

Bourne, Sarah

From: Bourne, Sarah
Sent: Tuesday, 25 September 2012 11:00 AM
To: Smorhun, Vic
Subject: Dot points on Dickson Maintenance and Infrastructure Upgrades

TAMS Information - Dickson Maintenance and Infrastructure Upgrades

General Maintenance

- Municipal streets are swept at least twice per year and more frequently in the case of major routes and heavy leaf fall areas. Streets in the Dickson area were most recently swept in July/Aug 2012
- 4 programmes of community path repairs in the Dickson area have occurred during the last two years, comprising of over 50 individual repairs. The most recent was completed between May and June 2012
- Asphalt resurfacing was undertaken at Antill St from Challis St to Cowper St Eastbound
- Dryland grass is cut every four weeks during the peak growth season and bi monthly the rest of the year
- Watson, Hackett and Dickson Shops are cleaned on a daily basis before 10am
- The toilets at the Dickson shops are cleaned twice daily, whilst the toilets at Hackett and Watson shops are cleaned daily

Capital works

- Phillip / Majura Avenue intersection upgrade (completed February 2012)
- Two new sets of pedestrian signals on Antill Street north of Phillip Avenue (completed November 2011)
- Two new raised pedestrian crossings adjacent to the Watson & Hackett shops (completed November 2011)
- Dickson Shopping centre paving repairs (various)
- Dickson Bus Terminus toilet repairs
- Installation of lighting for angled pedestrian crossing in Woolley Street
- Capital Works Neighbourhood Improvement program - carpark outside Dickson Tradies, (Block 20 Section 34) will have the armoured cable replaced in this financial year
- ACT Property Group has replaced inefficient fluorescent lighting at Dame Pattie Menzies with efficient LED lighting, saving over 30% in energy consumption and costs for the ACT Government. This project was done in conjunction with the tenant, the Environment and Sustainable Development Directorate.
- The exterior of the Dame Pattie Menzies building was repainted in early 2011 updating the facade and presentation of the building
- ACT Property Group installed sub meters in Dame Pattie Menzies House in 2011/12 which has enabled the ACT Government to better measure energy consumption within sections of this building.
- Upgrade of the Bonython Street play space in Downer in 2010.
- Shade-sail installed at the Bonython Street play space in Downer in 2012.
- Upgrade of the Ainslie Shops in 2010

- Dickson Wetlands installed by ESDD
- Bin shrouds installed in Woolley and Challis Streets in 2011

Tree maintenance activities

Ongoing tree maintenance activities including planting, removal and pruning particularly those trees along Northbourne Avenue in 2011.

Routine Tree Planting Programs

Watson	2011: 100 trees	2012: 15 trees
Dickson	2011: 16 trees	2012: 22 trees
Hackett	2011: 2 trees	2012: 7 trees
Downer	2011: 5 trees	2012: 6 trees

Dead Tree Removal Activity

Dickson	2011: 25	2012: 3
Downer	2011: 0	2012: 1
Hackett	2011: 4	2012: 6
Watson	2011: 18	2012: 6

SARAH BOURNE

DEPARTMENTAL LIAISON OFFICER | OFFICE OF THE CHIEF MINISTER KATY GALLAGHER MLA |
TERRITORY AND MUNICIPAL SERVICES DIRECTORATE | ACT GOVERNMENT

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sarah.bourne@act.gov.au

Request for factual information – Dickson Infrastructure Upgrades

(Due to the MO cob Monday 17 September – via clearance channels)

- what maintenance, infrastructure upgrades etc have been undertaken in the Dickson area over the last couple of years?

