disclosed on the Contracts Register, via the two work orders outlined in the following table, as also disclosed on the Contracts Register.

Contract Number	Contract Title	Procurement Type	Contractor name	Contract amount	Execution Date	Expiry Date
<a href="#">2020-LRS2-AD001</a>	Augmentation Deed Light Rail System Stage 2	Services (non-consultancy)	Canberra Metro Operations	\$7,690,060	30/03/20	31/12/20
<a href="#">2020-LRS2-AD002</a>	Augmentation Deed Light Rail System Stage 2 - Work Order 2	Services (non-consultancy)	Canberra Metro	\$7,309,940	22/06/20	13/04/20
<b>Total</b>				<b>\$15,000,000</b>		

The audit fieldwork is currently in progress and it is expected that the final performance audit report will be tabled in the Legislative Assembly towards the end of this financial year.

#### **Status of the Light Rail Stage 2A Business Case Performance Audit**

On 25 August 2020 the Auditor-General wrote advising of the decision to conduct a performance audit on the economic analysis associated with the Canberra Light Rail Stage 2A Business Case. The objective of the audit is to provide an independent opinion to the Legislative Assembly on the effectiveness of the economic analysis.

The field work for this performance audit has now commenced with various technical, economic and transport reports of consultants EY and Veitch Lister provided to the AG's Office.


The audit scope includes an examination and consideration of:

1. Major Projects Canberra's methodology and processes for the economic analysis of Stage 2A;
2. The independent economic advice that was provided to Major Projects Canberra in relation to Stage 2A;
3. The critical dependencies of Stage 2A, including those that are not directly managed by MPC; and

Recommendations arising from the Audit Office's Report No.5/2016.

The audit will not review the merit of government decisions relating to Canberra Light Rail or MPC's procurement processes.

The audit is expected to be completed and tabled in the Legislative Assembly in the second quarter of 2021.

  
**Noted / Please Discuss**

Chris Steel MLA  
Minister for Transport

25./11/20

## ADVISORY NOTE

Minister for Transport

<b>Subject</b>	Tender forecast - CIT Woden and Light Rail Stage 2
<b>Critical Date</b>	27 November 2020
<b>Critical Reason</b>	To discuss at the next MPC briefing on Friday, 27 November 2020
<b>Chief Projects Officer</b>	Duncan Edghill      27/11/2020
<b>Executive Branch Manager, Governance and Ministerial Services</b>	Nikki Pulford      26/11/2020

### Minister's question/s:

Your office requested a tender forecast be provided at the next Major Projects Canberra Briefing.

### Response

Table 1 included at Attachment A provides a high level summary of the indicative timeframes for upcoming tenders related to Light Rail Stage 2.

**Out of Scope**

MPC will provide regular updates at future regular briefings.

**Noted / Please Discuss**

Chris Steel MLA  
Minister for Transport

..../..../....

Attachment A

### Table 1 – Light Rail Stage 2

<b>Tender</b>	<b>Indicative Dates</b>
Release of Light Rail and Raising London Circuit Technical Advisor RFT	12 January 2021
Industry briefing	13 January 2021
RFT Closes	16 February 2021
Evaluation	17 Febraury-5 March 2021
Contract Execution	9 March 2021
Procurement of Raising London Circuit D&C RFT	late 2021

## Out of Scope

	[REDACTED]	[REDACTED]
[REDACTED] [REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED] [REDACTED]	[REDACTED]	[REDACTED]
[REDACTED] Out of Scope	[REDACTED]	[REDACTED]
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[REDACTED]	[REDACTED]	[REDACTED]



## Major Projects Canberra

<b>To:</b>	Minister for Transport and City Services	Tracking No.: 21/34420
<b>Date:</b>	21/04/2021	
<b>From:</b>	Duncan Edghill - Chief Projects Officer, Major Projects Canberra	
<b>Subject:</b>	Engagement to support Stage 2A environmental assessment and project approvals	
<b>Critical Date:</b>	In the ordinary course of business	
<b>Critical Reason:</b>	n/a	

### Recommendations

That you:

1. note the information contained in this brief.

**Noted / Please Discuss**

Chris Steel MLA ...../...../.....

Minister's Office Feedback

## Background

1. In February 2021, Commonwealth environment protection and biodiversity conservation (EPBC) approval was granted for Light Rail Stage 2A (City to Commonwealth Park). While EPBC approval has been obtained for Stage 2A, further planning approvals are required for the project, including a Territory Development Application (DA) and Commonwealth Works Approvals (WA).
2. To maximise the efficiency of the planning approvals process, Major Projects Canberra (MPC) has opted to lodge these approvals with a single Environmental Assessment (EA). The EA assesses potential impacts (negative and positive) of the project and, where required, identifies ways these can be managed. The assessment will consider traffic, Aboriginal and historic heritage, biodiversity, noise and vibration, landscape and visual amenity, social economic, climate change, air quality, water, waste, land use and sustainability.
3. The EA will be submitted as part of the project approvals (currently anticipated later in 2021, along with the other documentation required for these planning approval processes, including design information and site plans.
4. It is a requirement of the DA and WA that the project team demonstrates how the community and stakeholders were appropriately and adequately consulted as part of the environmental assessment process and how community feedback has influenced design, program and impact mitigation.
5. Community and stakeholder engagement will continue from now to meet the Stage 2A Project Approval requirements, as outlined in the Communications and Engagement Action Plan (the Action Plan) available at [Attachment A](#).

## Issues

### Mitigating the risk of project delays due to failing to meet the Project Approval engagement requirements

6. An extensive community engagement program is proposed to continue from now:
  - a. to enable the project team to meet the engagement requirements for the project approvals process. The engagement reporting for the project approvals must demonstrate the project has:
    - i. engaged in a way that encourages a broad spectrum of participation;
    - ii. actively reached out to engage traditional landowners;
    - iii. actively reached out to community groups and stakeholders who will be directly impacted by the project;
    - iv. provided information about potential impacts in an open and honest manner;

- v. incorporated community and stakeholder feedback into the design and Environmental Assessment process;
  - vi. actively gathered information about community concerns and responded to these concerns in the Environmental Assessment;
  - vii. provided the community and key stakeholders with adequate and appropriate information to be able to provide informed feedback and sufficient opportunities to engage with the project; and
  - viii. modified design and mitigation solutions based on community and stakeholder involvement.
- b. to reduce the risk of Approving Authorities rejecting the DA and WA due to lack of genuine community and stakeholder engagement.
7. The project proposes to seek timely community input into design development and facilitate required approvals (Cabinet, ACT Government DA and Commonwealth WA).

#### Liaison with your Office

8. Major Projects Canberra will liaise with your office on specific communications and engagement activities. Engagement is proposed to be carried out as per the draft Action Plan at Attachment A.
9. Major Projects Canberra officials would be pleased to discuss the draft Action Plan at Attachment A with yourself and your office.

#### **Financial Implications**

10. Costs associated with the implementation of the engagement activities will be funded from the existing project budget and funding sought through the 2021-22 budget process.

Signatory Name: Duncan Edghill

Phone: x53842

Action Officer: Tania Navarro

Phone: 0421 646 413

#### **Attachments**

Attachment	Title
Attachment A	Draft Communications and Engagement Action Plan
Attachment B	Draft Stage 2A FAQs



Background	<p><b>Project background</b></p> <p>Stage 2 (City to Woden) of Canberra Light Rail is a major infrastructure project that interests, impacts and involves a wide range of audiences and stakeholders.</p> <p>Stage 2A will deliver three new stops to provide a greater connection between the city and the lake. It will improve public transport access to growing residential areas, local businesses and services, the Australian National University, Regatta Point, the ACT Courts and several major employers in this area.</p> <p>To facilitate the extension of light rail from the City to Commonwealth Park, London Circuit needs to be raised by six metres (4% gradient) to create a level intersection with Commonwealth Avenue. Works will involve changing the current split-level, overpass-underpass configuration into a more pedestrian and cyclist-friendly intersection by raising the road level on either side of Commonwealth Avenue. Raising London Circuit design work is being undertaken as part of Stage 2A, with construction of this component, expected to start in late 2021.</p> <p><b>Project approvals background</b></p> <p>In February 2021, Commonwealth EPBC approval was granted for Stage 2A (City to Commonwealth Park). While EPBC approval has been obtained for Stage 2A, further planning approvals are required for the project including a Territory Development Application (DA) and Commonwealth Works Approvals (WA).</p> <p>To maximise the efficiency of the planning approvals process, Major Projects Canberra has opted to lodge these approvals with a single Environmental Assessment (EA). The EA assesses potential impacts (negative and positive) of the project and, where required, identifies ways these can be managed. The assessment will consider traffic, Aboriginal and historic heritage, biodiversity, noise and vibration, landscape and visual amenity, social economic, climate change, air quality, water, waste, land use and sustainability.</p> <p>The EA process actively seeks to engage with a range of potentially impacted stakeholders including government agencies, industry, peak bodies, businesses and the community.</p> <p>The EA will be submitted as part of the project approvals in September 2021, along with the other documentation required for these planning approval processes, including design information and site plans.</p> <p>It is a requirement of the DA and WA that the project team demonstrates how the community and stakeholders were appropriately and adequately consulted as part of the environmental assessment process and how community feedback has influenced design, program and impact mitigation.</p> <p><b>Engagement background</b></p> <p>Engagement activities for Stage 2A have included meetings, Yoursay activities, phone calls, pop up project information sessions, letterbox drops, project updates and e-newsletters.</p>
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	<p>In 2020, communication and engagement activities for Stage 2A were reduced due to COVID-19 and priority government communications.</p> <p>To address any further restrictions or concerns around face-to-face engagement, a virtual consultation room has been developed, and website material refreshed.</p> <p>In February 2021, face to face engagement resumed with community pop-up sessions being held at 15 locations along the whole Stage 2 alignment, from the City through to Mawson. At these sessions, attendees demonstrated:</p> <ul style="list-style-type: none"> <li>• a genuine interest in the project</li> <li>• that they had little understanding of project timings and impacts</li> <li>• that the public is unsure about what raising London Circuit will involve, what the benefits are, nor what it will look like when complete.</li> </ul> <p>Key themes raised at the pop-up sessions included:</p> <ul style="list-style-type: none"> <li>• construction impacts including traffic</li> <li>• urban realm including green space</li> <li>• an interest in electric buses and plans for the wider network</li> <li>• sustainability</li> <li>• route selection</li> <li>• lake crossing</li> <li>• interest in commute and travel times plus stop locations.</li> </ul>
<b>Purpose</b>	<p>This purpose of the engagement outlined in this plan is to:</p> <ul style="list-style-type: none"> <li>• inform the community about: <ul style="list-style-type: none"> <li>- the proposed project design including proposed changes to roads and active travel paths</li> <li>- the Environmental Assessment process</li> <li>- work being carried out to inform the Environmental Assessment</li> <li>- initial results from technical assessments</li> <li>- potential impacts</li> </ul> </li> <li>• provide an update about: <ul style="list-style-type: none"> <li>- project phases and timings</li> <li>- key stakeholder and community feedback opportunities</li> <li>- project methodology</li> </ul> </li> <li>• increase sign-up to electronic project updates (targeted updates to area of interest)</li> <li>• seek feedback about the project.</li> </ul>

<p><b>What are the comms and engagement goals?</b></p>	<p>Overarching goal: build an ongoing social license to operate, enable the successful delivery of the project and meet the approvals requirements.</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• position Canberra Light Rail as a project of significance with long-term community benefits</li> <li>• collaborate with community, stakeholders, contractors and project team members in identifying negotiable decision points to build trust and reduce or mitigate construction-related impacts, ensuring best-practice approach to community engagement</li> <li>• leverage off existing government communication channels to inform and activate local businesses, residents, road and public transport users in preparation for construction</li> <li>• demonstrate what we have heard and how this information/feedback has informed the project's development.</li> </ul>
<p><b>Key issues/sensitivities</b></p>	<p>Areas of interest expected to be raised during engagement include:</p> <ul style="list-style-type: none"> <li>• opportunities for community to influence project decisions</li> <li>• benefits of Stage 2A (&amp; light rail in general) to Canberra</li> <li>• stop locations and access</li> <li>• final route and decision making which has underpinned this</li> <li>• future stages of light rail</li> <li>• active travel considerations</li> <li>• what other upgrades to existing infrastructure/transport network are planned</li> <li>• landscaping strategies</li> <li>• impacts to biodiversity (in particular the Golden Sun Moth)</li> <li>• traffic impacts</li> <li>• parking</li> <li>• haulage routes</li> <li>• impacts to business operations</li> <li>• construction hours and impacts</li> <li>• changes to bus routes</li> <li>• length of construction program</li> <li>• National capital plan and impacts to heritage.</li> </ul> <p>It is vitally important that stakeholders who are impacted by construction learn about the impacts directly from the project and prior to the public notifications required as part of the Environmental Assessment process to foster respect and build relationships.</p>

<b>Does it cross over other Directorates?</b>	Yes – this project will interest TCCS, EPSDD, CRA and CMTEDD
<b>Spokesperson/s</b>	<ul style="list-style-type: none"> <li>• Chief Minister – Andrew Barr</li> <li>• Minister for Transport and City Services - Chris Steel</li> <li>• MPC Director-General – Duncan Edghill</li> <li>• MPC Project Director – Ashley Cahif</li> </ul>
<b>Communications project tier</b>	Raising London Circuit and Stage 2A have been designated as a Tier 1 project.

