

These projects not only aim to provide significant revenue streams to Government, which support the broader provision of Government services, but also aim to transform the Territory by stimulating its economy through private and public investment; diversifying employment and residential centres, promoting new employment sectors, and increasing the wellbeing of residents through more efficient transport and exemplar urban development.

Outline next steps, noting the submission to IA;

In July 2012, the Territory submitted to Infrastructure Australia a business case in support of a request for a co-contribution matching the Territory's commitment of \$15 million to fund further preliminary design works and feasibility studies.

That submission was based on our understanding at the time of the matters taken into account by Infrastructure Australia when assessing the relative merits of infrastructure projects. The business case included a preliminary benefit-cost analysis, focussing on the traditional and more readily monetised economic costs and benefits that could be expected to accrue.

Recent discussions with officials from Infrastructure Australia, however, have resulted in an invitation to revisit the business case put forward in the submission.

Over the coming weeks, at the invitation of the Commonwealth, that business case will be revised to pick up our latest understanding of the wider economic benefits that are expected to accrue to the Territory economy through the provision of the light rail project.

I am confident that the business case as it stands presents a compelling argument for Commonwealth funding, but it would not be prudent to refuse the invitation to revisit the assumptions and further advance those claims.

Gungahlin to City is the first part of a broader light rail network for Canberra which will ultimately link town centres and major employment areas as well as potentially servicing Queanbeyan and the region.

A light rail network master plan for Canberra will be undertaken in the next 18 months to identify suitable light rail corridors across Canberra for future expansion of the network. These corridors will be based on the work underpinning the "rapid" network established in Transport for Canberra.

Work is also underway within the Capital Metro Project Office on a range of preliminary engineering investigations, transport planning, economic and financing studies to guide the development of this project.

One of the first projects of the Capital Metro Project Office is the Light Rail Integration Study. Tenders to conduct that study are being evaluated and the study itself will commence shortly. The study will investigate the integration of the light rail system into Canberra's public transport system and will inform the preliminary design of the project to be undertaken over the next one to two years.

There will be opportunities for community input into all aspects of the project as work proceeds, and further announcements will be made as the work program is finalised.

Note the Government is moving forward.

Residential and commercial development along the corridor is critical to support the overall economic benefits of this project. The Capital Metro will achieve its broad range of policy objectives by ensuring that it is considered not just as a transport project, or as a land development or infrastructure project, but as one that brings all elements of our metropolitan context together.

Given the complexity of the project and to enable advancement of this undertaking to its next phase, we will be setting up a stand-alone Capital Metro Agency.

While a number of decisions around the governance and scope of work of this new agency will be made in the next couple of weeks, I would expect that the roles and function of this agency would include the following:

- Financial management of the Agency and the Capital Metro project consistent with the *Financial Management Act 1996*;
- Reporting on the Capital Metro project;
- Managing all aspects of the ongoing planning, design and delivery of the Capital Metro project in a way that ensures comprehensive coordination and integration of transport, land use and development, and broader social, economic and environmental outcomes, including: investigating procurement and financing options for the delivery of the project;
- working closely with the Land Development Agency to develop a comprehensive property strategy and land release strategy for the corridor that maximises transit investment, consistent with the Government's broader land supply program, transport strategy and land use policies; and
- working closely with the Environment and Sustainable Development Directorate to commence feasibility planning for a light rail master plan.

The roles of the agency would also include coordination and liaison with the National Capital Authority on behalf of the Government to gain relevant and necessary Commonwealth approvals and to ensure a cohesive approach to the project across layers of government, seeking and obtaining any other necessary approvals for the project, and acting as the 'public face' and single contact point for the community and broader public, including managing and conducting all relevant community, public and stakeholder liaison and engagement.

The Government has commenced the investigative process of assessing the procurement and financing options for the light rail infrastructure and operations, including a detailed understanding of Public Private Partnerships – PPP.

As part of this process we will be approaching the market place once we have developed an appropriate level of preliminary design to provide sufficient information to successfully procure the Capital Metro light rail project.

We will also be undertaking detailed risk analysis to understand and manage the risks presented by the project and identify appropriate strategies for risk mitigation.

As part of this work, we have also commenced the preliminary investigation work for what will become the property strategy for the light rail corridor. The urban redevelopment of this corridor will be transformative, providing a stimulus and confidence in the market for development and growth in Gungahlin and the City, as well as along the corridor and in surrounding areas.

The work to understand the appropriate land release sequencing includes appreciating potential yields on the corridor, demand volume and patterns, particularly around housing preference in the corridor; and demographic trends and establishment of population and density targets.

We will be developing a land release model that is able to immediately react to market requirements; a land release model that is attentive to the social and environmental impacts of urban renewal; and that supports affordable housing.

We are aiming high with this project. We aim to put in place a framework that will safeguard high quality sustainable design while encouraging efficient land use.

This project is not only about Government investment. We also aim to understand the role of the private sector in achieving the property strategy.

Given the relationship of various elements of this project to the daily work undertaken by other areas of Government, the Capital Metro Agency will coordinate with relevant ACT Government agencies in developing the property strategy.

The property strategy will have strong linkages with a number of Government policies and strategies including the ACT Planning Strategy, Transport for Canberra, and relevant City planning projects; as well as other related strategies such as our zero growth in obesity strategy.

Madam Speaker, the Capital Metro Project is a multi-faceted initiative, and its scope and nature is unlike anything previously managed by any ACT Government.

It represents a vision for our future, not only in the way by which people of the Territory get about their daily lives, but more fundamentally, in the way we think of ourselves and our city.

A public transport network incorporating modern, efficient and integrated light rail services is the hallmark of a mature and confident city. It is that maturity and confidence, reflected in greater amenity, greater economic activity, and an enhanced sense of well being that we are determined to deliver to the people of Canberra.

This first stage of the light rail is a critical step along that path.

END

Christie, Joan

000835

From: Valdivia, Jamie
Sent: Friday, 9 November 2012 3:47 PM
To: Stewart, Daniel
Cc: Marcantonio, Laura; Yates, Brooke
Subject: Speaking Notes for David Dawes – Government Land Organisation Conference
Attachments: 20121112 - Capital Metro Project - Government Land Organisation Conference - Speaking Notes for David Dawes (vA10094147).doc

Hi Dan

For your clearance, please find attached speaking notes for David Dawes on Gungahlin to City Light Rail for Monday's Government Land Organisation Conference.