Facts:

Capital works

- Upgrade of the Bonython Street play space in Downer in 2010.
- Shade-sail installed at the Bonython Street play space in Downer in 2012.
- Upgrade of the Ainslie Shops in 2010
- Dickson Wetlands installed by ESDD
- Bin shrouds installed in Woolley and Challis Streets, Dickson in 2011

Maintenance

- Dryland grass is cut every four weeks during the peak growth season and bi monthly the rest of the year
- Watson, Hackett and Dickson Shops are cleaned on a daily basis before 10am
- The toilets at the Dickson shops are cleaned twice daily, whilst the toilets at Hackett and Watson shops are cleaned daily.
- Ongoing tree maintenance activities including planting, removal and pruning particularly those trees along Northbourne Avenue in 2011.

APPROVED

Contact Officers: Name: Jane Carder/Di Hill/M Brice Telephone: 620 72525/76911	 / / . Jane Carder Manager Place Management	 / / . Diana Hill Manager Design & Development	 / / . Fleur Flanery Director City Services	 / / . Fay Steward ED Parks and City Services
	 / / . Michael Brice Manager Urban Treescapes			

Bourne, Sarah

From: Bourne, Sarah
Sent: Tuesday, 25 September 2012 10:10 AM
To: Smorhun, Vic
Subject: Cycle paths

Information as requested!!

From: Gill, Tony
Sent: Tuesday, 25 September 2012 10:04 AM
To: McHugh, Ben; Stravens, Helen; Bourne, Sarah
Subject: RE: Cycle paths

This is fine – the adoption of segregated cycle lanes is new to the ACT and not currently covered in our design standards, we will use the Civic Cycle loop as the basis for developing a position on segregated cycle lanes which will focus on locations such as town centres where there is a lot of pedestrians/cyclist/vehicular activity or on main roads where there cyclist safety would benefit by physical separation from high speed traffic.

Regards

Tony Gill

- Currently Roads ACT Policy is to include on road cycle lanes on all arterial road upgrade or new construction projects.
- Separated cycle paths/lanes such as what is being delivered in the city are not currently included in Roads ACT Policy for implementation.
- The Civic Cycle Loop is the first project where a separated cycle path is being constructed. This type of facility is considered part of the second generation cycle facilities and is being considered for inclusion in future Roads ACT policy for implementation across the network.
- Off Road cycle facilities like shared paths are constructed on major projects where the strategic network and design standard (DS13) identifies the requirement.

From: Smorhun, Vic
Sent: Tuesday, 25 September 2012 9:06 AM
To: Bourne, Sarah
Subject: Cycle paths

Sarah can we get a quick response to this question please (we need it for the CM's event at lunchtime):

There have been many improvements in recent years with bike racks on buses, signage on bike paths, clearing up broken glass when we report it, and I certainly appreciate these activities. But I wonder if cycle lanes, preferably sectioned off from traffic, are automatically being included in all road work projects. For eg it doesn't seem to be in the new traffic island work being done on the western end of Marcus Clarke Street.

Thanks.

Vic Smorhun | Senior Adviser | Office of Katy Gallagher MLA
 Chief Minister | Minister for Territory and Municipal Services
 ACT Legislative Assembly
 Phone: 02 620 50227 | Email: vic.smorhun@act.gov.au

Bourne, Sarah

From: Smorhun, Vic
Sent: Monday, 24 September 2012 10:30 AM
To: Bourne, Sarah
Subject: FW: Previous correspondence [! Trickett Street, Holt]

Sarah - do we have this one? If yes, can you send to Charles please.
Thanks.

From: Njora, Charles
Sent: Monday, 24 September 2012 10:29 AM
To: Smorhun, Vic
Subject: Previous correspondence

Hi Vic,

I'm trying to track a letter that we received from your office regarding a constituent, **of Trickett Street, Holt**, who was concerned about the road cracking and breaking in front of his house where repairs were previously done because of heavy B double trucks now using the area.

Kindly send me a copy.