### Stakeholders

Stakeholder	Influence	Interest	Method
<b>Elected reps – ACT Government</b> Chief Minister and Treasurer – Mr Andrew Barr MLA Minister for Transport and City Services – Mr Chris Steel MLA Minister for Health; Children, Youth and Families; Aboriginal and Torres Strait Islander Affairs – Ms Rachel Stephen-Smith MLA Minister for Planning and Land Management – Mr Mick Gentleman MLA	High	High	Email Offer briefing
<b>ACT Government agencies / entities</b> ACT Public Service Emergency Services Environment, Planning and Sustainable Development Directorate (EPSDD) Transport Canberra and City Services Directorate (TCCS) City Renewal Authority (CRA) ACT Planning (ACTPLA) Utilities Technical Regulation (UTR) Chief Minister, Treasury and Economic Development Directorate (CMTEDD) National Capital Design Review Panel – panel members JACS (ACT courts)	High	High	Managed by Technical Team and Environment Team as per existing regular meetings
<b>Commonwealth regulatory or approval authority</b> National Capital Authority Department of Agriculture, Water and the Environment Department of the Prime Minister and Cabinet	High	High	Email Offer briefing

Department of Infrastructure, Transport, Regional Development and Communications Department of Foreign Affairs and Trade Office of the National Rail Safety Regulator (ONRSR)			
Peak Bodies / Representative groups	High	Medium	Email Offer briefing Workshops where required
Indigenous Groups and CALD communities	Medium	Medium	Email Offer briefing Information sessions Workshops where required Virtual engagement room
Existing and future light rail passengers	Medium	Medium	E-newsletter Information sessions Workshops where required Virtual engagement room Website Social media
Existing and future bus passengers	Medium	Medium <i>*This level is expected to increase to medium/high as the impacts are communicated and understood.</i>	E-newsletter Information sessions Workshops where required Virtual engagement room Website Social media
Road users	Medium	Medium <i>*This level is expected to increase to medium/high as the road impacts are communicated and understood.</i>	E-newsletter Information sessions Workshops where required Virtual engagement room Website Social media
Community Reference Group	High	Medium	Meeting

<b>Landowners/businesses within the Impact Assessment footprint</b>	<b>High</b>	<b>Medium</b>	Doorknocking Letter Map Email Offer briefing Information sessions Workshops where required Virtual engagement room
<b>Near neighbours</b>	<b>Medium</b>	<b>Low</b>	E-newsletter Information sessions Workshops where required Virtual engagement room Website Social media
<b>Transport companies – taxis, Uber, e-scooters and so on</b>	<b>Medium</b>	<b>Low</b>	Email Offer briefing
<b>Wider community</b>	<b>Medium</b>	<b>Low</b>	E-newsletter Information sessions Workshops where required Virtual engagement room Website Social media
<b>Media</b>	<b>Medium</b>	<b>Medium</b>	Media release Media briefing

## Engagement tools and activities

A description of the engagement tools and activities that will be used in the release of this information is included below and a schedule of their implementation in section.

### Email

An email will be sent to key stakeholders, elected representatives, local councils and industry groups advising of the planned information release/engagement opportunities and offer of a briefing.

### **Key stakeholder briefings**

Formal briefings will be given to elected representatives, local councils and industry groups as requested. These presentations will cover:

- description/plan of project
- description/plan of proposed road changes
- overview project design and Environmental Assessment process
- process for assessing potential impacts and determining mitigations
- introduce upcoming early works required for the project
- upcoming engagement opportunities.

### **Letters - peak bodies, industry, transport operators and businesses**

A personalised letter will be sent to these stakeholder groups to advise of expected project impact and offer a briefing. A detailed project map will be included to allow these stakeholder groups to better understand their proximity and potential impacts in relation to their property.

### **Doorknocking and meetings - peak bodies, industry, transport operators and businesses**

If required/requested, the team will doorknock the Impact Assessment footprint to initiate contact with these stakeholder groups and confirm contact details, property use/operations and discuss engagement opportunities, project timing and answer any questions they may have. This builds on early engagement and mapping undertaken in late 2019.

### **Property impacts**

The Project Interface team will commence meetings with landowners and entities whose properties are expected to experience changes to their assets or the way they operate as a result of Canberra Light Rail 2A.

### **Workshops**

Workshops will be held where required for focused conversations about a particular topic. Workshops will be used to better understand community values and expectations. Canberra Light Rail will consider workshop outcomes and report back to workshop participants and the broader community about the outcomes and what we heard.

### **Website and interactive map**

The Canberra Light Rail webpages, YourSay and interactive map will be updated to include information about the Environmental Assessment process and what information the project is currently seeking from the community.



### **Virtual information room**

A virtual information room which will house all relevant and historic collateral (maps, fact sheets, technical information, etc), polls, online forums and provide project information to inform consultation and feedback.

### **Project update**

A community project update will be letterbox dropped to approximately 3000 properties within the impacted area. The project update will include the following:

- large map showing 2A alignment and the stakeholder's proximity to the zone of impact
- broad project timelines (including EA dates)
- key themes raised at the recent popup sessions
- and introduction to the interactive map
- upcoming early works required for the project
- upcoming consultation schedule.

### **Community Reference Group meeting**

- At the April Community Reference Group meeting, Canberra Light Rail will present the proposed concept design, description/plan of proposed road changes, overview project design and Environmental Assessment process, process for assessing potential impacts and determining mitigations, introduce upcoming early works required for the project, upcoming engagement and seek information about community sentiment.

### **Community information sessions**

Canberra Light Rail will run open house style community information sessions (CISs) in the City and digitally to enable members of the broader project area and general public to view the proposed project design, road changes and learn more about the impact assessment, EA process and project timing.

Technical material available at the CISs will include:

- large roll-plot maps
- interactive map and virtual room available on large touch-screen TVs
- artists impression/visualisation of design
- 3D modelling of the alignment and RLC
- fact sheets.

### **Promotion**

The engagement tools and activities will be promoted via the following methods:

- email invitation



- e-news articles
- flyer/postcard
- posters displayed in prominent locations in the city
- Light Rail web page
- social media
- Community Reference Group
- media release
- third-party channels (e.g. gov agency newsletters and websites).

**Schedule (note: all dates are subject to change)**

Date	Action
Early April	Project to agree upon what information is required from community/what community involvement can involve
April	Website updated
21 April	Community Reference Group meeting
Late April	Email to elected representatives and Canberra Business Chamber
Late April	Approving authorities briefing if requested
Late April	Light Rail Board update
Ongoing	Social media updates
Late April/early May	Posters in community Virtual Room launched
May	Project update distributed Virtual Room engagement activities including quick polls, discussions and forums
May	Email to key stakeholder groups
May	Doorknocking commences
May	Letter and email to key stakeholder groups
May	Meetings commence
May/June	Targeted consultation workshops in alignment with the project technical team
June	Community information (including targeted business) sessions commence/visitor centre
TBC	Statutory consultation for EA & WA as determined by NCA and EPSDD

## **Key messaging (in addition to existing approved messaging)**

### **Project design and environmental assessment process**

- As Stage 2A design progresses and we seek project approvals, we are working with the community and key stakeholders to seek feedback about the project and build long-term relationships.
- Project approvals for Stage 2A are expected to be submitted in late 2021.
- Some enabling and early works such as utility investigations and relocations, and construction site compounds are expected to commence prior to Project approvals.
- The project is working with TCCS, Roads ACT and other partners to determine traffic impacts and road changes and will communicate in advance to affected users.

### **Community engagement**

- Your feedback is important. The ACT Government is committed to working closely with the community to provide you with information on progress and impacts, and receive your feedback on project design.
- We are also committed to providing updates on what we heard and how your feedback helped inform project decisions and design.

### **Community Reference Group**

- Canberra Light Rail's Community Reference Group (CRG) will independently advocate for the community across the duration of design and construction activities.
- The group is made of 13 members who were elected via a nomination process in December 2019
- The CRG will:
  - provide ongoing guidance to the project team regarding project opportunities, areas of community concern and impact management
  - independently advocate for the needs of the community
  - request information from the project team to inform residents, businesses, employees and visitors
  - provide ongoing feedback about the project design and environmental assessment (two-way dialogue).

### **Business and residential mitigation and support**

As the project design progresses, we will work with the local community and businesses to better understand how they currently use the local area, operate their businesses and the potential impacts the project may have on residents and business operations. This information will be used to inform business and residential respite and impact mitigation guidance documents.

## Stage 2A (City to Commonwealth Park) FAQs

### Q: What is Canberra Light Rail Stage 2A (City to Commonwealth Park)?

A: Canberra Light Rail Stage 2A will deliver Canberrans a convenient new transport option from Alinga Street to Commonwealth Park, providing a greater connection between the city and the lake. Linking with Canberra Light Rail Stage 1, it will include three new stops, extend the light rail network by 1.7 kilometres and raise London Circuit to enhance the amenity and connectivity of the city.

Key features include:

- three new stops at Edinburgh Avenue, City South and Commonwealth Park
- 1.7 kilometres of double track
- an integrated ticketing system
- five new light rail vehicles incorporated into the route
- wire-free track design
- 100 per cent renewable energy powering operations
- traffic signalling, road improvements and tree plantings.

### Q: Where are the stops located?

A: Edinburgh Avenue: The Edinburgh Avenue stop will service residents and major businesses in the area, along with the Australian National University.

City South: The City South stop will provide connection to the waterfront and New Acton.

Commonwealth Park: The Commonwealth Park stop for Stage 2A will be built adjacent to Commonwealth Park, offering a convenient way to reach lakeside events, attractions and parks.

### Q: What are the activities happening in 2021 for Canberra Light Rail Stage 2A?

A: Work will continue over the next 12 months to progress stages 2A including:

- Stage 2A early works – mid-2021
- Submit Stage 2A project approvals – late 2021
- Ongoing community and stakeholder engagement to raise project awareness, seek input on project design, impacts of early works such as raising London Circuit and feasibility of Mawson extension.

### Q: What are the expected benefits of the project?

A: Stage 2A is a crucial project for the future of Canberra's integrated transport network and the future extension of Canberra light rail to Woden. Immediate benefits will include:

- improved accessibility between the City and Lake Burley Griffin
- improved connectivity between employment, education, residential and business precincts
- improved efficiency across the network with the introduction of five new light rail vehicles
- improved reliability for commuters and less road congestion.

### Q: Who is funding the project?

A: The project is joint funded by the ACT Government and the Australian Government.

### Q: What is the cost of 2A?

A: The ACT Government does not plan to release costs ahead of the Stage 2A procurement process due to commercial sensitivities associated with the procurement.

**Q: When will you release the cost of 2A?**

A: When it is appropriate to do so after the procurement process is complete. This is common practice and will assist the ACT Government to achieve the best outcome possible in any potential commercial negotiations.

**Q. What is the project approval process?**

A. Major infrastructure projects like Canberra Light Rail Stage 2A - City to Commonwealth Park undergo several assessment and approval processes before construction can begin.

While Stage 2A gained environmental approval under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC) in February 2021, further planning approvals are required for the project from the National Capital Authority and the ACT Planning and Land Authority.