Brooke and I worked on this from this side. Kristin and Suzanne provided input from ESDD.

Laura Marcantonio is coordinating this on behalf of David.

Cheers
 Jamie

Jamie Valdivia

Senior Project Officer | Office of the Coordinator General |

Economic Development Directorate |

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Speaking Notes for David Dawes – Government Land Organisation Conference

- As part of the of the 2012-13 Budget, the ACT Government affirmed its pledge to the delivery of a rapid transport link between the Gungahlin Town Centre and the City by the creation of the Gungahlin to City Project Office.
- Further reinforcing this undertaking, the newly elected ACT Government has committed to progress a light rail network for Canberra, to be known as Capital Metro, with a pledge to commence groundwork by the year 2016.
- The implementation of light rail in Canberra will be transformative, changing the face of our City in the way it functions and grows.
- The first stage of Capital Metro will link Gungahlin, Canberra's fastest growing district, to the City, Canberra's major employment node.
- This first stage is timely, as it will feed and integrate into a range of policies and strategies currently being undertaken by the ACT Government, highlighting the inextricable link between light rail and the broader redevelopment along the transit corridor.
- It will also create an approach route worthy of the Nation's Capital.
- This project provides significant opportunities for synergies between land use and transport. The ACT Government, is uniquely positioned to not only plan for but also implement and realise the opportunities and benefits of the transit oriented corridor redevelopment and renewal in a way that no other Australian jurisdiction can.

- Integrating mixed-use development and higher density housing with the public transport corridor improvement will significantly contribute to sustainability, productivity and re-invigorate the social fabric of our City.
- The development of Dickson Bus Station is a prime example of how land use and transport might interact and in doing so, create an effect which is greater than the sum of its individual functions. The Project Office will be considering how a Dickson bus station might function as part of its work program this financial year.
- The development of a bus station at Dickson is an important strategic and operational requirement from a public transport network perspective. However, it also provides the opportunities for smart and integrated urban regeneration on Northbourne Avenue- A place to converge, work, shop, reside, and connect.
- This project also provides the potential for future expansion of rapid transit across Canberra. Consideration has begun as to how the transit corridor might link through the city to other parts of Canberra and further work will be undertaken on this, as the network develops.
- By the year 2030, Canberrans will notice a more compact city, helping to support a more efficient public transport system, as well as create vibrant neighbourhood centres.
- A compact city generates fewer vehicle trips, creates economic efficiencies by reducing the need for expenditure on roads and car parks and is more socially inclusive, healthy and sustainable, creating a walkable, people-friendly communities with a range of transport options encouraged by excellent infrastructure and design.

- There will be more opportunity to work close to home and to access community services and amenities. Increased density around public transport corridors like Flemington Road and Northbourne Avenue will help create a community where people will have a real choice about transport modes.
- At the moment, light rail is still in the early planning stages.
- We know a lot of things about what light rail might look like in this corridor from the work we've already completed:
 - We know that light rail on the Gungahlin to City corridor will operate in the central median, and be supported by new stops, stations (at Gungahlin, Dickson and the City), pedestrian crossings and separated cycle lanes to make travel along the corridor faster and more convenient for everyone;
 - We know that light rail would be powered by electricity, and depending on the costs, could have overhead wires or another form of battery-operated power;
 - We know that light rail would operate primarily in its own right of way with widely spaced stops at high speeds. However, light rail also has the ability to slow down and operate in high density areas, allowing the use of closer spaced stops and greater access as we get closer to a major destination (e.g. Gungahlin Town Centre).

- We know that light rail is a popular choice for people due to its comfort, speed and reliability. It has the ability to move large numbers of people quickly and easily between centres. The expected carrying capacity of a light rail vehicle suitable for Canberra would be around 220 passengers. In comparison, the majority of ACTION buses have a capacity of approximately 67 passengers per bus.
- So we already know quite a bit about how light rail might work in this corridor. But we also have a lot of exciting things to explore as we move from scoping into the next stage of design. Some of the things we will be looking at and talking to the public about over the next 12 months will include:
 - Further detailed work on how introducing a new transport mode (light rail) will impact on the rest of the transport system;
 - More detailed design work on vehicles, stations, stops, intersections and staging of light rail along the corridor;
 - Work around financing and procurement options to secure funding for the next stages of design and construction;
 - Work around ACT Government land in the corridor, and how we could best develop it to support the introduction of light rail.
- Urban renewal and a good transport network are vital components of our response to the challenges currently facing all major Australian cities: air quality, congestion, noise, greenhouse gas emissions, social exclusion, and the unproductive use of infrastructure.

- The benefits of this project go beyond direct benefits to future passengers of this first stage project. Canberra's public transport and road network is an intricate system of connections and interdependencies. Problems experienced in one part of the network impacts on other parts. This is the reason investment in this project, and starting of the Gungahlin to City corridor, has benefits to the wider Canberra public transport and road network.

Christie, Joan

From: Corrigan, Jim
Sent: Thursday, 27 September 2012 8:40 AM
To: Stewart, Daniel
Cc: MACC; Valdivia, Jamie; Neiberding, Rachael
Subject: RE: Incoming Government Brief Capital Metro Light Rail Project#2 (2)

Dan

I spoke to Ben. He wanted that para to stay as it was mentioned in the Labour policy statement but to clarify that the Authority would be a transition from the Capital Metro Office.

I think it would be best to leave para in but with clarification.

Jim

From: Stewart, Daniel
Sent: Thursday, 27 September 2012 7:41 AM
To: Corrigan, Jim
Cc: MACC; Valdivia, Jamie; Neiberding, Rachael
Subject: Incoming Government Brief Capital Metro Light Rail Project#2 (2)

Jim

I've made some further edits to the attached, in particular I have removed any reference to a separate authority as this has not been raised in the proposal. Can you please review and send on to Dorena if you are happy.