Regards,

Charles Njora
Senior Adviser | Office of Ms Mary Porter AM MLA | Member for Ginninderra | Deputy Speaker | ACT Legislative Assembly | T: (02) 6205 2096 | F: (02) 6205 0040 | Email: charles.njora@act.gov.au

Ms Mary Porter AM MLA
[Website](#) | [Twitter](#) | [Email](#)
Your Voice in the ACT Government

Bourne, Sarah

From: Bourne, Sarah
Sent: Thursday, 20 September 2012 9:44 AM
To: Stravens, Helen
Subject: Factual Informraton - Parking Issue - Redbank Street, Harrison
Attachments: Redbank Street Harrison, Parking Issue.docx

Hi Helen,

Another one sorry!!

Can you please request some information about the widening of the road and installing designated parking spaces in the attached letter.

If I could get this ASAP it would be great

Thanks
Sarah

From: Smorhun, Vic
Sent: Monday, 17 September 2012 5:13 PM
To: Bourne, Sarah
Subject: FW: Parking Issue - Redbank Street, Harrison

Sarah can we get advice on the TAMS issues please.
Thanks.

From: Cameron, Lesley
Sent: Monday, 17 September 2012 5:00 PM
To: Smorhun, Vic
Subject: FW: Parking Issue - Redbank Street, Harrison

Vic,

can write up a response from Minister, with input from JACS, but would you please be able to provide TAMS content on the two options he has suggested – widening the road, or installing designated parking spaces.

Thanks.

L

From: CORBELL
Sent: Thursday, 13 September 2012 3:54 PM
To: Cameron, Lesley
Cc: Boogs, Monika
Subject: FW: Parking Issue - Redbank Street, Harrison

Lesley – for reply please

From:
Sent: Wednesday, 12 September 2012 4:36 PM
To: CORBELL
Subject: Parking Issue - Redbank Street, Harrison

Good afternoon

Please find attached a local matter for your attention and action.

Kind regards

Bourne, Sarah

From: Smorhun, Vic
Sent: Monday, 17 September 2012 12:36 PM
To: Peters, Paul
Cc: Bourne, Sarah
Subject: Pedal Power - bike racks on buses

Hi Paul – can we get factual information on the issues raised in the RioTACT story in which the pedal power spokesman has raised concerns that we can't fit bike racks to all ACTION buses:
<http://the-riotact.com/pedal-power-act-calls-for-bike-racks-on-all-buses/82632>

Canberra cycling group, Pedal Power ACT, is calling on the next ACT Government to make bike racks on ACTION buses reliable.

The current Government has put bike racks on 80% of buses and say they cannot fit them on the new long buses. Putting bike racks on buses was an ACT Labor initiative and Pedal Power ACT is concerned that a good idea may fail in the implementation.

'For transport, 80% is not good enough,' said Pedal Power ACT spokesperson, Brendan Nerdal. 'It must be reliable. If you run late once because you have to wait for the next bus, or the one after that, you may start taking the car instead.'

The next Government should consider seeking an exemption from Roads ACT to allow them to fit bike racks on the long buses. Alternatively, they could increase fold-up seating to allow bikes, prams and wheelchairs inside the bus.

If a future ACT Government remains determined to forget this promise, then Pedal Power ACT has some pragmatic alternatives:

- Currently MyWay data is not captured on bike rack use. If this data was captured, it could be used to improve bus schedules to place buses with racks on routes where they are most needed.
- Currently fold-up bikes are not allowed on buses unless they are boxed, which defeats the point. Fold-up bikes are designed for the purpose of integrating cycling with public transport.
- No further buses should be purchased that cannot fit bike racks.

On the 3 dot points, are we able to capture MyWay data on bike rack use – and for this to be used for scheduling? Is the idea of foldup bikes on buses something we have considered and rejected mainly on the basis that it could cause discomfort/damage /injury to other passengers? And in relation to not purchasing further buses that cannot fit a bike rack, I though the issue was the design of our roads and roundabouts and intersections (and that in fact the artics could be fitted with bike rack)?

Would it be possible to get some dot points info for tomorrow please.

Thanks.