**Q: What are the conditions of the EPBC approval?**

A: As is normal with most Commonwealth environmental approvals, the Department of Agriculture, Water and Energy (DAWE) has placed some conditions on the approval.

The conditions primarily focus on potential and expected biodiversity impacts to the golden sun moth, listed as critically endangered under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

Approval requires that the project develop a golden sun moth Construction Environment Management Plan and Rehabilitation Plan. This plan will require approval by the Federal Minister for the Environment prior to the commencement of works.

The plans will identify strategies for impacted areas and biodiversity rehabilitation for the moth populations. There is also the requirement to monitor and report on the success of rehabilitation especially where the project is trialling new rehabilitation techniques.

Conditions around how to manage or offset impacts to biodiversity are standard within many environmental approvals, and those requested by DAWE are in keeping with a project of this size affecting an endangered species.

The ACT Government has been working closely with DAWE in relation to the conditions of approval and on practical solutions to meet them.

**Q. When will construction activities start and finish?**

A. It is expected that early utilities work will commence later this year. Following project approvals, the first major physical works to be undertaken for Stage 2A is expected to begin with utility relocations taking place later in 2021 and the raising of London Circuit from 2022. All works are expected to be completed in the 2025-2026 period, pending final planning approvals.

**Q. What are early works?**

A. Early works must be completed to ensure the construction can proceed in the most efficient manner possible for the community. This includes geotechnical investigations and utility relocations.

Some early works are already underway. This includes low impact activities such as geotechnical investigations to identify potential service and utility locations. You may see some project team members out in the local community completing these activities between the City and Commonwealth Park.

Works likely to cause more significant impact, including excavation to confirm utility locations and relocate utilities, are expected to start later in 2021. We will work with the local community in advance of works starting to ease potential impacts and provide advance notification of expected disruptions.

**Q. Why are you raising London Circuit?**

A. Raising London Circuit is essential to Canberra Light Rail Stage 2A and will simultaneously transform the urban realm and accessibility of Canberra's city centre. To facilitate the extension of light rail from the City to Commonwealth Park, London Circuit needs to be raised by six metres to create a level intersection with Commonwealth Avenue. Works will involve changing the current split-level, overpass-underpass configuration into a more pedestrian and cyclist-friendly intersection by raising the road level on either side of Commonwealth Avenue. This process will require the delivery of approximately 60,000 cubic metres of fill.

It will provide improved level access for pedestrians and a wider range of transport modes between the CBD, City West, Acton and the Acton Waterfront. The project will improve the overall connectivity and amenity of our city precinct and make it easy for people to move around by foot, bicycle or car. Amenity of the local area will be further improved by landscaping, with new trees to be planted along London Circuit's eastern verge.

Raising London Circuit is still undergoing detailed design.

**Q: How long will construction on raising London Circuit take?**

A: The raising of London Circuit is expected to take up to two years.

**Q: When will construction start on raising London Circuit?**

A: Subject to procurement and approvals, works are expected to begin in 2022.

**Q. How will traffic be disrupted to raise London Circuit/ 2A?**

A: The works are complex. MPC will work closely with TCCS and its delivery partner to identify those likely to be most impacted and appropriately manage traffic disruptions.

**Q: When will London Circuit close for construction and then reopen?**

A: The works are complex and details on timing are not yet available. Timeframes are subject to approvals and procurement processes. Construction is however expected to start within 12 months.

**Q: Will you compensate business for disruptions?**

A: As was the case during Stage 1 of Canberra Light Rail, we will work closely with and provide the necessary support to businesses during construction. Consistent with Stage 1 it is not the ACT Government's intention to provide compensation.

**Q. What impacts should I expect?**

A. The area between Alinga Street and Commonwealth Park is a hub for government agencies, residents, local business and universities. There will be construction impacts to the people who live, work and use this area, as well as for the people who travel across the lake via foot, bike, bus or car. We are carrying out investigations using existing data and surveys to better understand the area and the impacts (negative and positive) during construction. We are also engaging with government agencies and communities to share information and gather feedback about the design.

At different times throughout the construction program, we expect works will cause some traffic disruptions to the adjoining road network, plus localised impacts including dust, vibration and noise. Advance notification of disruptive work will always be provided well in advance of activities starting. We are committed to working closely with the community to identify and ease impacts wherever possible.

**Q. Has the community been engaged to provide feedback?**

A. The project team has been actively engaging with other ACT Government agencies, special interest groups and the general community since 2019 to better consider cumulative project impacts, plans for the area and the needs of businesses and residents. This engagement included consultation with businesses in late 2019 to gain a better understanding of logistics and operations to inform construction programs and reduce or mitigate construction impacts where possible.

In May 2021, we will be in the community asking for feedback about the project and engaging with business in the area to better understand their operations and potential impacts/opportunities relating to the project.

**Q. How can I have my say?**

A. We are currently undertaking an Environmental Assessment process for Stage 2A, which will include significant stakeholder and community engagement to understand the current use of the area and any concerns around the project. This process actively seeks to engage with a range of potentially impacted stakeholders including government agencies, industry, peak bodies, businesses and the community.

We want to hear from local community, businesses, employees and visitors to understand the area as well as potential opportunities and concerns.

To provide your feedback about the project, or to arrange a time to meet with the project team, call 1800 956 409, email [lightrailtowoden@act.gov.au](mailto:lightrailtowoden@act.gov.au), or visit [yoursay.act.gov.au/light-rail-to-woden](https://yoursay.act.gov.au/light-rail-to-woden).

To stay informed about upcoming consultation opportunities, [click here](#) to sign up to project updates.

**Q: How is Canberra Light Rail supporting economic recovery?**

A: Light Rail is one of several construction projects that will stimulate economic growth for the region, helping to keep the pipeline of construction activity flowing as Canberra recovers from the ongoing impacts of COVID-19. This has been recognised by the Federal Government who has contributed \$132.5 million in co-funding for the project.

In partnership with our technical design adviser and other suppliers, we will be calling on the expertise and experience of Canberra's local design and construction workforce to help us deliver light rail and other related essential infrastructure - creating more jobs and supporting the Territory's economic recovery.

**Ministerial talking points**

- The Request for Tender for Light Rail Stage 2 Technical Advisor was released to market on the 12 January 2021. Four tenders were received including from the Design consultant that has worked on previous phases of the Light Rail Project, Arup.
- After a competitive tender process and extensive evaluation, AECOM has been appointed and will replace Arup as the Project Design and Technical Advisor for the next stage of the Canberra Light Rail Project. This is a significant milestone for the Project as the Technical Advisor is key to developing design, obtaining approvals, providing project assurance and safety assurance for the project.
- All four tenderers have been informed of the tender outcome and de-brief meetings have been offered to unsuccessful tenderers.
- AECOM and its locally based partners, COX and Canberra Town Planning, will lead the project design process for Canberra Light Rail Stage 2A and Stage 2B.
- AECOM will also provide ongoing independent technical advice throughout construction to ensure all work meets the highest standards.
- AECOM, COX and Canberra Town Planning collectively bring 168 locally based resources to support the project. These resources will be utilised as required across the full lifecycle of the project.
- The Contract was executed on 13 April 2021 and will be lodged on the ACT Notifiable Contracts Register within 21 days of that date.
- The contract runs until June 2025 with options for further extension.
- We look forward to working with AECOM to bring the design for Canberra Light Rail Stage 2A and 2B to life.

## FAQ

### **Q: How much is the contract for the Project Design and Technical Advisor worth?**

It is expected that the total value of the work to undertake the design of LRS2A and LRS2B could be up to \$93 million over the contract term of 5 years. This reflects the size of the Light Rail Stage 2 project and is a relatively small component of the total project value.

The ACT Government is not bound to spend up to the full value of the contract. In this respect:

- Works will only be undertaken under individual 'work orders' under the contract. These will be agreed from time to time as the project progresses;
- 'Work Orders' will be entered into progressively as the project passes through various milestones, such as receiving planning approvals and starting on Stage 2B; and
- The ACT Government can terminate the contract at any time.

The design development and investigations in the context of the environmental and planning approvals required for Stage 2A and Stage 2B is a significant undertaking, with Stage 2B approvals requiring a full Environmental Impact Statement assessment process as well as developing the design to a level that will obtain the approval of both Houses of the Federal Parliament.

The ACT Government is getting on with the job of delivering the Light Rail Stage 2 Project and the appointment of its Project Design and Technical Advisor under such a significant contract is further evidence that the Project is progressing at pace.

### **Q: Why did Major Projects Canberra go to market for a specialist designer?**

The procurement of specialist design consultants will ensure the final project design meets world class standards. It is standard industry practice for projects of this size to be designed by experts in the field. Major Projects Canberra undertook an open market procurement to attract Australia's leading light rail designers who can draw on the best mix of international and local experience.

### **Q: What does a technical advisor do?**

Technical Advisors provide engineering design, environmental investigations, planning and safety advice on technical matters across the full breadth of the project. They are essential advisors required to develop the project through design progression, provide project assurance and minimise risk as the project is developed through to the procurement phase.



Following the procurement of a partner to construct the project the Technical Advisor retains oversight of the project to ensure that the technical aspects of the project are complied with in a manner that ensures that the Territory's objectives are achieved.

**Q: Why have we changed providers?**

The previous Technical Advisor contract for Light Rail Stage 2 was signed in 2017. Since that time there have been changes to the project and the Australian infrastructure market. To ensure that that Territory was obtaining the best the current market has to offer as we progress the next Stage of the Light Rail Project, the Territory undertook a competitive tender process. The decision to appoint AECOM was the result of a rigorous and transparent evaluation process and is no reflection on the previous work provided by the previous technical advisor on the Light Rail Project.

**Q: What work will be undertaken in near term?**

In the coming months, MPC will be working closely with AECOM to develop the project designs (incorporating the engineering and approvals requirements) for early utilities work, raising London Circuit, Light Rail Stage 2A and the Environmental Impact Statement studies for Stage 2B, with a view to submitting the Works Approval and Development Approval for the LRS2A Project later this year.

## ADVISORY NOTE

Minister for Transport and City Services and Minister for Skills

<b>Subject</b>	Major Projects Canberra – Communications and Engagement 2021 Forecast
<b>Critical Date</b>	In the normal course of business
<b>Chief Projects Officer</b>	Duncan Edghill      14/05/2021
<b>Executive Branch Manager, Governance and Ministerial Services</b>	Nikki Pulford      14/05/2021

### Minister's office question/s:

Your office has requested information on the proposed forward looking communications and engagement activities to be led by Major Projects Canberra (MPC) in relation to your portfolio responsibilities.

### Response

MPC has been working on a 2021 forecast of communications and engagement opportunities and activities across all projects and initiatives. At [Attachment A](#) is a forecast for projects and initiatives relating to your portfolio responsibilities that outlines media opportunities, engagement activities and communications content and collateral for launch or distribution.

This draft forecast document is a working document. It will be amended as needed and updated regularly to reflect the priorities of the government and MPC projects.

The purpose of this forecast document is to:

- Provide visibility and opportunity for input from all key stakeholders on upcoming communications and engagement activity; and
- To ensure communications and engagement across the MPC portfolio is planned and coordinated across government and all minister's offices.

The MPCs communications team will generally update the document fortnightly, or as requested/needed.

MPC's Senior Director of Communications and Engagement will provide your office with an updated version fortnightly (Monday) for ongoing review, discussion and agreement on upcoming content.

**Noted / Please Discuss**

**Chris Steel MLA**  
**Minister for Transport and City Services and Minister for Skills**

..../..../....