Thanks
Dan

Christie, Joan

From: Ponton, Ben
Sent: Tuesday, 27 November 2012 1:18 PM
To: Field, Julie
Cc: Georges, Sandra; Greenland, Karen; Brady, Erin; Bain, Glenn; Blume, Kristin; Kugathas, Kuga; Yates, Brooke; Jurcevic, Suzanne; Watts, Michaela; Valdivia, Jamie
Subject: Re: Light Rail-JACS issues

Thank you Julie for providing us with your comments. I am pleased that you found the workshop of interest.

I have copied key people from the project team and Capital Metro Project Office into this e-mail so that they are alert to your comments as work progresses; I am sure that we will be in further contact in coming months. Thanks again.

Cheers,

B

Ben Ponton | Deputy Director-General

Phone **02 6207 7248**

Planning | Environment and Sustainable Development | **ACT Government**

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On 26/11/2012, at 6:14 PM, "Field, Julie" <Julie.Field@act.gov.au> wrote:

Hi Ben

There are a number of issues for JACS arising out of the workshop.

We are responsible for rail safety (once built). We are currently briefing the Minister to suggest we adopt the National Rail Safety model legislation in Spring next year, which should work for the timing for light rail. Happy to keep you updated on progress on that.

We are also responsible for the Road Transport (Public Passenger Services) Act, which will need to be amended to deal with light rail. Given the aim to be laying track by 2016, we probably have some time to get together to talk about this. Just don't forget we need the legislation.

If you're thinking of introducing a GDE Authorisation-style bill, make sure you talk to us in plenty of time so we can assure human rights compatibility. I don't think it should be a problem, since it wasn't last time, just don't spring it on us at the 11th hour.

Acquisition of property issues – I can't see an issue with catenaries, given the width of Northbourne Avenue I can't see how they would impact on houses, but make sure you engage with Government Solicitor early and often – I was a little concerned by the view that our leasehold system made the project easier – that hasn't been my experience. Also, other jurisdictions can forcibly acquire property without having to worry about just terms.

I think those were the main issues that arose for us.

If I can help, or you need clarification or think I've missed a burning issue, please call.

Thanks for involving me – it was interesting.

Regards

Julie

Julie Field Executive Director

LL: (02) 6207 0522 Fax.: (02) 6205 0937

[mailto: julie.field@act.gov.au](mailto:julie.field@act.gov.au)

Legislation and Policy | Justice and Community Safety Directorate | ACT Government

Level 4, 12 Moore Street Canberra ACT 2601 | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

Christie, Joan

From: Bontjer, Richard
Sent: Wednesday, 13 March 2013 11:29 AM
To: MACC; Hartwig, Tasha
Cc: Yates, Brooke; Valdivia, Jamie; Bain, Glenn; Bogiatzis, Patti; Cross, Narelle
Subject: RE: QTB update - 11(a) Capital Metro-Light Rail - Prepared by EDD - Brooke Yates
Attachments: QTB - Capital Metro.docx

Hi Dorena,

Attached is the final version, signed off by DDG yesterday.

Regards

Richard

From: MACC
Sent: Wednesday, 13 March 2013 11:03 AM
To: Hartwig, Tasha
Cc: Yates, Brooke; Valdivia, Jamie; Bain, Glenn; Bogiatzis, Patti; Cross, Narelle; Bontjer, Richard
Subject: FW: QTB update - 11(a) Capital Metro-Light Rail - Prepared by EDD - Brooke Yates

Hi Tasha

CMTD has prepared a consolidated Capital Metro QTB for the Chief Minister which I understand was intended to be provided to both the Chief Minister and Minister Corbell.

EDD has agreed with the attached QTB which has been prepared by CMTD (Richard Bontjer). You may want to double check with Richard that the attached is the final brief.

Happy to discuss.

Dorena

Dorena Morris
 Manager
 Ministerial, Assembly and Cabinet Coordination
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 Phone: 02 6205 2701 | Fax: 02 62070123 | Web: <http://www.economicdevelopment.act.gov.au/>

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Please consider the environment before printing this email

From: Hartwig, Tasha
Sent: Wednesday, 6 March 2013 2:19 PM
To: Yates, Brooke
Cc: MACC
Subject: QTB update - 11(a) Capital Metro-Light Rail - Prepared by EDD - Brooke Yates

Dear Brooke

We are updating our QTB's for next Assembly Sittings. Can you please arrange for the attached to be updated so that we can provide it to our minister.

Updates by COB 12 March 2013 would be most appreciated, please let me know if this timeframe is unreasonable.

Many Thanks

Tash

Tasha Hartwig | Assembly and Cabinet Liaison Officer | Environment and Sustainable Development | ACT Government |
L3 Dame Pattie Menzies House, 16 Challis Street Dickson | GPO Box 1908 CANBERRA ACT 2601 | t: 02 6205 0069 | e:

www.environment.act.gov.au

(Office hours: Mon to Thurs 8:00am-5:00pm)

SUBJECT: Light Rail

ISSUE: Establishment of Capital Metro

Government commitment to progressing a light rail network for Canberra

- The Government has committed to progress a light rail network for Canberra, with construction to commence in 2016.
- It has also agreed to establish an agency that will be tasked with implementing the light rail project and associated development of the light rail corridor.

Project Planning

- Capital Metro is a major across-government project and will require strong Cabinet oversight, through a Capital Metro Sub Committee of Cabinet.
- A dedicated Project Office has been established by the Government and the next step is to engage an experienced project Director.
 - The Director will advise on the right mix of skills and experience to conduct the work of the office, including private sector professionals.
 - The Office will assist the Government to co-ordinate and manage the implementation planning, financing, regulatory and development approvals, and community and Commonwealth consultation needed to execute the project.
- To commence construction of the light rail infrastructure by 2016, preliminary design will need to commence in 2013-14.
- A lot of work is required before the first rail can be placed. We need to consider:
 - how best to integrate light rail into the existing transport system;
 - appropriate building and design requirements for the light rail vehicles, stations and route alignment;
 - land planning and development;
 - what a Canberra-wide light rail network might look like;
 - how to progress the first stage – Northbourne Avenue Corridor development; and
 - appropriate funding and financing arrangements.

Christie, Joan

From: Brady, Erin
Sent: Wednesday, 27 February 2013 5:29 PM
To: Bain, Glenn; Valdivia, Jamie
Cc: Jurcevic, Suzanne; Kugathas, Kuga
Subject: Question on Notice input

Glenn, Jamie

Below is input for the Question on Notice for Minister Barr – as per Jamie's request about cost differences between Gungahlin to City and Gold Coast.