/ic

Vic Smorhun | Senior Adviser | Office of Katy Gallagher MLA
 Chief Minister | Minister for Territory and Municipal Services
 ACT Legislative Assembly
 Phone: 02 620 50227 | Email: vic.smorhun@act.gov.au

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Bourne, Sarah

From: Smorhun, Vic
Sent: Monday, 17 September 2012 6:07 PM
To: Bourne, Sarah
Subject: Outdoor eating in Odgers Lane, City

Sarah – Minister Barr's office has asked why the operators of Bean in the City who are to open a cafe in Odgers Lane cannot be formally advised of the confirmed area and cost. Apparently they have been told that TAMS won't confirm these details until 2 weeks before they open, however the cafe owners need the information for their planning, for liquor licence purposes (and for things like how many chairs they should buy). Can you please find out if TAMS can confirm this information.

Thanks.

Vic

Vic Smorhun | Senior Adviser | Office of Katy Gallagher MLA
Chief Minister | Minister for Territory and Municipal Services
ACT Legislative Assembly
Phone: 02 620 50227 | | Email: vic.smorhun@act.gov.au

Bourne, Sarah

From: Smorhun, Vic
Sent: Friday, 14 September 2012 10:24 AM
To: Bourne, Sarah
Subject: Dickson works

Hi Sarah can you get factual information on what we have undertaken in Dickson – things like infrastructure upgrades, footpaths, etc.

Thanks.

Vic

Vic Smorhun | Senior Adviser | Office of Katy Gallagher MLA
Chief Minister | Minister for Territory and Municipal Services
ACT Legislative Assembly

Phone: 02 620 50227 |

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Bourne, Sarah

From: Smorhun, Vic
Sent: Thursday, 13 September 2012 11:59 AM
To: Ware, Chris
Cc: Byles, Gary; Mossop, Leonie; Bourne, Sarah; Willson, Helen (TAMS)
Subject: RE: Commercial Recycling Facility at Hume

Chris – this can go ahead as ongoing government business.

Thanks.

Vic

From: Ware, Chris
Sent: Thursday, 13 September 2012 8:21 AM
To: Smorhun, Vic
Cc: Byles, Gary; Mossop, Leonie
Subject: RE: Commercial Recycling Facility at Hume

Vic

We are hopeful that the documents can be executed today. The documents were to be ready a fortnight ago, but minor legal matters had to be resolved.

SITA were chosen as the preferred proponent following a public RFP process that was subject to a cabinet submission.

T
I
ie

Happy to discuss further

Chris

From: Smorhun, Vic
Sent: Thursday, 13 September 2012 7:51 AM
To: Ware, Chris
Cc: Byles, Gary; Mossop, Leonie
Subject: RE: Commercial Recycling Facility at Hume

Thanks Chris

I gather that the 13 Sept date in the brief for the execution of the agreements and sublease are correct (ie its happening today)?

I'm not absolutely clear whether there was a locked in agreement with SITA in place prior to today

I'm trying to determine if this locks in the next government into something that it may want to consider – noting we a one day from caretaker? Leonie do you have a view?

Thanks.

Vic

From: Ware, Chris

Sent: Wednesday, 12 September 2012 5:43 PM

To: Smorhun, Vic

Subject: Commercial Recycling Facility at Hume

Vic

Tomorrow it is expected that TAMS will execute, with SITA, the required agreements and sublease for a dry mixed commercial waste recycling facility at Hume.

Gary asked that I send you an email with the attached draft brief that will be sent tomorrow.

Gary has also asked for me to check with you whether you have any concerns.

Chris

Chris Ware | Director | ACT NoWaste

T 02 6207 2840 | F 02 6207 6255

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GPO Box 158, Canberra City, ACT 2601

Macarthur House, 12 Wattle St, Lyneham, ACT

Byles, Gary

From: Smorhun, Vic
Sent: Monday, 10 September 2012 8:46 AM
To: Steward, Fay
Cc: Hill, Diana; Byles, Gary; Flanery, Fleur
Subject: URGENT: Shopping centre upgrades 4 year program

Thanks Fay.