## COMMUNICATIONS AND ENGAGEMENT FORECAST

### Major Projects Canberra

Light rail

CIT Woden

## Disruption

**To December 2021**

## MEDIA OPPORTUNITIES

DATED	PROJECT		TYPE	DESCRIPTION	SUPPORT EVENTS/ ACTIVITIES VISUALS/ MATERIALS/ MESSAGING	STATUS	MINISTER
Thursday 20 May	Light rail	Disruption Taskforce	Event/media release	Launch of website/ virtual consultation room + business and industry engagement commences	- Industry briefings (utility works) - Business engagement - New project website - Virtual engagement room - Interactive map and fact sheets - OC content	Proposed	Steel
Out of Scope							
Out of Scope							
June	Light Rail	Disruption Taskforce	Event/media release	Canberrans support light rail for our city's future (Stollznow) +	- Images and quotes from CRG members	Proposed	Steel

				<b>Light Rail to Woden Community Reference Group</b> is representing Canberrans on Light Rail to Woden. Government is working with the group to better understand community needs.	<ul style="list-style-type: none"> <li>- Infographic showing key findings from Stollznow research</li> <li>- CRG contact</li> </ul>		
Out of Scope							
July	Light Rail	Disruption Taskforce	Event/media release	<b>Community consultation for Stage 2A – statutory engagement to progress planning approvals</b> <ul style="list-style-type: none"> <li>- Why are we consulting?</li> <li>- What you can have your say on?</li> <li>- Why we need community input?</li> <li>- What's important?</li> <li>- Attend an information session</li> </ul>	<ul style="list-style-type: none"> <li>- Fact sheet</li> <li>- Benefits graphic</li> <li>- Minister attending community information session</li> </ul>	Proposed	Steel/ Barr
July	Light rail		Event/ Media release	<b>Update on the Golden Sun Moth - Offset credits and translocation program</b>	<ul style="list-style-type: none"> <li>- Fact sheet</li> <li>- Minister participates in translocation program</li> </ul>	Proposed	Steel
August	Light rail	Disruption Taskforce	Event/ Media release	<b>early works/utility works start</b> Project team preparing to get out on site to relocate utilities	<ul style="list-style-type: none"> <li>- On site activity TBC</li> </ul>	Proposed	Steel
August	Light Rail/TCCS	Disruption Taskforce	Event/media release	<b>Sandford Street stop operational</b>	<ul style="list-style-type: none"> <li>- MPC working with TCCS on schedule/ comms planning</li> </ul>	Proposed	Steel
Out of Scope							

September	Light Rail	Disruption Taskforce	TBC	Benefits/disruption campaign??	- Launch any new channels, creative, key messaging etc	Proposed	Steel
Out of Scope							
October	Light Rail	Disruption Taskforce	Event/media release	LR stage 2A submits planning approvals/planning approvals engagement	- TBC	Proposed	Steel
Out of Scope							
Q4 2021	Light Rail / RLC	Disruption Taskforce	Event/media release	Raising London Circuit request for tender	- TBC	Proposed	Steel
<b>ENGAGEMENT ACTIVITY</b>							
DATED	PROJECT		TYPE	DESCRIPTION	SUPPORT EVENTS/ ACTIVITIES VISUALS/ MATERIALS/MESSAGING	STATUS	MINISTER
Out of Scope							
Ongoing until July	Light rail	Disruption taskforce	Briefings, door knocking, information sessions	2A engagement (statutory engagement)	- Information about project, benefits, impacts. - Seeking feedback from community	In progress	Steel
Out of Scope							
June /July	Light rail		Stakeholder meeting	LR Community Reference Group meeting	TBC	In progress	Steel

Out of Scope						
Out of Scope						
Out of Scope						
COMMS/ OTHER						
DATED	PROJECT	TYPE	DESCRIPTION	SUPPORT EVENTS/ ACTIVITIES VISUALS/ MATERIALS/ MESSAGING	STATUS	MINISTER
Out of Scope						
May	Light rail	Digital content	New project website including a new virtual engagement room, interactive map and fact sheets.	Included in media event	Preparing	Steel
Out of Scope						

## Talking Points – Letter of Agreement, Canberra Metro Operations

- In April 2021, AECOM was appointed as the Light Rail to Woden Project Design and Technical Advisor.
- The procurement of specialist design consultants ensures the final project design meets world class standards. It is standard industry practice for projects of this size to be designed by experts in the field.
- Technical Advisors provide engineering design, environmental investigations, planning and safety advice on technical matters across the full breadth of the project. They are essential to development of the project through design progression, the provision of project assurance, and to minimise risk as the project is developed through to the procurement phase.
- The project has engaged Canberra Metro Operations to provide specialist input into the operations and constructability aspects of the design. Canberra Metro Operations will support AECOM to develop the project design so that it seamlessly integrates with the operations of the Stage 1 system, whilst minimizing disruption. Canberra Metro's input will minimise risks associated with the Raising London Circuit construction and the subsequent construction of LRS2A.
- Canberra Metro Operations is part of the Canberra Metro consortium contracted by the ACT Government to operate and maintain the Light Rail Stage 1 network for a period of 20 years. The consortium is comprised of UGL and John Holland in partnership with Deutsche Bahn Engineering and Consulting.
- A signed letter of agreement between Canberra Metro Operations and Major Projects Canberra has been executed to outline the scope of work and collaborative approach for the design of light rail from the City to Commonwealth Park.
- The letter of agreement will enable the design review to start as soon as possible.
- The letter of agreement is required to be lodged on the ACT Contracts register on 11 August 2021. The letter was submitted for uploading on the register on 9 August 2021.

**Other information – only if asked****Q: What is the cost associated with the letter of agreement?**

The letter of agreement is capped at \$1 million and is within the light rail project budget.

**Q: Where am I able to find details of the letter of agreement and upcoming future packages of work?**

This letter of agreement will be published on the Contracts Register. You can sign up for updates on our project website [here](#).

**Q. What is the Territory gaining from the letter agreement with CM?**

CMET is being engaged to ensure that the design integrates seamlessly into the existing LRS1 system and can be delivered in a manner that minimises any disruption to the existing Service.

CMET as the operator of the current system can provide operational insight into the design to ensure that the Canberra Light Rail remains world class and incorporates up to date operational improvements.

AECOM will not be designing the Depot as it will be handed over to CM shortly.



## Major Projects Canberra

UNCLASSIFIED

<b>To:</b>	Minister for Transport and City Services	Tracking No.: 21/80291
<b>Date:</b>	3 September 2021	
<b>Through</b>	Chief Projects Officer, Major Projects Canberra	
<b>From:</b>	Ashley Cahif, Light Rail Project Director, Major Projects Canberra	
<b>Subject:</b>	Light Rail Sustainability Policy	
<b>Critical Date:</b>	7 September 2021	
<b>Critical Reason:</b>	To meet the Infrastructure Sustainability Council of Australia requirements for an IS Rating for the Light Rail Project, the Light Rail Sustainability Policy must be approved and published on the Light Rail website prior to October 2021.	

## Recommendations

That you:

1. approve the Light Rail Sustainability Policy at Attachment A;

 **Approved / Not Approved / Please Discuss** 

2. agree to the publication of the Light Rail Sustainability Policy on the light rail digital engagement portal; and

 **Agreed / Not Agreed / Please Discuss**

3. note the information contained in this brief.

 **Noted / Please Discuss**

Chris Steel MLA .....  ..... 7./9./21

Minister's Office Feedback

CC Minister Rattenbury

## Background

1. The ACT Climate Change Strategy (2019-2025) requires all projects over \$10 million to undertake an independent sustainability rating.
2. Consistent with the approach of Stage 1, the Project Team determined an IS Rating, certified through the Infrastructure Sustainability Council of Australia (ISCA), as being the most appropriate for the Project.
3. The Environmentally Sustainable Infrastructure (ESI) Working Group (a cross-Directorate group chaired by the ACT Chief Engineer with representation from Across Government) confirmed the light rail project should undertake an Infrastructure Sustainability (IS) rating, certified through ISCA.
4. Stage 1 of the Canberra light rail (Stage 1) achieved a 'Leading' IS rating, which set the standard to be achieved by successive stages of light rail in Canberra.
5. The Raising London Circuit (RLC) project and Light Rail City to Commonwealth Park (Stage 2A) project have committed to the achievement of a 'Leading' IS Rating. To achieve this the project has signed an IS Ratings Agreement for the combined RLC and Stage 2A project, committing to an IS rating through ISCA, which is being implemented by the Major Projects Canberra (MPC) and the AECOM project team.
6. It is critical that the project adopts a clear and robust policy to guide the project to achieve positive sustainability outcomes to enable a 'Leading' IS rating, consistent with the outcomes from Stage 1.
7. A key requirement of the IS rating is to establish sustainability commitments to:
  - a. promote the achievement of environmental and sustainability outcomes; and
  - b. address potential negative environmental, social, and economic impacts.
8. These commitments are embedded into sustainability targets and reflected in project contracts. The simplest way to establish sustainability commitments is to embed them into a Sustainability Policy.

## Issues

9. The project team has developed a Policy ([Attachment A](#)) which supports all actions and implementation requirements from relevant policy and legislation and guides the achievement of sustainability goals for the project.
10. A single IS rating is being sought for the RLC and Stage 2A projects. This IS rating will likely form part of a "program rating" that aggregates the scores of all light rail stages to provide an overall sustainability rating.
11. The Policy has been prepared to address ISCA requirements and guide the project to ensure consistency with relevant ACT Government policies. The Policy is comprised of a vision statement, sustainability themes, and high-level commitments against each theme.

12. The Policy has been developed and implemented as a project level policy and should not be labelled as an MPC or ACT Government level policy, as it only informs light rail project activities, not Whole of Government or MPC activities.
13. The Policy provides a framework for setting sustainability targets, raising initiatives and for tracking and reporting progress.
14. ISCA requires the policy to be in place for the entire duration of the IS Rating. The IS Rating for the RLC and Stage 2A project commenced in April 2021. An 'establishment period' of between three to six months is allowed to establish management systems, including the sustainability commitments. The draft Policy is being used to guide project development but must be formally adopted prior to the end of the establishment period and should be in place prior to submitting Works Approval in September, to fully enable the credits being sought to be awarded.

### **Financial Implications**

15. Nil.

### **Consultation**

#### Internal

16. Light rail project team: Policy circulated to MPC project team and AECOM for input which was endorsed by MPC technical leads.

#### Cross Directorate

17. ESI Working Group: Policy circulated to participants and tabled at meeting on 19 July 2021 for discussion and endorsement.
18. Environment, Planning and Sustainable Development Directorate (EPSDD): The Policy has been developed in consultation with officers at EPSDD. Endorsement received from Geoffrey Rutledge, Deputy Director-General, Sustainability and the Built Environment (EPSDD).
19. The Light Rail Project Board noted the Sustainability Policy on 30 August 2021.

#### External

20. ISCA: The themes identified in the Policy have been presented to ISCA as part of kick-off meeting for the sustainability rating of the RLC and City to Commonwealth Park Projects.

### **Benefits/Sensitivities**

21. Provides clear direction on relevant ACT Government policies related to sustainability.
22. Completes a fundamental ISCA requirement necessary for the project to achieve an IS Rating.
23. Provides a framework for targets to be set, initiatives to be raised and progress to be reported against, that is not confined to the ISCA credits, i.e., has benefits beyond the narrow application of the ISCA sustainability rating process.

**Communications, media and engagement implications**

24. ISCA requires the sustainability commitments, or Sustainability Policy is made freely available to the general public. The Policy is therefore proposed to be published on the MPC Light Rail Website and the on the light rail digital engagement portal.

Signatory Name: Ashley Cahif

Phone: x51212

**Attachments**

Attachment	Title
Attachment A	Light Rail Sustainability Policy

# LIGHT RAIL SUSTAINABILITY POLICY

39



**ACT**  
Government

Major Projects Canberra

## SUSTAINABILITY VISION

Deliver the inherent sustainability benefits of light rail and seek opportunities to enhance the social, economic and environmental outcomes for the community, through all stages of the project lifecycle.



### LEADERSHIP

- Achieve a sustainability rating and share project and sustainability knowledge with other projects and organisations.
- Procure sustainably by considering economic, social and environmental aspects in the procurement process.



### ENERGY & CARBON

- Incorporate elements into the Project activities, which seek to minimise energy demand and support energy efficient construction and operations.
- Minimise the lifecycle carbon footprint by implementing emissions reduction measures.



### RESILIENCE & CLIMATE CHANGE ADAPTATION

- Incorporate adaptation measures that ensure the Project activities are resilient to the effects of acute shocks and chronic stresses including climate change.



### SOCIAL

- Respond to the needs of the community and implement initiatives that enhance community health, wellbeing and safety, through effective stakeholder and community engagement.
- Develop capabilities and skills of the local workforce and drive positive diversity and inclusion outcomes.



### URBAN DESIGN

- Identify and implement urban design strategies to facilitate the sustainability of public space, through consideration of landscape, materials, facilities and accessibility.
- Demonstrate climate-wise planning and response to heat island effect by incorporating living infrastructure components through urban sensitive design.