- The current cost estimates for the Capital Metro light rail corridor between Gungahlin and City is \$614m for a 12km line. The cost estimates were prepared in accordance with Best Practice Cost Estimation Standard for Publicly Funded Road and Rail Construction, prepared by the Department of Infrastructure and Transport, 2011 and adopted for use by all States and Territories.
- The Capital Metro cost estimates have been prepared to a project scoping level. The contingency and escalation allowance are in line with an early stage of a project. As the project moves into the preliminary design phase over 2013-14, the cost estimates will be refined and become more certain.
- The Gold Coast light rail line is 13km long and its capital cost is \$949m, (Department of Infrastructure and Transport 2012, Gold Coast Rapid Transit - Formerly Gold Coast Light Rail (QLD), retrieved from: http://www.nationbuildingprogram.gov.au/projects/ProjectDetails.aspx?Project_id=035873-09QLD-MIP). The Gold Coast light rail project is a similar project to Capital Metro because it is a new light rail system and has a similar length. Gold Coast light rail was a benchmarking project used in the cost estimation of the Capital Metro project.
- The Gold Coast light rail project includes \$170m in land acquisition costs and two river crossings, neither which is required for the Capital Metro light rail project.

Dr Erin Brady | Executive Director - City Planning

Phone 02 6207 7226

City Planning | Environment and Sustainable Development | ACT Government

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000822

Christie, Joan

From: Brady, Erin
Sent: Wednesday, 21 November 2012 3:53 PM
To: Jurcevic, Suzanne; Yates, Brooke; Valdivia, Jamie; Watts, Michaela
Cc: Blume, Kristin
Subject: RE: 20121119 - Capital Metro Draft Implementation Plan for Conception Workshop

All
Please note that Ben has not seen the implementation plan yet – so not cleared at this end yet.
Thanks
Erin

From: Jurcevic, Suzanne
Sent: Wednesday, 21 November 2012 2:10 PM
To: Yates, Brooke; Valdivia, Jamie; Watts, Michaela
Cc: Blume, Kristin; Brady, Erin
Subject: 20121119 - Capital Metro Draft Implementation Plan for Conception Workshop

All,

Please find attached the objective link for the draft implementation plan for next Monday's workshop. I haven't had the chance to make any adjustments from our meeting this morning but will do that this afternoon.

I've spoken to Tanya about the Information Paper and the draft is not yet ready. I will keep liaising with her about this and let you know when it's ready. In the interim, I will forward some objective links shortly from our most recent briefs that might be able to assist in preparing the brief to the Minister due at the end of this week.

Regards,

Suzanne Jurcevic | Project Manager

Phone 02 6207 3317

Transport Planning | Environment and Sustainable Development | ACT Government

Macarthur House, 12 Wattle St, Lyneham | GPO Box 1908 Canberra ACT 2601 | www.environment.act.gov.au

Christie, Joan

From: Bain, Glenn
Sent: Friday, 21 December 2012 11:56 AM
To: Overton-Clarke, Bronwen
Cc: Valdivia, Jamie; Humphries, Linsey
Subject: Re: Capital Metro - Cabinet Submission Coordination - February Sub-Committee

Hi Bronwen

, and have not yet seen the outline. I'll ask Jamie to send you what has been done so far.

Regards

Glenn

Glenn Bain
Executive Director
Office of the Coordinator-General
Economic Development Directorate
ACT Government

On 21/12/2012, at 11:52 AM, "Overton-Clarke, Bronwen" <Bronwen.OvertonClarke@act.gov.au> wrote:

Glenn are you able to send us the outline of the Property Strategy yet?

Bronwen Overton-Clarke | Executive Director
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Housing and Community Services | Community Services Directorate | ACT Government
Nature Conservation House | Locked Bag 3000 Belconnen ACT 2616 | www.act.gov.au
bronwen.overton-clarke@act.gov.au
<image001.jpg>

From: Overton-Clarke, Bronwen
Sent: Tuesday, 18 December 2012 8:40 PM
To: Bain, Glenn

Cc: Collett, David; Johns, Peter

Subject: Re: Capital Metro - Cabinet Submission Coordination - February Sub-Committee

Glenn we will get to the Project Office the schedule outline by Friday and we are happy to send it you tomorrow or Thursday for any input you want. When will you be able to get the schedule outline on the Property Strategy to us? before Friday? It would be good to have input before it goes in.

Bronwen Overton-Clarke
Executive Director
Housing and Community Services
ACT Community Services Directorate

0408160993

On 17/12/2012, at 7:10 PM, "Bain, Glenn" <Glenn.Bain@act.gov.au> wrote:

Good stuff, thanks Brooke.

Glenn Bain
Executive Director
Office of the Coordinator-General
Economic Development Directorate
ACT Government

On 14/12/2012, at 11:21 AM, "Yates, Brooke" <Brooke.Yates@act.gov.au> wrote:

Hi all – here is the same email again, but this time with cabinet numbers for all of the submissions! Cheers, Brooke

From: Yates, Brooke

Sent: Friday, 14 December 2012 11:15 AM

To: Jurcevic, Suzanne; Blume, Kristin; Watts, Michaela; Valdivia, Jamie; Peters, Paul; Overton-Clarke, Bronwen; Collett, David

Cc: Bain, Glenn; Brady, Erin; Ponton, Ben; Humphries, Linsey

Subject: Capital Metro - Cabinet Submission Coordination - February Sub-Committee

Hi All

As per Cabinet Decision 12/468/MET, there are 6 cabinet submissions that are to be coordinated and developed in consultation with the Project Office and considered by the Sub-Committee on 25 February 2013. These submissions are:

1. 12/503 - Establishment of the Capital Metro Agency – Minister Corbell – ESDD to prepare first draft.
- 2.
3. 12/505 - Forward work program for the Project Office – Minister Corbell – EDD to prepare first draft.
4. 12/506 - Preliminary property strategy for ACT Government property along the light rail corridor – EDD to prepare first draft.
- 5.
- 6.