The accelerated proposal seems to be a lopsided with 7 centres for major or minor upgrades in 2014-15 and 8 in 2016-17.

Is it possible to undertake both design and construction for the minor centres in the same year?

Would this program work (for construction works) – this tries to balance out the program over 4 years:

2013-14

Evatt - major
 Florey - major
 Kambah (Mannheim) – minor
 Livett – minor

2014-15

Fisher – major
 Kaleen (Gwydir) – major
 Fraser - minor
 Kambah (Carleton) – minor
 Fadden – minor

2015-16

Spence (Glassey) – major
 Macquarie – major
 Wanniasa – minor
 Kambah (Castley) – minor
 Kambah (Marconi) – minor

2016-17

Kaleen (Ashburton) – major
 Hughes - major
 Spence (Copland) – minor
 Weetangera – minor
 Macgregor - minor

Can you also confirm that we are costing the major upgrades at _____ and advise the actual or average cost for the minor upgrades. Can you also include for each financial year the amount needed for design work please.

Thanks.

Vic

From: Steward, Fay
Sent: Friday, 7 September 2012 9:02 AM
To: Smorhun, Vic
Cc: Hill, Diana; Byles, Gary; Flanery, Fleur
Subject: Shopping centre upgrades 2012-13 program
Importance: High

Hi Vic,

Pls find attached a proposal for the forward 4 year shopping centre upgrade program. We have added an accelerated option which would allow Forward Design Studies to get underway this financial year for Evatt and Florey, V.

). If we can get the Chief's approval we could commence public consultation, studies and the like by January or February 2013 for both centres.

The value of the proposed forward upgrade program is . It reflects the pattern we discussed yesterday: generally in any one year there would be for major upgrades 2 FDS and 2 construction with work associated with 5 or 6 minor centres (either FDS or construction) –

.. Happy to expand further.

Cheers

Fay

From: Smorhun, Vic
Sent: Thursday, 6 September 2012 9:47 AM
To: Steward, Fay
Cc: Flanery, Fleur
Subject: FW: Shopping centre upgrades 2012-13 program

Hi Fay further to our discussion can you review the wording below and advise on the split between the minor and major upgrades - and add/revise the centres I have started to list.

Program of shopping centre upgrades

The viability of local centres is important to the strength and viability of our local communities.

As an important step in supporting local supermarkets, so they can continue to provide important convenience retailing in local shopping centres, the ACT Government recently announced that it will be limiting the size of supermarkets in our local centres to 1000 square metres. This limit on floor space for supermarkets in local centres will ensure the ACT's retail hierarchy is maintained and that communities will continue to have available the local shops they need.

The ACT Government has invested significantly in ensuring that shopping centres continue to be improved through a program of local centre upgrades over the past decade. This program which totalled \$13.8 million has delivered upgrades to centres across Canberra:

Shopping centres refurbished – 2001 to 2012

	Shopping centre	Year completed	Budget
1	Hawker	2001	\$985,000
2	Griffith	2002	800,000
3	Kambah Village	2002	1,400,000
4	Mawson	2003	1,400,000
5	Jamison Centre*	2003	700,000
6	Higgins	2003	850,000
7	Holder	2004	500,000
8	Holt	2005	900,000
9	Melba	2008	380,000
10	Garran	2009	1,000,000
11	Deakin	2009	1,000,000
12	Ainslie	2010	1,600,000

13	Lyons	2011	1,200,000
14	Scullin	2012	1,120,000
TOTAL			13,835,000

*public realm

The current year program will see shopping centre upgrades at Waramanga, Red Hill and Farrer at a cost of some \$3 million.

The next phase of the shopping centre upgrade program will target those centres that have been assessed as requiring improvements to the public realm, in areas such as paving, seating, access and traffic arrangements, lighting and general safety aspects and the provision of disability parking.

Policy costings:

The average cost of shopping centre upgrades is \$1 million each for major upgrades. Minor upgrades, which may include bringing lighting up to current standards (efficiency and safety), the provision of disabled car parking spaces, and minor landscaping.