### MATERIALS & WASTE

- Reduce materials use and minimise embodied carbon and lifecycle environmental impacts through incorporation of recycled and recyclable materials and avoiding materials that contain environmentally degrading substances.
- Minimise the generation of waste and maximise resource recovery, recycling and beneficial reuse of goods and materials.



### ENVIRONMENTAL DISCHARGE

- Target zero pollution incidents and identify and implement initiatives to mitigate environmental discharges (including light, noise, vibration, water and airborne emissions).
- Maintain and enhance the quality of the existing receiving environment as a result of carrying out the Project activities.



### LAND USE & BIODIVERSITY

- Minimise clearance of native vegetation and regulated trees, especially mature native trees and where possible avoid areas that include protected species and ecological communities.
- Enhance ecological value through implementing restorative actions.



### WATER

- Avoid or reduce water use, improve water efficiency and implement feasible water savings opportunities with the objective of replacing potable water sources with non-potable water, and minimising discharge to sewer.



### HERITAGE

- Identify and implement initiatives that enhance Aboriginal and non-Aboriginal heritage values, and minimise heritage impacts.



We acknowledge the Traditional Custodians of the ACT, the Ngunnawal people. We acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

*Ashley Cahif*  
**Ashley Cahif**

Project Director, Light Rail  
Major Projects Canberra

## ADVISORY NOTE

### Minister for Transport and City Services

<b>Subject</b>	Low and zero emissions construction materials for light rail to Woden	
<b>Critical Date</b>	Friday, 17 September 2021 – Required before next meeting between Minister Rattenbury and Minister Steel.	
<b>Deputy Chief Projects Officer</b>	Shaun Strachan	08/09/2021
<b>Project Director, Light Rail</b>	Ashley Cahif	08/09/2021
<b>Executive Branch Manager, Governance and Ministerial Services</b>	Nikki Pulford	08/09/2021

### Minister's question/s:

1. How can we prioritise low and zero emissions construction materials for the project?
  - a. Are there best practice projects we can learn from?
  - b. Are there opportunities to support local innovation and attract local investment?
2. Will estimated scope 3 emissions from the project be made publicly available?
3. What scope might there be for using offsets for the project?

### Response

1. How can we prioritise low and zero emissions construction materials for the project?

The Stage 1 Canberra light rail project (Stage 1) achieved a 'Leading' infrastructure sustainability rating and achieved a 30 per cent reduction in construction emissions. Any residual emissions during the construction phase were offset to achieve zero net carbon emissions for construction, across scope 1 and 2 emissions. These achievements have set the benchmark for projects associated with light rail to Woden (the Projects).

Low and zero emissions construction materials are being prioritised on the Projects through the procurement and design development activities.

Major Projects Canberra (MPC) identified sustainable materials and a net zero emissions target as key outcomes as part of the tender process for engaging a technical advisor for the Projects. Materials selection and emissions reduction targets will be reflected in the procurement of the main works.

The Light Rail Sustainability Policy (The Policy) was recently endorsed by the Light Rail Project Board and the Minister for Transport and City Services. It will guide design development to priorities outcomes such as low and zero emissions construction materials. The Policy includes commitments against sustainability themes, including several that relate to low emissions construction materials. The project is establishing sustainability targets against the themes and commitments in The Policy.

The targets include net zero emissions across construction and operations for scope 1 scope 2 emissions. This will be achieved through emissions reduction initiatives and addressing residual emissions through purchasing of carbon offsets or an equivalent investment initiative (discussed below under Q3). The Projects will report on and target a 30 per cent reduction in scope 3 emissions from a baseline model. Reduction in scope 3 emissions will be achieved through material reductions and substituting recycled or low embodied energy materials.

MPC is also aware of the role of Designated Major Projects such as light rail, in implementing ACT Government policies regarding sustainability. The Projects will continue to engage with ACT Government Working Groups and Environment Planning and Sustainable Development Directorate (EPSDD) to ensure consistency with these policies. MPC is currently reviewing the recommendations from a report on scope 3 emissions, prepared by the ACT Commissioner for Sustainability and the Environment. The Projects will support the implementation of these recommendations, including reporting on scope 3 emissions, and implementing sustainable procurement principles.

1a) Are there best practice projects we can learn from?

The Projects will continue to leverage off the achievements from Stage 1, and the collaboration of key stakeholders within the ACT and broader construction industry.

MPC has commissioned a technical report on sustainable materials, which considers opportunities for the project to implement sustainable materials, including reducing materials and incorporating recycled materials. The technical report will draw on best practice in the ACT and other jurisdictions. The project will engage with the Transport Canberra and City Services led Recycled Content Working Group to share findings and gain insight on current local capabilities to support innovation in this area.

1b) Are there opportunities to support local innovation and attract local investment

MPC is committed to developing the capabilities and skill of the local workforce. A Sustainability Initiatives Workshop was held in May 2021, which highlighted an opportunity to support local innovation and investment through developing supply chain capabilities for sustainable and recycled materials. MPC will continue to engage with the ACT Government and industry stakeholders to develop these opportunities. This will be reflected in the Local Industry Participation Plan.

A light rail procurement strategy is being developed to highlight the commitment to sustainable procurement, the local workforce, and to positive diversity and inclusion outcomes. This will refer to and align with existing ACT Government procurement policies and guidelines.



2. Will estimated scope 3 emissions from the project be made publicly available?

The environmental assessments for the Projects include a greenhouse gas (GHG) assessment. These model the scope 1, 2 and 3 energy consumption across the operational life of the project. This is based on assumptions that are refined throughout design development. The GHG Assessment is planned to be made publicly available as part of the planning approval public exhibition.

3. What scope might there be for using offsets for the project?

The Projects will address residual emissions through purchasing of offsets or through an alternative approach of investing the social cost of carbon in measures to further reduce emissions outside of the Project activities. An alternative approach would need to be facilitated by EPSDD and endorsed by the Infrastructure Sustainability Council.

Stage 1 of Canberra light rail used purchased carbon credits to offset residual emissions, under the National Carbon Offset Standard. This allowed for low cost overseas offset to be purchased. Any carbon offsets purchased for the projects would aim to address the shortfalls of these low-cost offsets, such as through requiring Australian offsets or through a minimum value per tonne that considers the social cost of carbon identified in the ACT Climate Change Strategy.

  
**Noted / Please Discuss**  


Chris Steel MLA  
Minister for Transport and City Services

Cc Minister Rattenbury 



<p><b>What is government's involvement/interest?</b></p>	<p>In August 2020 the Auditor General wrote to Major Projects Canberra (MPC) advising that a performance audit on the economic analysis associated with the Canberra Light Rail Stage 2A (LRS2A) Business Case would be conducted as part of the 2020-21 audit program.</p> <p>The objective of the audit was to provide an independent opinion to the Legislative Assembly on the effectiveness of the economic analysis.</p> <p>The audit did not purport to review the merit of government decisions relating to Canberra Light Rail or MPC's procurement processes.</p> <p>The Performance Audit Report has now been provided to the Speaker for tabling in the Assembly. The report contains three separate recommendations.</p> <ol style="list-style-type: none"> <li>1. MPC should review and update the economic analysis associated with LRS2A and make publicly available the revised and updated economic analysis in an updated Stage 2A Business Case.</li> <li>2. As part of the revised and updated and publicly available economic analysis for LRS2A, MPC should explicitly identify the nature of the development costs and benefits associated with the project</li> <li>3. Chief Minister, Treasury and Economic Development Directorate (Treasury), in cooperation with MPC and Transport Canberra and City Services, should develop a Benefits Realisation Plan for LRS2A.</li> </ol>
<p><b>Why are we communicating on this issue?</b></p>	<p>The release of this report may generate some stakeholder and media interest on the merit of the economic and benefits analysis used to justify the business case for light rail.</p>
<p><b>Purpose of this plan</b></p>	<p>Is to provide holding lines and key messages on the government's intention to consider the recommendations, and to reinforce light rail as a city-shaping project and not driven by a single benefit-cost ratio for Stage 2A.</p>

## Key Messages

### Process

- A performance audit of the economic appraisal conducted in 2019 for LRS2A has been undertaken by the Auditor-General.
- The ACT Government welcomes the audit and will consider the three recommendations within the report.
- The audit was limited in scope to the project's economic appraisal and did not review the merit of the government's decisions relating to Light Rail or the procurement processes.

### Economic Analysis

- The ACT Government has been very transparent on economic analysis conducted in 2019 into the LRS2A project. The benefit cost ratio for LRS2A – which of course only includes the first three stops to Commonwealth Park - was published in the 2019 business case. [Note: this analysis demonstrated a benefit cost ratio of 0.6].
- The ACT community has already seen plenty of economic debate around light rail. Before Light Rail Stage 1 we saw different economists with different views. With the opening of the first stage of Light Rail to Gungahlin, what we've seen is that light rail in Canberra delivers so much more than simply dry economic debate.
- Light rail is a city-shaping project and not driven by a single benefit-cost ratio. As Stage 1 has demonstrated in real life, it delivers an attractive form of transport, it helps promote urban rejuvenation, and it creates jobs.
- It's not just the ACT Government that recognises the merits of LRS2A. The Commonwealth Government also committed \$132.5m to the project earlier in the year.

### Cost

- We will release updated cost estimates in the future. We're not going to do it now as we are undertaking procurement. We don't want to show our hand and possibly put ourselves in a challenging negotiating position with the market.
- There are some economic costs set out in the audit report. The way that industry standard economic analysis is carried out means that those figures are lower than what we expect actual costs to be.
- COVID-19 of course will place cost and program pressures on the project, as it is with all projects across Australia.

### Other Notes

- LRS2A is difficult. It goes through the heart of our city. But it is essential we build Stage 2A as it is a necessary step to building light rail to Woden and indeed a necessary step in building our whole light rail network.
- We are getting on with the job and delivering stage 2A now, while continuing to progress the Commonwealth approvals process for the remainder of the route to Woden.

## **FAQs**

### **What is Light Rail Stage 2A (City to Commonwealth Park)?**

Canberra Light Rail Stage 2A will deliver Canberrans a convenient new transport option from Alinga Street to Commonwealth Park, providing a greater connection between the city and the lake.

Linking with Canberra Light Rail Stage 1, it will include three new stops, extend the light rail network by 1.7 kilometres and raise London Circuit to enhance the amenity and connectivity of the city.

Key features include:

- three new stops at Edinburgh Avenue, City South and Commonwealth Park;
- 1.7 kilometres of double track;
- an integrated ticketing system;
- five new light rail vehicles to service the route;
- wire-free track design;
- 100 per cent renewable energy powering operations; and
- traffic signalling, road improvements and tree plantings.

#### **Where are the stops located?**

Edinburgh Avenue: The Edinburgh Avenue stop will service residents and major businesses in the area, along with the Australian National University.

City South: The City South stop will provide connection to the waterfront and New Acton.

Commonwealth Park: The Commonwealth Park stop for Stage 2A will be built adjacent to Commonwealth Park, offering a convenient way to reach lakeside events, attractions and parks.

#### **What is a benefit-cost ratio?**

Is an indicator showing the relationship between the relative costs and benefits of a proposed project, expressed in monetary or quantitative terms. If a project has a BCR greater than 1.0, the project is expected to deliver a positive net present value.

#### **What are the expected benefits of the project?**

Stage 2A is a crucial project for the future of Canberra's integrated transport network and the future extension of Canberra light rail to Woden. Immediate benefits will include:

- improved accessibility between the City and Lake Burley Griffin;
- improved connectivity between employment, education, residential and business precincts;
- improved efficiency across the network with the introduction of five new light rail vehicles; and
- improved reliability for commuters and less road congestion.

#### **Who is funding the project?**

The project is jointly funded by the ACT Government and the Australian Government.

#### **What is the cost of 2A?**

The ACT Government does not plan to release costs ahead of the Stage 2A procurement process due to commercial sensitivities associated with the procurement.

#### **When will you release the cost of 2A?**

When it is appropriate to do so after the procurement process is complete. This is common practice and will assist the ACT Government to achieve the best outcome possible in commercial negotiations.

**When will you release the 2A business case?**

Business case materials were released in 2019.

Cabinet will consider how and when the full business case is released.