To enable consideration at the 25 February meeting of the Sub-Committee, we will need to adhere to the following process and deadlines. It's a very condensed process, made all the more difficult by Christmas stuck in the middle, but if we all continue to work cooperatively and collaboratively we should have no problems pulling all of this work together. And if it all gets too hard, we'll just have to cancel Christmas!

Cabinet Submission Process	Project Office Coordination Points	DUE DATE
	Agencies preparing first drafts to submit indicative structure/content to Project Office to do a gap analysis across the submissions	21 December 2012
	Project Office to provide feedback to agencies of indicative structure/content	24 December 2012
	Agencies to submit first drafts to Project Office for final drafting and coordination	8 January 2013
	Final clearance to be sought through action agencies	11 January 2013
	All exposure drafts to DG-EDD for clearance	15 January 2013
Exposure draft to Minister		16 January 2013
Exposure draft circulating		21-25 January 2013
	Agencies to submit final drafts incorporating comments from exposure draft circulation to Project Office for final drafting and	30 January 2013

	Coordination	
	Final clearance to be sought through action agencies	1 February 2013
	All first lodged final drafts to DG-EDD for clearance	5 February 2013
First Lodged Final to Minister		8 February 2013
First Lodged Final circulating		12-18 February 2013
Final Lodgement		18 February 2013
Sub-Committee consideration		25 February 2013

Happy to discuss and meet as necessary.

Cheers,

Brooke

Brooke Yates | Planner | Senior Project Manager
Office of the Coordinator General | Economic Development Directorate
Level 6, Transact House | 470 Northbourne Ave Dickson | GPO Box 158 Canberra ACT 2601
t. 02 6205 0887 | m. 0416 273 597 | e. brooke.yates@act.gov.au

Cheers,

B

Ben Ponton | Deputy Director-General

Phone 02 6207 7248

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From: Ponton, Ben

Sent: Friday, 9 November 2012 9:04 AM

To: Papps, David

Subject: URGENT: Details on LRT - Tender in November 2012

Importance: High

Hi David – as per our 'phone conversation and my txt message a few moments ago the Infrastructure Capacity Study includes:

1) Infrastructure Capacity Study: Transport planning to support light rail (ESDD) (\$320K)

- Key aspects of this work would feed into the Product Identification Study
- Integration/impact/improvements to public transport, cycling and pedestrian network required for LRT operation
- Transfers/station planning at Gungahlin, Dickson, Civic, Well Station and park and ride locations
- Intermodal transfers
- Stop locations and catchment analysis
- Road rules/regulations investigation to support LRT operation
- More detailed travel time analysis
- Demand modelling
- Update Cost Benefit Analysis
- Updated Infrastructure Australia business case

Cheers,

B

Ben Ponton | Deputy Director-General

Phone 02 6207 7248

Planning | Environment and Sustainable Development | **ACT Government**

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Christie, Joan

From: Yates, Brooke
Sent: Monday, 12 November 2012 12:36 PM
To: Valdivia, Jamie; Watts, Michaela
Subject: FW: URGENT: Details on LRT - Tender in November 2012

FYI

From: Yates, Brooke
Sent: Monday, 12 November 2012 12:36 PM
To: Ponton, Ben
Cc: Stewart, Daniel; Brady, Erin; Blume, Kristin
Subject: RE: URGENT: Details on LRT - Tender in November 2012

Thanks Ben.

I wasn't suggesting for a minute that we hold off putting this brief out until next year, but that the immediate focus should be the overarching project plan.

Looking forward to hearing more this arvo.

Cheers
Brooke

From: Ponton, Ben
Sent: Monday, 12 November 2012 12:23 PM
To: Yates, Brooke
Cc: Stewart, Daniel; Brady, Erin; Blume, Kristin
Subject: RE: URGENT: Details on LRT - Tender in November 2012

Noted, thank you Brooke.

My Director-General was keen for this initial piece of work to proceed (after his discussion with the Minister on Friday) and I believe his intention was to talk to the Minister about it in the broader context when he and David Jones meet with the Minister; that meeting ought to be soon. I had talked to Dan about this earlier today. I will however advise David Papps of your views.

In the meantime the team ought to continue preparing the Brief as proposed. We can also prepare the broader contextual Briefing that you have outlined below. The Minister is alert to the project timing and proposed work program.

The risk is that if we do not get this first piece of work into the market this month it cannot commence until sometime in the New Year (most probably February or March) and that will impact on the overall timeframe in terms of delivering this project.

I will let you and Dan know once I have received further advice from our D-G. I am meeting with him later today.

Cheers,

B

From: Yates, Brooke
Sent: Monday, 12 November 2012 12:05 PM
To: Brady, Erin; Ponton, Ben
Cc: Stewart, Daniel; Blume, Kristin
Subject: RE: URGENT: Details on LRT - Tender in November 2012

Hi Ben, Erin

It's great that the Minister is keen for action and work to commence, but I would suggest that an important first step would be to sit down with him and walk through the timing and process for the whole project. I have no doubt that the infrastructure capacity study would be one of the first cabs off the rank, but I think we need to be clear about how we are stepping through this project.

I think before we have a broadly agreed work program for the integrated transport and land use projects (including agreed governance and funding arrangements), it would be premature to kick straight off with a single project in isolation of how it fits in to the broader program.

I would propose that the first brief to go up to the Minister is an outline of the project in totality with a view to it going to the sub-committee of Cabinet as a matter of urgency. Then the project briefs could fall out from that.

Happy to discuss further.

Cheers
Brooke

From: Brady, Erin
Sent: Monday, 12 November 2012 10:46 AM
To: Ponton, Ben
Cc: Stewart, Daniel; Blume, Kristin; Yates, Brooke
Subject: RE: URGENT: Details on LRT - Tender in November 2012

Ben
Kristin and Kuga have a draft Brief (from the multiple briefs)
We will liaise with EDD and get this finalised in the next day.

Erin

From: Ponton, Ben
Sent: Monday, 12 November 2012 9:39 AM
To: Brady, Erin
Cc: Stewart, Daniel; Blume, Kristin; Yates, Brooke
Subject: FW: URGENT: Details on LRT - Tender in November 2012
Importance: High

Hi Erin – I spoke with the D-G earlier today about this one.

Unfortunately, David did not get to talk to the Minister in detail about the project on Friday however, the clear message is that the Minister is keen for action and work to commence.