Centres to be included in the major upgrade program are (need to identify 8):

Evatt, Florey, Chapman, Hughes, Fraser,

Local centres to be included in the minor upgrade program are:

Banks, Charnwood, Cook, Lyneham, Theodore, Torrens, Fisher, Kambah (Carleton St)

	2013-14	2014-15	2015-16	2016-17	TOTAL
Capital	\$2.5 m	\$2.5 m	\$2.5 m	\$2.5 m	\$10.0 m
Total	\$2.5 m	\$2.5 m	\$2.5 m	\$2.5 m	\$10.0 m

Thanks.
Vic

From: Smorhun, Vic
Sent: Thursday, 6 September 2012 8:00 AM
To: Steward, Fay; Flanery, Fleur
Cc: Bourne, Sarah
Subject: Shopping centre upgrades 2012-13 program

Hi Fay and Fleur could I get a \$ figure for the cost of each of the 3 upgrades in this FY please (Waramanga, Farrer and Red Hill) please.

Thanks.
Vic

Vic Smorhun | Senior Adviser | Office of Katy Gallagher MLA
 Chief Minister | Minister for Territory and Municipal Services

ACT Legislative Assembly
Phone: 02 620 50227 |

| Email: vic.smorhun@act.gov.au

Byles, Gary

From: Smorhun, Vic
Sent: Monday, 10 September 2012 10:20 AM
To: Byles, Gary
Subject: FW: Action Buses
Attachments: Stevo 0912 2.docx

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Coll to print

Gary this could tie in with the strategy we discussed a couple of weeks ago.

Thanks.

Vic

From: Schembri, Karen **On Behalf Of** GALLAGHER
Sent: Monday, 10 September 2012 10:08 AM
To: Bourne, Sarah
Cc: Smorhun, Vic
Subject: FW: Action Buses

Sarah

For approp action and response please

Karen

Karen Schembri | Office of the Chief Minister
 t: 620 50840 | fx: 620 53030 | karen.schembri@act.gov.au | www.chiefminister.act.gov.au

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From: _____
Sent: Sunday, 9 September 2012 1:06 PM
To: GALLAGHER
Cc: _____
Subject: Action Buses

Dear Ms Gallagher,

My name is _____ and I am 26 years of age.

I have just obtained my HR licence, and I am very keen to join Action Buses.

Can you please advise me, or forward my attached resume to Action Buses.

I know that if provided with an opportunity, I would be an asset to Action buses, and the Act Government.

Yours faithfully,

Byles, Gary

From: Smorhun, Vic
Sent: Monday, 10 September 2012 4:45 PM
To: Byles, Gary
Subject: RE: referrals to TAMS for straightforward and minor matters

Gary - have you had anything back on this – its overdue and I'm being hassled.

Thanks.

Vic

From: Byles, Gary
Sent: Thursday, 6 September 2012 12:30 PM
To: Smith, Kim
Cc: Polinelli, Anthony
Subject:

Kim - below is a our response to the HIA questionnaire (see extract below).

It generally outlines (and justifies) the current procedure without necessarily looking at ways of improving things as suggested by the HIA.

Could you have a look at this response and modify it where possible to indicate we are going to take into account the HIA's suggestions for improvements in the process - perhaps moving to active from passive

From: ODonoghue, Yersheena
Sent: Tuesday, 4 September 2012 1:20 PM
To: Bourne, Sarah
Subject: HIA - Residential Building Sector

Here you go

Red Tape Reduction

TAMS/ESDD: A removal of requirement for referrals to TAMS for straightforward and minor matters. The modification of relatively minor planning matters such as single tree removal or minor parking and driveway construction, could reduce the need for referral, which can add additional time and costs to projects.

The context for this is:

Red Tape Reduction

Over 85% of the residential construction industry is made up of small business. One of the biggest cited by small business as impacting negatively on productivity is unnecessary government red tape.

