



## Triple Bottom Line (TBL) Assessment Summary

*The Triple Bottom Line Assessment is required to be published in accordance with Part 4, section 23 (1)(b) of the Freedom of Information Act 2016*

### 20/434 Light Rail Network Plan Update

#### Summary of impacts:

- Future investment in the light rail network will support a range of social, economic and environmental outcomes for Canberrans.
- In particular, extending light rail across Canberra will improve access to essential and community services for Canberrans without access to a car, improve access to key employment centres, reduce cost of living pressures by avoiding the need for some households to purchase a car (or a second car) and reduce carbon emissions from the transport system.
- The immediate impact of the Government endorsing the Light Rail Network as there are no major change to the existing network.

Level of impact	Positive	Negative	Neutral
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Social		
Level of impact	Impact	Summary
Neutral	Gender Equality	<ul style="list-style-type: none"> <li>• This submission will have no impact on gender equality in the ACT.</li> </ul>
Neutral	Health (Community and mental health)	<ul style="list-style-type: none"> <li>• This submission will have no immediate impact on health outcomes in the ACT.</li> <li>• In the longer term, ongoing investment in public transport may improve health outcomes at a population level by increasing the average level of physical activity for Canberrans.</li> </ul>
Neutral	Access to services	<ul style="list-style-type: none"> <li>• This submission will have no immediate impact on the ability of Canberrans to access services.</li> <li>• However, implementing the plan in the future will help to improve access to services in the longer term, especially for Canberrans without access to a car.</li> </ul>
Positive	Housing and Affordable housing	<ul style="list-style-type: none"> <li>• This submission will signal the Government's intent to continue to pursue the development of a denser urban form, supported by high frequency public transport corridors.</li> <li>• This is likely to encourage ongoing private sector investment in medium and high density housing along</li> </ul>

		<p>identified corridors, and in doing so, increase the supply of affordable housing in Canberra.</p> <ul style="list-style-type: none"> <li>• However, the majority of these benefits are only likely to be realised from implementing the network alongside complementary changes to land use planning, such as upzoning sites for high density residential development within the catchment of future light rail stations.</li> </ul>
Neutral	Access to social inclusion/participation and community activities	<ul style="list-style-type: none"> <li>• This submission will have no immediate impact on social inclusion in the ACT.</li> <li>• However, implementing the plan in the future will help to improve access to jobs, community activities and other social activities in the longer term, especially for Canberrans without access to a car.</li> </ul>
Neutral	Impacts on different age groups	<ul style="list-style-type: none"> <li>• This submission will have no immediate, differential impact on different age groups in the ACT.</li> <li>• In the longer term, young Canberrans are likely to receive greater benefits from implementing the plan, both through opportunities for employment and because many of the benefits will only be realised as the light rail network is progressively developed over the coming decades.</li> </ul>
Neutral	Disability	<ul style="list-style-type: none"> <li>• This submission will have no immediate impact on people with disability in the ACT.</li> <li>• However, expansion of the light rail network will make it easier for Canberrans with disability to use public transport in the future. In particular, all future extensions to the light rail network must be fully compliant with the <i>Disability Standards for Accessible Public Transport</i> from commencement of passenger services, and light rail services generally achieve this level of accessibility with much less reliance on manual assistance from public transport staff than bus-based public transport systems.</li> </ul>

Economic		
Level of impact	Impact	Summary
Negative	ACT Government Budget	<ul style="list-style-type: none"> <li>• While the submission does not seek additional funding to deliver the network at this stage, implementing the network will have a large budget impact over many years.</li> </ul>
Neutral	Productivity	<ul style="list-style-type: none"> <li>• This submission will have no immediate impact on productivity in the ACT.</li> <li>• In the longer term, high frequency public transport will help to support denser employment centres, which can be expected to deliver productivity through aggregation</li> </ul>
Positive	Employment and labour force	<ul style="list-style-type: none"> <li>• While this submission will not have an immediate impact on employment in the ACT, implementing the</li> </ul>