Therefore, can we please get a Brief up to the Minister outlining the project and our desire to start work asap and associated timelines?

We will need to ensure that the Project Office is Ok with the proposal. Also, can the team talk to the Project Office with respect to how it is proposed to take briefings forward. Theoretically Briefs will need to be through the D-G of

EDD via the D-G ESDD (as Chief Planning Executive). We will need to factor in additional time for this to occur.
Thank you.

Cheers,

B

Ben Ponton | Deputy Director-General

Phone 02 6207 7248

Planning | Environment and Sustainable Development | **ACT Government**

Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 1908 Canberra ACT 2601 | www.environment.act.gov.au

From: Ponton, Ben

Sent: Friday, 9 November 2012 9:04 AM

To: Papps, David

Subject: URGENT: Details on LRT - Tender in November 2012

Importance: High

David – as per our 'phone conversation and my txt message a few moments ago the Infrastructure Capacity Study includes:

1) Infrastructure Capacity Study: Transport planning to support light rail (ESDD) (\$320K)

- Key aspects of this work would feed into the Product Identification Study
- Integration/impact/improvements to public transport, cycling and pedestrian network required for LRT operation
- Transfers/station planning at Gungahlin, Dickson, Civic, Well Station and park and ride locations
- Intermodal transfers
- Stop locations and catchment analysis
- Road rules/regulations investigation to support LRT operation
- More detailed travel time analysis
- Demand modelling
- Update Cost Benefit Analysis
- Updated Infrastructure Australia business case

Cheers,

B

Ben Ponton | Deputy Director-General

Phone 02 6207 7248

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Christie, Joan

From: Corrigan, Jim
Sent: Wednesday, 18 July 2012 9:45 AM
To: Kugathas, Kuga; Jurcevic, Suzanne
Cc: Ponton, Ben; Valdivia, Jamie
Subject: IA Submission suggestions

Kuga, Suzanne

Following on from the discussion yesterday with Treasury Directorate and ourselves, to assist the revisions of the IA business case, our suggestions for inclusion in an exec summary and main submission:

1. Focus the main advantage to be realised from IA funding the next phase is to addressing the demonstrable traffic congestion gains of improved transit technology. The other advantages are important but the congestion issue is strong.
2. The congestion issue could include the implications of not investing in improved transit technology for Northbourne and other main roads and the longer term infrastructure drag that is created and the negative impacts on congestion etc.
3. The IA submission could then justify the funding for further analysis of the next phases of the transit to connect Northbourne Avenue through the City to Constitution Avenue and Commonwealth Avenue. Particularly if the technology is BRT, the increased economic benefits realised by extending the thinking being applied to Northbourne to Constitution and Commonwealth Avenues, the additional cost is principally in platforms, signals etc. The capital and recurrent costs for these items are relatively low compared to purchasing the rolling stock and its ongoing operations.
4. In terms of addressing land use relationships, the IA submission could be strengthened by explaining that the ACT Government (unlike other jurisdictions) manages the land in the ACT through a leasehold system. This allows the Government to prepare and implement a land release program that programs releases of land for residential, commercial and industrial purposes. Through the program, the ACT Government balances the amount of residential land being released in greenfields and infill areas. In terms of infill opportunities that will support and be supported by the improved transit technology, the ACT Government can re-align the residential targets to realise more residential development within the City and on Northbourne Avenue.

I understand Jamie will call about some more detailed observations of the submission.

Please call if you want to discuss further.

Jim

Nation Building 2 – Additional BCR information

Instructions:

- As part of the Department's assessment methodology, a detailed review of the benefits used to calculate the BCR will be undertaken. States and Territories are to complete this document for each project seeking **construction** funding;
- All costs contained within the benefits sheet should be in current dollars (we will assume 2012 dollars unless otherwise indicated);
- Fill in as many data fields as possible;

Descriptions of benefit components

Travel time savings include time savings both to existing users of the infrastructure and those diverted from other infrastructure.

Reduced vehicle operating costs include savings in vehicle operating costs to existing users of the infrastructure and those diverted from other infrastructure

Generated travel benefits comprise benefits to users undertaking trips that would not have been undertaken without the project.

Accident reduction benefits include total reduction in accident-related costs resulting from the project, including property damage and the economic costs of injuries and fatalities.

Environmental benefits includes reductions in emissions of greenhouse and local pollutants, as well as the costs of noise and other environmental dis-amenity. (This may be negative, representing a dis-benefit, for some projects).

Reduced maintenance costs include reductions in maintenance costs due to quality improvements in pavement or other materials. In cases where infrastructure expansion leads to increased maintenance costs, this component may be negative.

Wider economic benefits include agglomeration impacts, labour market effects, and increasing activity in imperfectly competitive markets. These should only be included to the extent that they are not already counted through other benefit components.

Unit cost (\$/unit) should indicate the monetary value of impacts on users, for example value of time in dollars per hour, or environmental costs per litre of fuel used. This may be an average of different values to different users (for example, total benefit to all user groups divided by total time saved or total crashes saved).

Quantitative impacts on users should indicate, where possible, the impacts associated with this benefit component. The appropriate units will differ for different components, but may include, for example, minutes saved per trip, or reductions in fuel use per trip. These should be totals for all users, not amounts per user.

Project Name: Gungahlin to City Transit Corridor Stud

Notes to accompany additional information requirements

1. Preferred Option

Please note that no preferred option has been selected by the Project Sponsor to date, the selection of which will be the subject of the proposed Detailed Feasibility and Forward Design Stage. Hence, the results for the four shortlisted options are provided:

- BRT with business as usual land use and increasing parking charges
- BRT with higher density land use and increasing parking charges
- LRT with business as usual land use and increasing parking charges
- LRT with higher density land use and increasing parking charges

2. Generated Demand

Total population and employment levels across the ACT-Queanbeyan region for all options have been kept in line with projected total population and employment levels assumed under the base case. Hence for any given year, the level of projected aggregate travel demand is consistent across all options and no generated demand has been assumed.

However, a redistribution of population and employment has been assumed under the higher density land use scenario, which underpins the definition of two options. For some trips, the redistribution has resulted in a reduction in trip length, the impacts of which have been included in the economic analysis. The impacts of diverted demand between public transport and private transport have also been assessed and the benefits are also included in the economic analysis.