To achieve the best outcome possible, it has not been appropriate to provide all business case materials ahead of procurement and contract negotiations.

**When will there be a business case for 2B?**

A business case for stage 2B will be considered in the future once the Commonwealth planning processes are further progressed.

The business case released by the ACT Government in 2019 included an economic appraisal of Stage 2 (i.e. stages 2A and 2B) and demonstrated a BCR of 1.0.

**Will the project be delivered for the capital cost of \$162m for Stage 2A (and \$960m for all of Stage 2)?**

No. These figures are the economic cost for the purposes of the cost benefit analysis. These are not the nominal capital cost for the works themselves. The actual costs of the project will be higher.

The economic costs are presented on a present value basis, discounted at the 7% to 2019 dollars.

The actual cost of the project instead is inclusive of appropriate contingency to provide an estimated outturn cost and price escalation across the construction period.

The estimated nominal cost estimates were included in the business case and formed part of the ACT Government's decision to proceed with Stage 2A. However, these are not referenced in the performance audit report given procurement activities are continuing and these remain commercially sensitive.

**Why didn't the costs include those costs associated with wire free running?**

The scope of works excluded these costs in the 2019 business case as wire free running was not an explicit Commonwealth requirement at that time.

The estimated additional costs of wire free running (and retrofitting the existing LRV fleet to enable wire free operations) were, however, separately included within the business case itself 'below the headline' estimate.

**Why does the economic analysis for light rail Stage 2A include benefits from the development of Acton Waterfront?**

The benefits of Stage 2A are weighted toward city shaping (land use) and wider economic benefits. This is unsurprising given the relatively short 1.7km extension to Commonwealth Park, but with three light rail stops adjacent to City Hill, the Acton Waterfront and West Basin.

The approach taken by the ACT Government's economic advisers to quantify the 'city shaping' benefits within the Stage 2A business case included an assumption that development of the Acton Waterfront would be accelerated (by two years) compared to a 'base case' without the impetus of Stage 2A.

Light rail projects are a proven catalyst for urban renewal and development across the globe. This includes the corridor from Gungahlin to the City for Canberra Light Stage 1.

**Why did the business case include a 'blended' business cost ratio?**

MPC produced a 'blended' business cost ratio to give an indication of economic outcomes when Stage 1 and Stage 2A are considered together. Stage 2A is not being delivered in isolation of the broader light rail network and operations will extend from Gungahlin to Commonwealth Park.

This was in addition to – not instead of – the Stage 2A benefit cost ration set out in the business case. The ACT Government is comfortable it had all relevant information before it in approving the business case.

**Why hasn't a benefits management plan been prepared for Stage 2A?**

As with Stage 1, the benefits realisation plan for Stage 2A will be finalised once construction of the Stage 2A main works commences.

**Why didn't MPC obtain a single spreadsheet for the benefits cost ratio calculations?**

The Cost Benefit Analysis was undertaken on behalf of Government by EY, with the analysis supported by workstreams including Arup (technical and land use advice), Turner and Townsend (cost consulting) and Veitch Lister (transport modelling).

EY provided an Economic Appraisal Report for Light Rail Stage 2A setting out the methodology, parameters and results.

MPC *did* obtain relevant technical spreadsheets in relation to the capital, operating and maintenance cost estimates and Transport and Land Use benefit models.

**Why didn't the Stage 2A Business Case not include disruption costs during the construction period?**

The approach adopted for the cost benefit analysis (i.e. not including disruption costs within the quantified BCR) is consistent with accepted economic appraisal methodology and the approach used for Stage 1.

Objective Reference: 21/151046

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

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**Through:** Deputy Chief Projects Officer  
Project Director, Light Rail  
A/g Executive Branch Manager, Governance and Ministerial Services

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**From:** Chief Projects Officer

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**Subject:** Disruptive Light Rail Works

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**Critical Date:** Normal course of business

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- The Light Rail Construction Team met with the Enabling Works Contractor (Cord Civil) and Utilities Provider (TPG) on Monday, 13 December 2021.
- TPG has amended work initially planned for the week ending Friday, 17 December 2021 to be day works only with no further potentially disruptive works prior to Christmas anticipated.
- The remaining Utilities Works involve the installation of a pit outside of the boundary and the replacement of conduits within the basement. This will be done with minimal disruption and is anticipated to take half a day. These works will not affect residents. Commencement of these works are scheduled to be undertaken mid-January 2022.
- Cord Civil planned works through to January 2022 are outlined in **Table 1**.



Noted/Please Discuss

Chris Steel MLA  
Minister for Transport and City Services

17/12/21

**Table 1**

Contractor	Works	From	To	Description of works
<b>Cord Civil</b>	Commonwealth Ave Road crossing southbound	8pm, Friday, 17 December 2021	6pm, Sunday, 19 December 2021	Commonwealth Ave southbound reduced to one lane during the weekend. Nil night works.
	Commonwealth Avenue Road crossing northbound	8pm, Friday, 7 January 2022	6pm, Sunday, 9 January 2022	Commonwealth Ave northbound reduced to one lane during the weekend. Nil night works.
	Commonwealth Avenue Road crossing northbound	8pm, Friday, 14 January 2022	6pm, Sunday, 16 January 2022	Commonwealth Ave northbound reduced to one lane during the weekend. Nil night works.
	London Circuit Road crossing at Edinburgh Avenue	7am Monday, 24 January 2022	6pm, Friday, 28 January 2022	London Circuit south Edinburgh Ave intersection closed for week Monday to Friday. Nil night works.

Objective Reference: 22/11566

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

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**Through:** Deputy Chief Projects Officer  
Project Director, Light Rail  
A/g Executive Branch Manager, Governance and Ministerial Services

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**From:** Chief Projects Officer

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**Subject:** Light Rail Construction Works February 2022

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**Critical Date:** In the normal course of business

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- Cord Civil planned works through to February 2022 are outlined in **Table 1**.
- Recent engagement to support these works include:
  - Project notifications issued to nearby residents and businesses to inform of early works and traffic disruptions;
  - Virtual door knocking, and calls with follow up emails distributed to more than 90 stakeholders within the raising London Circuit footprint; and
  - Doorknocking with directly impacted businesses (100 metre radius of project footprint) to update stakeholder details and provide information about the raising of London Circuit, disruption impacts and encourage completion of a business disruption survey.



**Noted/Please Discuss**



**Chris Steel MLA**  
**Minister for Transport and City Services**

**17/2/22**



**Table 1**

Contractor	Works	From	To	Description of works
<b>Cord Civil</b>	Commonwealth Avenue Road crossing northbound	7am, Saturday, 12 February 2022	6pm, Saturday, 12 February 2022	Commonwealth Ave northbound reduced to one lane during the day. (Comms)
		7am, Saturday, 19 February 2022	6pm, Sunday, 20 February 2022	Commonwealth Ave northbound reduced to one lane during the weekend. (Asphalt) Nil night works.
		7am, Saturday, 26 February 2022	6pm, Sunday, 27 February 2022	Commonwealth Ave northbound reduced to one lane during the weekend. (Asphalt) Nil night works.
	Commonwealth Ave Road crossing southbound	7am, Saturday, 19 February 2022	6pm, Sunday, 20 February 2022	Commonwealth Ave southbound reduced to one lane during the weekend. (Asphalt) Nil night works.
		7am, Saturday, 26 February 2022	6pm, Sunday, 27 February 2022	Commonwealth Ave southbound reduced to one lane during the weekend. (Asphalt) Nil night works.
	Car Park Entry – London Circuit	19, 20 or 27 February 2022	19, 20 or 27 February 2022	One shift to finalise asphalting.

Objective Reference:22/32236

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

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**Through:** Deputy Chief Projects Officer, Major Projects Canberra  
Project Director, Light Rail  
Executive Branch Manager, Governance and Ministerial Services

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**From:** Chief Projects Officer, Major Projects Canberra

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**Subject:** Light Rail Construction Works April 2022

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**Critical Date:** In the normal course of business

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- For your information, light rail planned construction works for April 2022 is outlined in **Table 1** of this Advisory Note. These dates may be subject to weather and the successful completion of preceding works.



**Noted/Please Discuss**

- For your approval, the light rail construction lookahead for April 2022 is provided at **Attachment A**. Any significant unexpected works not included in the monthly look-ahead will still be notified to impacted stakeholders through the normal works notification process. Once approved, the look ahead will be published on the Light Rail website, letterbox dropped to nearby residents and neighbours, and emailed to the subscriber list.



**Approved / Approved with edits /Please Discuss**



**Chris Steel MLA**  
**Minister for Transport and City Services**

6/4/22  
....../....../....

**Table 1**

Contractor	Works	From	To	Description of works
Cord Civil	London Circuit and Edinburgh Avenue intersection.	4 April 2022 (TBC) (2 weeks in April)	14 April 2022 (TBC)	<p>Road crossing for telecommunication conduits.</p> <p>Continuous full road closure of London Circuit on southern side of Edinburgh Avenue.</p> <p>Slip lane from Commonwealth Ave northbound to London Circuit northbound is closed.</p> <p>NW cloverleaf loop road is open.</p> <p>Slip lane from London Circuit east to Commonwealth Ave southbound is open.</p> <p>Access to QT Hotel is maintained and detour map has been made and supplied for guests. (Contact has also been made with BreakFree Capital Tower)</p> <p>Nil night works.</p>
	Commonwealth Avenue Road northbound	6am Saturday, 2 April 2022	6pm Sunday, 3 April 2022	<p>Commonwealth Avenue northbound reduced to one lane during the weekend. Traffic control and pedestrian management will be in place.</p> <p>Sensitive receivers in the area have been informed of additional working hours.</p> <p>(Asphalt)</p> <p>Nil night works.</p>
	Commonwealth Avenue southbound	6am Saturday, 2 April 2022	6pm Sunday, 3 April 2022	<p>Commonwealth Ave southbound reduced to one lane during the weekend. Traffic control and pedestrian management will be in place.</p> <p>(Asphalt)</p> <p>Nil night works.</p>
	Car Park Entry – Corner of London Circuit and Constitution Avenue	6am, Sunday 3 April 2022	6pm Sunday, 3 April 2022	<p>Partial closure of London Circuit – Constitution Avenue Carpark entry. Traffic control and pedestrian management will be in place.</p> <p>(Asphalt)</p> <p>Nil night works.</p>

<b>Landmark</b>	LRS2A route along Northbourne Avenue between Alinga Street and London Circuit, along London Circuit between Northbourne Avenue and Commonwealth Avenue, and along Commonwealth Ave between Vernon Circle and Lake Burley Griffin.  May also include Parkes Way.	Throughout April 2022	April 2022	Utilities potholing investigations and surveying will be undertaken. These investigations will involve minor excavation works, survey pickup and surface reinstatement. Traffic control and pedestrian management will be in place.  Will include night works.
<b>AECOM</b>	Northern verge of the eastbound carriageway of Parkes Way, to the east of Parkes Way pedestrian footbridge into Acton Park.	Throughout April 2022	April 2022	The investigations for water bore will involve drilling to investigate and confirm the underground conditions and if this is suitable to be utilised for the future irrigation for the landscaping on Commonwealth Avenue. Traffic control and pedestrian management will be in place.  Nil night works.
<b>TPG</b>	Along London Circuit between Farrell Place and Edinburgh Avenue.	Throughout April 2022	April 2022	TPG will be continuing trenching works along London Circuit from Farrell place. Excavation, conduits and pits installation reinstatement of verge and road pavements.  Nil night works.
<b>ICON Fibre</b>	Along London Circuit between Farrell Place and Edinburgh Avenue.	Throughout April 2022	April 2022	Works include minor remediation works to existing assets.  Nil night works.
<b>Optus (Civil)</b>	Edinburgh Ave Verge & along Marcus Clarke St to Parkes Way	Throughout April 2022 (TBC)	April 2022 (TBC)	Works include conduits installation in the verge on Edinburgh Ave, along Marcus Clarke St to Parkes Way. Will be undertaken via directional drilling where possible to minimise disruption and disturbance of the areas.  Nil night works

# Light Rail to Woden Construction Update

Monthly Look Ahead for April 2022



**ACT**  
Government



The ACT Government is building light rail to Woden to help make Canberra a more connected, sustainable, and vibrant city. This construction look-ahead provides a summary of expected activity in the work zones for the month ahead.