		<p>network will continue to support a substantial number of jobs.</p> <ul style="list-style-type: none"> <li>• This includes ACT Public Servants employed in TCCS, MPC and other Directorates as well as other employees working directly on future stages of the project (such as in design or construction roles).</li> <li>• In addition to this direct employment, ongoing investment in extending the light rail network is expected to generate a large number of indirect jobs. Projects of this kind generally have a high multiplier effect, due to the labour intensity of large scale construction and the wide range of different goods and services that will be required at various stages of planning, construction and operation.</li> </ul>
Positive	Small business impact	<ul style="list-style-type: none"> <li>• While this submission will not have an immediate impact on small businesses in the ACT, implementing the network will create a range of opportunities in the coming years.</li> <li>• This includes opportunities to supply the ACT Government or principal contractors for future light rail extensions, as well as opportunities to serve the construction workforce or to start businesses in new, denser urban areas supported by light rail.</li> </ul>
Positive	Skills	<ul style="list-style-type: none"> <li>• While this submission will not have an immediate impact on skills in the ACT, ongoing investment in extending the light rail network will encourage workers with key skills to remain in or relocate to the ACT.</li> <li>• It will also provide many opportunities for Canberrans to acquire new skills and qualifications, for example, through apprenticeships.</li> </ul>
Positive	Education	<ul style="list-style-type: none"> <li>• While this submission will not have an immediate impact on education in the ACT, future extensions to the light rail network will help to support access to primary, secondary and tertiary education across Canberra.</li> <li>• This is particularly true for public colleges, the majority of which are located in the catchment of an existing or future light rail line, the ANU, University of Canberra and CIT campuses (including the planned CIT Woden).</li> </ul>
Positive	Investment and Economic Growth	<ul style="list-style-type: none"> <li>• While this submission will not have an immediate impact on economic growth in the ACT, implementing the network will help to boost aggregate demand during the first recession in Australia in 30 years.</li> <li>• Importantly, Government investment in developing a light rail network will provide a signal for the private sector, and can be expected to prompt investment in development along existing and future light rail corridors, particularly for higher density residential projects.</li> </ul>

<b>Neutral</b>	Cost of living	<ul style="list-style-type: none"> <li>• This submission will have no immediate impact on innovation in the ACT.</li> <li>• In the longer term, implementing the network will help to reduce the need for households to own and operate a car or multiple cars, which is a significant cost, especially for lower income households.</li> </ul>
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<b>Environmental</b>		
<b>Level of impact</b>	<b>Impact</b>	<b>Summary</b>
<b>Positive</b>	Landscape changes	<ul style="list-style-type: none"> <li>• While this submission will have no immediate impact on the landscape in the ACT, implementing the network is expected to drive urban renewal along future light rail corridors.</li> </ul>
<b>Positive</b>	Climate Change mitigation and climate change adaptation	<ul style="list-style-type: none"> <li>• The development of a future light rail network is a key element in the ACT Government's strategy to address climate change.</li> <li>• Future light rail extensions will encourage more Canberrans to use public transport instead of driving, as well as encouraging the development of a more compact form with lower energy use in households and higher rates of active travel.</li> <li>• Additionally, light rail services will be powered by electricity, avoiding the use of fossil fuels to power large parts of the public transport, as the network is progressively implemented.</li> </ul>
<b>Neutral</b>	Urban Heat	<ul style="list-style-type: none"> <li>• This submission will have no immediate impact on biodiversity in the ACT.</li> <li>• The urban heat impact of any particular light rail extension will be considered as part of future environmental impact assessments.</li> </ul>
<b>Positive</b>	Visual quality	<ul style="list-style-type: none"> <li>• While this submission will have no immediate impact on the visual quality in the ACT, implementing the plan is expected to drive urban renewal along future light rail corridors.</li> </ul>