3. Freight Travel

The Canberra Strategic Travel Model, outputs from which were used to inform the economic appraisal, is a passenger based travel model and does not model light commercial or heavy commercial traffic. Hence, no estimates of the impact on freight travel have been provided.

4. Price and Base Year

All valuations have been based on 2011 prices. In addition, 2011 has also been adopted as the base year for discounting purposes.

1. BRT with business as usual land use and higher parking charges

BCR – P90 @ 4% = 2.76

BCR – P90 @ 7% = 2.04

For Year 10 (i.e. 10 years after construction completion), please fill in the table below:

Benefit component		Unit cost (\$/unit)	Quantitative impact on users	Total benefit in \$m	Percentage of total benefits	Description of main drivers of this benefit component
Travel time savings	Passenger	\$16.78/hr	1.19 million hours saved	20.0	32.6%	Reduced road congestion due to mode shift from car to public transport and faster in-vehicle public transport travel speeds with the introduction of rapid transit services.
	Freight and business				Not assessed	
	<i>Total travel time savings</i>			20.0	32.6%	
Reduced vehicle operating costs	Passenger	\$0.148/km	53.67m avoided car vehicle km	7.9	12.9%	Avoided vehicle operating costs due to a diversion of car users to public transport.
	Freight and business				Not assessed	
	<i>Total user benefits</i>	\$0.148/km		7.9	12.9%	
Generated Travel Benefits	Passenger					
	Freight and business				Not assessed	
	<i>Total road user benefits</i>					
Accident reductions	<i>Total accident reduction benefits</i>	\$0.058/km	53.67m avoided car vehicle km	3.0	4.9%	Avoided crash costs due to a diversion of car users to public transport.
Environmental benefits	Reduced greenhouse emissions	\$0.022/km	53.67m avoided car vehicle km	1.1	1.8%	Avoided environmental externalities due to a diversion of car users to public transport.
	Reduced local pollution	\$0.022/km	53.67m avoided car vehicle km	1.2	2.0%	Avoided environmental externalities due to a diversion of car users to public transport.
	Reduced noise	\$0.009/km	53.67m avoided car vehicle km	0.5	0.8%	Avoided environmental externalities due to a diversion of car users to public transport.
	<i>Total environmental benefits</i>			2.8	4.5%	
Reduced maintenance costs	<i>Total reduced maintenance costs</i> ♣	\$0.002/km	53.67m avoided car vehicle km	0.1	0.2%	Avoided road damage due to a diversion of car users to public transport.
Wider economic benefits	Agglomeration benefits					
	Other wider economic benefits				Not assessed	
	<i>Total wider economic benefits</i>					
Other benefits	<i>Total other benefits</i>	\$0.060/trip	455.2 million trips	27.5	44.9%	Mainly attributable to incremental fare revenue and parking charge resource corrections.
TOTAL BENEFITS				61.3	100.0%	

♣ Average benefit assessed on all car and public transport trips across the ACT-Queanbeyan region

♣ Based on avoided road damage

000787

Traffic and use assumptions

		First year after project completion	10 years following project completion	30 years following project completion
Users in Base Case (in millions)	Public transport	33.7	47.7	50.9
	Car	376.7	407.5	400.8
Users diverted from other infrastructure (in millions)	New public transport trips	3.8	5.8	6.9
	Freight and business	Not assessed/Not applicable		
Generated trips	Passenger			
	Freight and business			

2. BRT with higher density land use and increasing parking charges

BCR – P90 @ 4% = 6.91

BCR – P90 @ 7% = 5.03

For Year 10 (i.e. 10 years after construction completion), please fill in the table below:

Benefit component		Unit cost (\$/unit)	Quantitative impact on users	Total benefit in \$m	Percentage of total benefits	Description of main drivers of this benefit component
Travel time savings	Passenger	\$16.78/hr	5.88 million hours saved	98.6	59.0%	Reduced road congestion due to mode shift from car to public transport, faster in-vehicle public transport travel speeds with the introduction of rapid transit services and shorter trips.
	Freight and business				Not assessed	
	<i>Total travel time savings</i>			98.6	59.0%	
Reduced vehicle operating costs	Passenger	\$0.148/km	155.8m avoided car vehicle km	23.0	13.8%	Avoided vehicle operating costs due to a diversion of car users to public transport and shorter trips.
	Freight and business				Not assessed	
	<i>Total user benefits</i>	\$0.148/km		23.0	13.8%	
Generated Travel Benefits	Passenger					
	Freight and business				Not assessed	
	<i>Total road user benefits</i>					
Accident reductions	<i>Total accident reduction benefits</i>	\$0.058/km	155.8m avoided car vehicle km	9.0	5.4%	Avoided crash costs due to a diversion of car users to public transport and shorter trips.
Environmental benefits	Reduced greenhouse emissions	\$0.022/km	155.8m avoided car vehicle km	3.4	2.0%	Avoided environmental externalities due to a diversion of car users to public transport and shorter trips.
	Reduced local pollution	\$0.027/km	155.8m avoided car vehicle km	4.1	2.5%	Avoided environmental externalities due to a diversion of car users to public transport and shorter trips.
	Reduced noise	\$0.009/km	155.8m avoided car vehicle km	1.4	0.9%	Avoided environmental externalities due to a diversion of car users to public transport and shorter trips.
	<i>Total environmental benefits</i>			9.0	5.4%	
Reduced maintenance costs	<i>Total reduced maintenance costs</i> ♣	\$0.002/km	155.8m avoided car vehicle km	0.3	0.2%	
Wider economic benefits	Agglomeration benefits					
	Other wider economic benefits				Not assessed	
	<i>Total wider economic benefits</i>					
Other benefits	<i>Total other benefits</i>	\$0.060/trip	455.2 million trips	27.3	16.3%	Mainly attributable to incremental fare revenue and parking charge resource corrections.
TOTAL BENEFITS				167.2		

♣ Average benefit assessed on all car and public transport trips across the ACT-Queanbeyan region