## Construction update – early works on Raising London Circuit

Utility relocations are being delivered in four stages and involve moving watermain and communications utilities from their current position along the southern portion of London Circuit, to a new alignment via Constitution Avenue, Vernon Circle and Edinburgh Avenue.

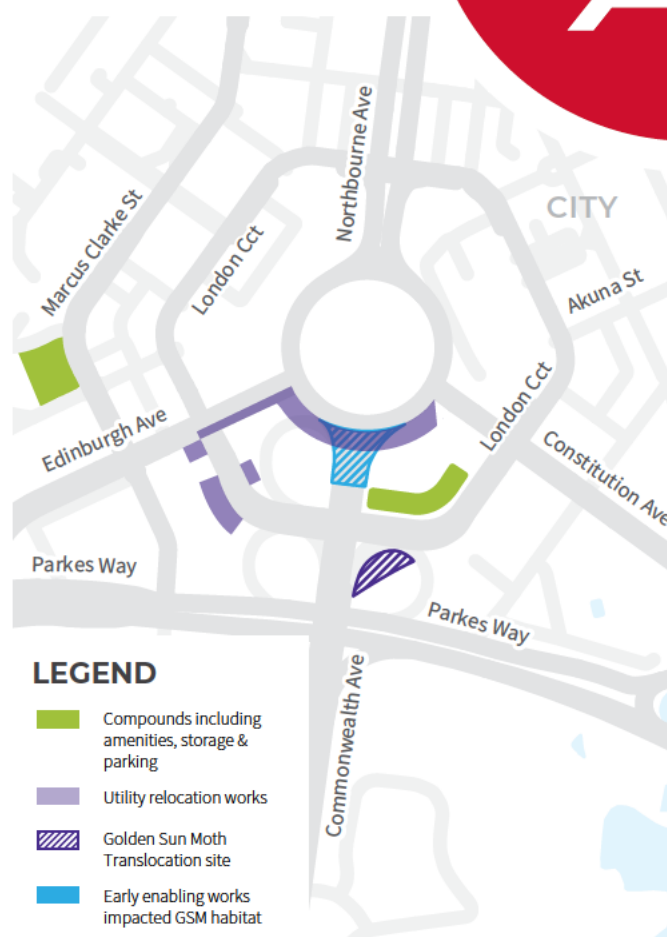
In April the work will focus on the reinstatement of pavements and verge landscaping and the removal of site fencing as site compound facilities will begin to be demobilised.

Cord Civil will also undertake some additional works in the verge of Edinburgh Avenue and at London Circuit to support connection of new communications assets.

Having completed watermain works in March, during April it is expected that watermain connections will be undertaken by ICON Water, connecting the new assets to existing infrastructure.

Communications providers will also continue cable hauling and commence other works in the work zone in preparation for asset cutovers and commissioning.



**PLEASE NOTE:** Service providers undertaking the connections will issue any necessary notifications to customers on any scheduled impacts to existing services.







#### LEGEND

-  Work area
-  Eastbound traffic route
-  Immediate traffic route
-  Westbound traffic route

## London Circuit and Edinburgh Avenue closure

Throughout early April, Cord Civil will be undertaking connections to existing communication conduits. This will result in London Circuit near the Edinburgh Avenue intersection being closed to traffic. Detours will be in place and local access will be maintained.

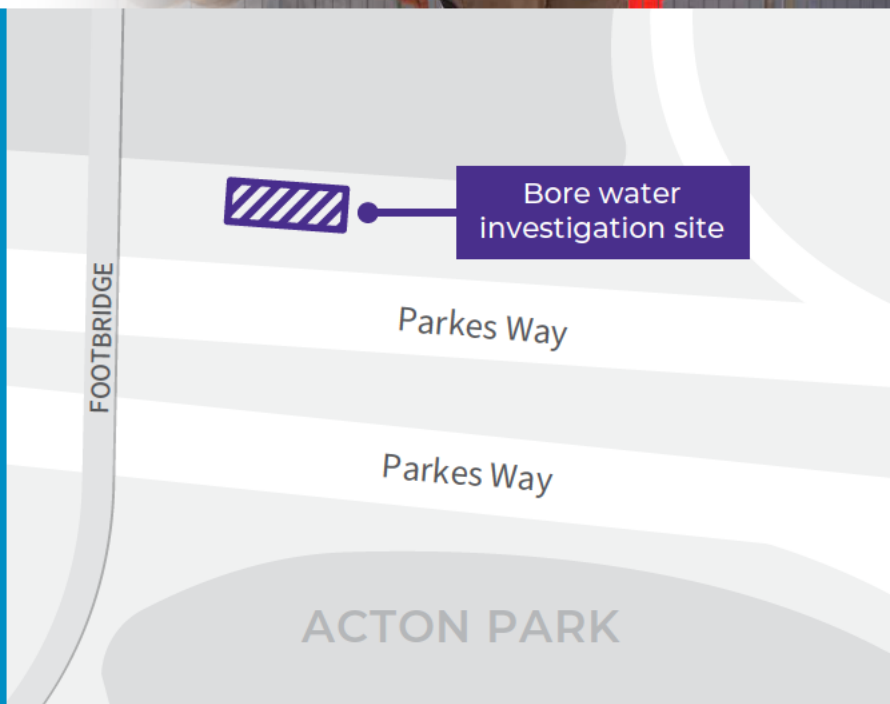
## Investigation works for light rail

Potholing and survey investigation works will be ongoing throughout April. These investigations involve minor excavation works, survey pickup and surface reinstatement. This month they will take place at the intersection of Alinga Street and Northbourne Avenue and along London Circuit from Northbourne Avenue to Commonwealth Avenue. Traffic control and pedestrian management will be in place.



## Bore water investigations

Due to scheduling changes the investigations for establishing bore water for use in irrigation will be undertaken in April. Investigations will occur at the northern verge of the eastbound carriageway of Parkes Way, just to the east of Parkes Way pedestrian footbridge into Acton. The investigations will confirm the underground conditions and if this location will produce suitable water yield to be utilised for irrigating the landscaping on the project, specifically Commonwealth Avenue. Whilst this work is undertaken there will be temporary traffic management and pedestrian management in place. Further information on timing will be available at [act.gov.au/lightrailtowoden](http://act.gov.au/lightrailtowoden)





## Commonwealth Avenue – weekend traffic changes

Commonwealth Avenue northbound and southbound will be reduced to a single lane in both directions around Vernon Circle to allow for the completion of permanent reinstatement works. This work will be undertaken on a weekend on **Saturday** and **Sunday** and weather permitting will be completed before mid-April. There will be traffic control, signage, and pedestrian management in place. Visit [act.gov.au/lightrailtowoden](https://act.gov.au/lightrailtowoden) to stay up to date on when this work will occur.

## Ongoing trenching works – London Circuit from Farrell Place to Edinburgh Avenue

Trenching and telecommunications works continue this month in the verge along London Circuit from Farrell Place to Edinburgh Avenue. Minor telecommunications remediation works to existing assets will also be undertaken. Work will include a road crossing on Edinburgh Avenue near the intersection with London Circuit involving excavation, conduit installation and reinstatement of road pavement. Works are planned during normal working hours, with a staged program to avoid a full closure where practical.

## Coming soon – new traffic monitoring technology

Intelligent transport monitoring technology will be installed in strategic locations across central Canberra where disruption and congestion are likely. This will include new intersection cameras and Bluetooth sensors capable of feeding traffic insights back to the Traffic Operations Centre at Fyshwick. This technology will assist with monitoring traffic flows and in managing disruption across Canberra's traffic network as we continue to plan and deliver major city shaping infrastructure projects for Canberra.



## Working Hours

**Monday to Friday – 6:30am to 6:00pm**

**Saturday – 7:00am to 3:00pm**

While every effort is made to inform you of upcoming construction activities, the project is experiencing impacts due to challenges such as weather and COVID-19. Dates, scheduling and hours of work may change.

Visit [act.gov.au/lightrailtowoden](https://act.gov.au/lightrailtowoden) to stay up to date. Thank you for your patience during this time.

## Sign up for updates

Use the QR code to receive this construction look ahead in your inbox every month.



## Contact Us

Produced by Major Projects Canberra | April 2022

@ [lightrailtowoden@act.gov.au](mailto:lightrailtowoden@act.gov.au)

[act.gov.au/lightrailtowoden](https://act.gov.au/lightrailtowoden)

1800 956 409

Objective Reference:22/51876

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

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**Through:** Deputy Chief Projects Officer, Major Projects Canberra  
Project Director, Light Rail  
Executive Branch Manager, Governance and Ministerial Services

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**From:** Chief Projects Officer, Major Projects Canberra

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**Subject:** Light Rail Construction Works May 2022

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- For your information, light rail planned construction works for May 2022 is outlined in **Table 1** of this Advisory Note. These dates may be subject to weather and the successful completion of preceding works.

**Noted/Please Discuss**

- For your approval, the light rail construction lookahead for May 2022 is provided at **Attachment A**.
- Any significant unexpected works not included in the monthly look-ahead will still be notified to impacted stakeholders through the normal works notification process. Once approved, the look ahead will be published on the light rail website, letterbox dropped to nearby residents and neighbours, and emailed to the subscriber list.

**Approved / Approved with edits /Please Discuss**


**Chris Steel MLA****Minister for Transport and City Services**

3./5./22



**Table 1**

Contractor	Works	From	To	Description of works
<b>Cord Civil</b>	Car Park Entry – Corner of London Circuit and Constitution Avenue.	Saturday 30 April 2022 (TBC)	Sunday, 1 May 2022 (TBC)	Partial closure of London Circuit – Constitution Avenue Carpark entry. Traffic control and pedestrian management will be in place.  (Asphalt)  Nil night works.
<b>Landmark (for AECOM)</b>	LRS2A route (along Northbourne Avenue between Alinga Street and London Circuit, along London Circuit between Northbourne Avenue and Commonwealth Avenue, and along Commonwealth Avenue between Vernon Circle and Lake Burley Griffin.  May also include Parkes Way.	Throughout May 2022	May 2022	Utilities potholing investigations and surveying will be undertaken. These investigations will involve minor excavation works, survey pickup and surface reinstatement. Traffic control and pedestrian management will be in place.  Will include night works.
<b>D&amp;N Geotechnical (for AECOM)</b>	Northern verge of the eastbound carriageway of Parkes Way, to the east of Parkes Way pedestrian footbridge into Acton Park.	Throughout May 2022	May 2022	The investigations for water bore will involve drilling to investigate and confirm the underground conditions and if this is suitable to be utilised for the future irrigation for the landscaping on Commonwealth Avenue. Traffic control and pedestrian management will be in place.  Nil night works.
<b>ADE (for AECOM)</b>	Along London Circuit between University Avenue and Edinburgh Avenue	Throughout May 2022	May 2022	Geotechnical investigations and condition assessment of the existing watermain along London Circuit.  Will include night works.
<b>Downer Pipetech (for AECOM)</b>	Northbourne Avenue, London Circuit, Parkes Way, Commonwealth and Barrine Drive	Throughout May 2022	May 2022	Works include sewer pipe and pits investigations and CCTV camera.  Will include night works.
	Commonwealth Avenue median (north of Parkes	Throughout May 2022	May 2022	Translocation of Golden Sun Moth (GSM) from the clearance areas at the Commonwealth Avenue median

<b>MPC (Contractor TBC)</b>	Way), North-west clover leaf, South-west clover leaf and South-east clover leaf.			(north of Parkes Way), the North-west clover leaf and the South-west clover leaf; and translocated into the South-east clover leaf.  Nil night works.
<b>Telstra</b>	London Circuit (south), Vernon Circle (south), Edinburgh Avenue and Constitution Avenue.	Throughout May 2022	May 2022	Works include testing, commissioning and cutover of new telecommunication services.
<b>TPG</b>	Along London Circuit between Farrell Place and Edinburgh Avenue.	Throughout May 2022	May 2022	TPG will be continuing trenching works along London Circuit from Farrell place. Excavation, conduits and pits installation reinstatement of verge and road pavements.  Nil night works.
<b>ICON Water</b>	London Circuit (south), Vernon Circle (south), Edinburgh Avenue and Constitution Avenue.	Throughout May 2022	May 2022	Works include testing, commissioning and cutover of new watermain.
<b>ICON Fibre</b>	Along London Circuit between Farrell Place and Edinburgh Avenue.	Throughout May 2022	May 2022	Works include minor remediation works to existing assets.  Nil night works.
<b>Optus</b>	Edinburgh Ave Verge and along Marcus Clarke Street to Parkes Way	Throughout May 2022 (TBC)	May 2022 (TBC)	Works include conduits installation in the verge on Edinburgh Avenue, along Marcus Clarke St to Parkes Way. Will be undertaken via directional drilling where possible to minimise disruption and disturbance of the areas.  Nil night works

# Light Rail to Woden Construction Update

Monthly Look Ahead for May 2022



**ACT**  
Government



The ACT Government is building light rail to Woden to help make Canberra a more connected, sustainable, and vibrant city. This construction Look Ahead provides a summary of expected activity in the work zones for the month ahead.

## Construction update – early works on Raising London Circuit

Utility relocations are being delivered in four stages and involve moving watermains and communications utilities from their current position along the southern portion of London Circuit, to a new alignment via Constitution Avenue, Vernon Circle and Edinburgh Avenue.

As the main utility relocation works are nearing completion, in May the focus will shift to completing reinstatement works on Edinburgh Avenue and Constitution Avenue, connecting a new watermain and rectifying defects. The team will also demolish site compounds, which involves removing all established materials from the construction site and preparing to leave the area as it was before works commenced.

In May, water and telecommunications service providers are also expected to undertake connections with new and existing infrastructure. Whilst these works are occurring there will be traffic changes and pedestrian and traffic management in place to ensure safety.

### PLEASE NOTE:

Whilst service providers are undertaking connections, they will issue a notification to customers if there are any scheduled impacts to existing services.



## Early works by stages:



### COMPLETE STAGE 1

Approval documentation and permits were gathered, and the area was prepared for the commencement of works.



### COMPLETE STAGES 2 & 3

New telecommunications conduits and watermains were installed along London Circuit.

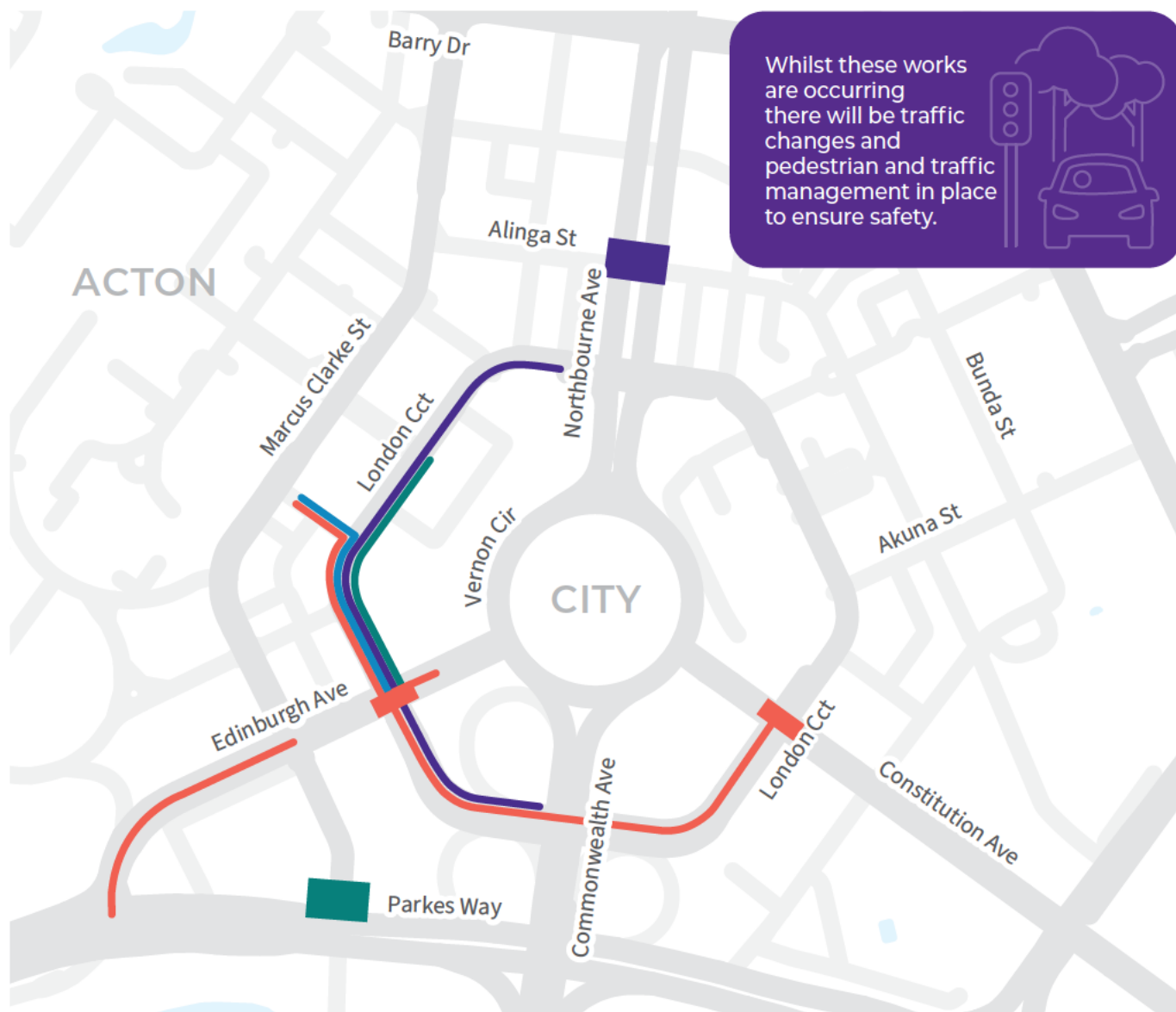


### UNDERWAY STAGE 4

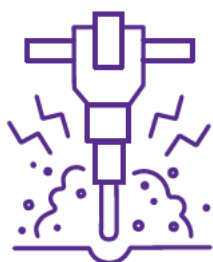
Cutover, commissioning, final conduit installation, reinstatement works and site demobilisation.



## Overall project works in May



### KEY:



#### Investigation works

Potholing and survey investigation works will be done throughout May.

These investigations involve minor excavation works, survey pickup and surface reinstatement. Locations may also include Parkes Way and Commonwealth Avenue.



#### Telecommunications works

Service providers such as Optus, Telstra and TPG will be carrying out conduit installation, testing, commissioning and cutover works as outlined on the map.

Some additional excavation, trenching and pavement reinstatement by telecommunications providers will also be carried out crossing Farrell Place, along London Circuit to Edinburgh Avenue.



#### Bore water investigations

Bore water investigations will confirm the underground conditions and if this location will produce suitable water yield for irrigating the landscaping on the project, specifically on Commonwealth Avenue.



#### Watermain investigations

A condition assessment will be undertaken on the watermains along London Circuit. This will involve undertaking soil testing and recording acoustic data to confirm the location and condition of existing watermains.



## Night Works

### Sewer investigations for light rail

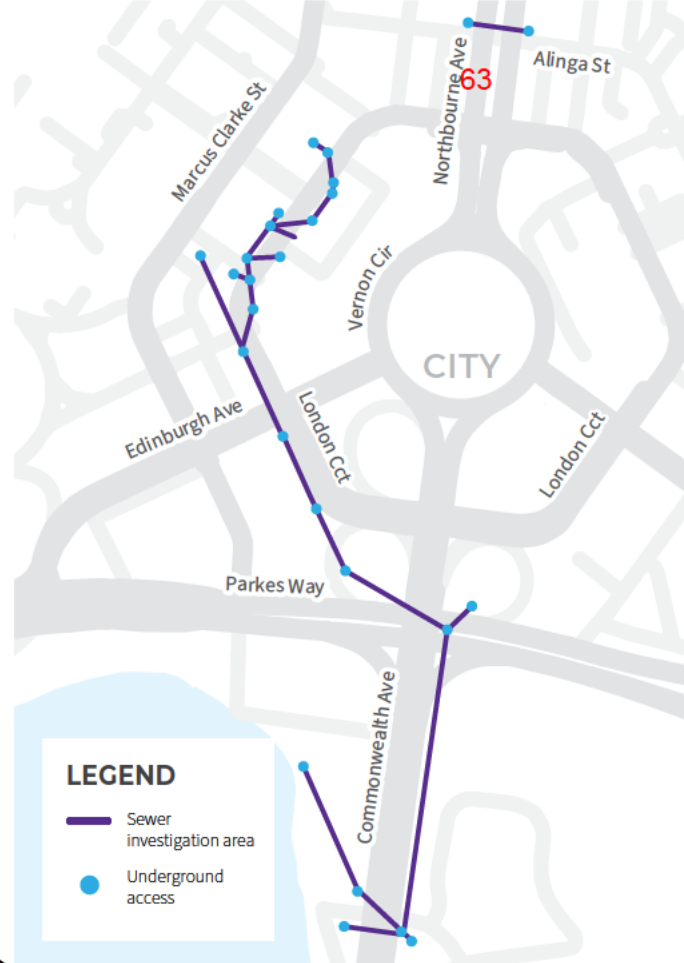
Sewer investigation works commenced in April and will continue throughout May.

These investigations involve undertaking a jet wash of the existing sewer and then using Closed Circuit Television Video (CCTV) to inspect the conditions of the underground utilities. This is done by using a camera to see inside the pipelines, sewer lines, or drain.

This work will take place throughout the city in the map with the blue locations being investigation areas.

To safely undertake these activities while minimising impacts on the community, this work will be undertaken as night works from 8:00pm to 6:00am. Traffic control and pedestrian management will be in place to ensure public safety. We will make every effort to minimise the impacts of noise.

Final dates and times for these night works will be published online at [act.gov.au/lightrailtowoden/construction](https://act.gov.au/lightrailtowoden/construction)



## Golden Sun Moth Translocation

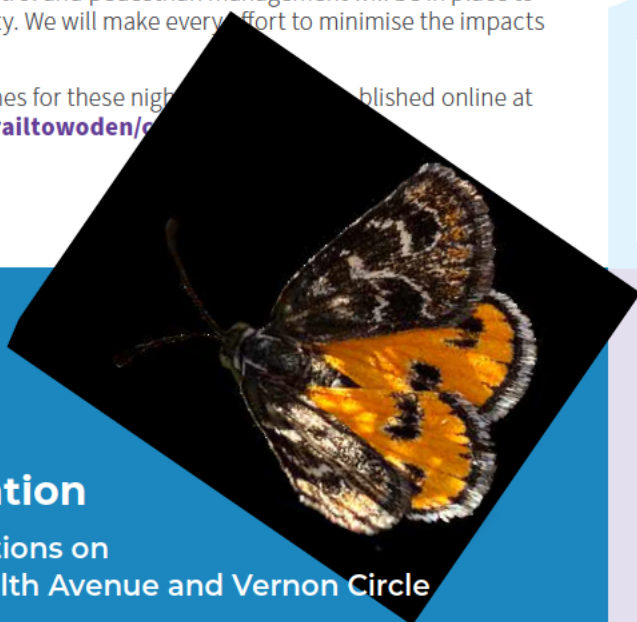
### Speed reductions on Commonwealth Avenue and Vernon Circle

In May we will be undertaking Golden Sun Moth translocation activities in the city area.

This work was previously planned to be completed in March but due to scheduling changes it is now being done throughout May. This involves moving sun moth larvae to a new location, to support moth population numbers and growth in the city area.

To undertake the translocation works safely, there will be some speed reductions on Commonwealth Avenue and Vernon Circle.

Exact dates for this upcoming work will be published online at [act.gov.au/lightrailtowoden/construction](https://act.gov.au/lightrailtowoden/construction)



## Working Hours

While we make every effort to inform you of upcoming construction activities, works are weather dependant and subject to change. Dates, time and scheduling may change.

Visit [act.gov.au/lightrailtowoden/construction](https://act.gov.au/lightrailtowoden/construction) to stay up to date. Thank you for your patience during this time.



**Monday to Friday – 6:30am to 6:00pm**

**Saturday – 7:00am to 3:00pm**



**Night works will be required to complete some works. Visit our website to stay up to date.**

## Sign up for updates

Use the QR code to receive this construction look ahead in your inbox every month.



## Contact Us

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