♣ Based on avoided road damage

000796

Traffic and use assumptions

		First year after project completion	10 years following project completion	30 years following project completion
Users in Base Case (in millions)	Public transport	33.7	47.7	50.9
	Car	376.7	407.5	400.8
Users diverted from other infrastructure (in millions)	New public transport trips	3.6	6.4	7.1
	Freight and business	Not assessed/Not applicable		
Generated trips	Passenger			
	Freight and business			

3. LRT with business as usual land use and higher parking charges

BCR – P90 @ 4% = 1.45

BCR – P90 @ 7% = 1.05

For Year 10 (i.e. 10 years after construction completion), please fill in the table below:

Benefit component		Unit cost (\$/unit)	Quantitative impact on users	Total benefit in \$m	Percentage of total benefits	Description of main drivers of this benefit component
Travel time savings	Passenger	\$16.78/hr	1.32 million hours saved	22.2	35.4%	Reduced road congestion due to mode shift from car to public transport and faster in-vehicle public transport travel speeds with the introduction of rapid transit services.
	Freight and business				Not assessed	
	<i>Total travel time savings</i>			22.2	35.4%	
Reduced vehicle operating costs	Passenger	\$0.148/km	56.74m avoided car vehicle km	8.4	13.4%	Avoided vehicle operating costs due to a diversion of car users to public transport.
	Freight and business				Not assessed	
	<i>Total user benefits</i>	\$0.148/km		8.4	13.4%	
Generated Travel Benefits	Passenger					
	Freight and business				Not assessed	
	<i>Total road user benefits</i>					
Accident reductions	<i>Total accident reduction benefits</i>	\$0.058/km	56.74m avoided car vehicle km	3.3	5.3%	Avoided crash costs due to a diversion of car users to public transport.
Environmental benefits	Reduced greenhouse emissions	\$0.022/km	56.74m avoided car vehicle km	1.3	2.1%	Avoided environmental externalities due to a diversion of car users to public transport.
	Reduced local pollution	\$0.029/km	56.74m avoided car vehicle km	1.6	2.6%	Avoided environmental externalities due to a diversion of car users to public transport.
	Reduced noise	\$0.009/km	56.74m avoided car vehicle km	0.5	0.9%	Avoided environmental externalities due to a diversion of car users to public transport.
	<i>Total environmental benefits</i>			3.5	5.5%	
Reduced maintenance costs	<i>Total reduced maintenance costs</i> ♣	\$0.002/km	56.74m avoided car vehicle km	0.1	0.2%	
Wider economic benefits	Agglomeration benefits					
	Other wider economic benefits				Not assessed	
	<i>Total wider economic benefits</i>					
Other benefits	<i>Total other benefits</i>	\$0.055/trip	455.2 million trips	25.2	40.2%	Mainly attributable to incremental fare revenue and parking charge resource corrections.
TOTAL BENEFITS				62.6	100.0%	

♣ Average benefit assessed on all car and public transport trips across the ACT-Queanbeyan region

♠ Based on avoided road damage

000735

Traffic and use assumptions

		First year after project completion	10 years following project completion	30 years following project completion
Users in Base Case (in millions)	Public transport	33.7	47.7	50.9
	Car	376.7	407.5	400.8
Users diverted from other infrastructure (in millions)	New public transport trips	4.0	6.6	7.1
	Freight and business			
Generated trips	Passenger	Not assessed/Not applicable		
	Freight and business			

4. LRT with higher density land use and increasing parking charges

BCR – P90 @ 4% = 3.41

BCR – P90 @ 7% = 2.45

For Year 10 (i.e. 10 years after construction completion), please fill in the table below:

Benefit component		Unit cost (\$/unit)	Quantitative impact on users	Total benefit in \$m	Percentage of total benefits	Description of main drivers of this benefit component
Travel time savings	Passenger	\$16.78/hr	5.97 million hours saved	100.2	59.7%	Reduced road congestion due to mode shift from car to public transport, faster in-vehicle public transport travel speeds with the introduction of rapid transit services and shorter trips.
	Freight and business				Not assessed	
	<i>Total travel time savings</i>			100.2	59.7%	
Reduced vehicle operating costs	Passenger	\$0.148/km	158.8m avoided car vehicle km	23.5	14.0%	Avoided vehicle operating costs due to a diversion of car users to public transport and shorter trips.
	Freight and business				Not assessed	
	<i>Total user benefits</i>	\$0.148/km		23.5	14.0%	
Generated Travel Benefits	Passenger					
	Freight and business				Not assessed	
	<i>Total road user benefits</i>					
Accident reductions	<i>Total accident reduction benefits</i>	\$0.058/km	158.8m avoided car vehicle km	9.2	5.5%	Avoided crash costs due to a diversion of car users to public transport and shorter trips.
Environmental benefits	Reduced greenhouse emissions	\$0.022/km	158.8m avoided car vehicle km	3.6	2.1%	Avoided environmental externalities due to a diversion of car users to public transport and shorter trips.
	Reduced local pollution	\$0.029/km	158.8m avoided car vehicle km	4.6	2.7%	Avoided environmental externalities due to a diversion of car users to public transport and shorter trips.
	Reduced noise	\$0.009/km	158.8m avoided car vehicle km	1.5	0.9%	Avoided environmental externalities due to a diversion of car users to public transport and shorter trips.
	<i>Total environmental benefits</i>			9.7	5.8%	
Reduced maintenance costs	<i>Total reduced maintenance costs</i> ♣	\$0.002/km	158.8m avoided car vehicle km	0.4	0.2%	
Wider economic benefits	Agglomeration benefits					
	Other wider economic benefits				Not assessed	
	<i>Total wider economic benefits</i>					
Other benefits	<i>Total other benefits</i>	\$0.055/trip	455.2 million trips	24.9	14.9%	Mainly attributable to incremental fare revenue and parking charge resource corrections.
TOTAL BENEFITS				168.0	100.0%	

♣ Average benefit assessed on all car and public transport trips across the ACT-Queanbeyan region

♣ Based on avoided road damage

000734

Traffic and use assumptions

		First year after project completion	10 years following project completion	30 years following project completion
Users in Base Case (in millions)	Public transport	33.7	47.7	50.9
	Car	376.7	407.5	400.8
Users diverted from other infrastructure (in millions)	New public transport trips	3.7	6.7	7.3
	Freight and business	Not assessed/Not applicable		
Generated trips	Passenger			
	Freight and business			