Following are some of the key issues impacting on members of HIA in the ACT. HIA is seeking to undertake the following:

- > Improvement in speed and efficiency of issuing Unit Titles. HIA believes that a mandated time for issuing titles, such as 30 days, is appropriate.
- > A removal of the requirement for referrals to Territory and Municipal Services (TAMS) for strata and minor matters. The codification of relatively minor planning matters such as single tree removal, parking and driveway construction, could reduce the need for referral, which can add additional costs to projects.

HIA also supports the introduction of guaranteed minimum turnaround times and the reduction of matters requiring referral.

- > Simplify and speed up the e-lodgement process for development applications to ensure they can be completed in less than an hour. At present, lodging an application can take up to a day.

Tree Removal

Territory and Municipal Services (TAMS) supports actions to reduce red tape but does not support the proposal to exempt the removal of a single tree without referral.

In responding to the issue, it is not clear from the questions whether it refers only to trees located within a lease or trees that are located in open space or on the nature strip outside a development block (ie, unleased Territory land).

In providing this advice, the following reasons are key considerations:

- The aim of the *Tree Protection Act 2005* is to protect Canberra's trees. This Act allows for the removal of trees under a certain height and width without referral and thus only trees growing on unleased land of significant value in terms of size, age, aesthetics, history and contribution to the urban landscape undergo a referral process. These trees are called 'regulated trees'.
- In February 2011 the Commissioner for Sustainability and the Environment delivered a report into the Government's tree management practices and the renewal of Canberra's urban forest. Several key recommendations related to tree removal, including that "all other options must be considered before a tree is removed". This recommendation was agreed by Government. The proposal to exempt removal of single trees from an assessment or referral process would be in breach of this recommendation.
- TAMS must implement an accountable consultative process that involves adjoining lessees and exempting the removal of single trees may not ensure this occurs.
- An inner-south community group recently sought assurance from the Minister for Territory and Municipal Services that tree and verge protection must be carefully administered during development. Allowing developers to remove sound and healthy trees that are part of a formal streetscape or on a residential block without due consideration is likely to elicit negative feedback from adjoining residents and community groups.
- TAMS is not the only decision-maker in relation to removal of public trees. The National Capital Authority and Heritage ACT are also stakeholders and need to be consulted.

- Registered trees have special management requirements and any decision to remove the requirement to seek approval to remove single trees may lead to the loss of such trees.
- TAMS receives many requests for trees to be removed - including for parking around new development sites, driveways, placement of site sheds and reduce shading of a house. TAMS considers the impact of the tree removal on the benefits that trees provide collectively to the community.
- If TAMS does not receive details of developers' proposals, regulatory action will be limited and considerable tree loss may result.
- Trees and other off-site assets can be linked (ie, proximity of driveways to trees, trees and street lights, trees and footpaths, trees and underground services).

General TAMS Issues

TAMS are very happy to work with the HIA on any aspects of developments and concerns that they have with the TAMS processes.

Looking at the details of issues involved in the assessment of such matters as driveways and parking on Territory Land, it is difficult for TAMS to agree to such a proposal.
The reasons for TAMS position on this are as follows:

1. All driveways have the following items to be assessed irrespective of whether they are major or minor works:
 - Compliance with Standards
 - Potential damage to existing assets both under and above ground. These assets may typically include utility services, trees, verge works, and any other infrastructures in the vicinity.
 - Impact on pedestrians and cyclists including Health and Safety issues
 - Inspection to ensure compliance with construction standards eg formwork etc
 - Impact on adjacent properties
2. TAMS will not become aware of the new driveway asset for ongoing maintenance purposes if it was not involved in the approval process. These assets transfer to ACT Government on completion so the risk to poor installations of which we become responsible for is high. Our practices are in line with other jurisdictions.
3. TAMS will not become aware of any non-standard design and construction, if it happens, until it becomes an issue in the form of a public complaint or an issue for maintenance much later.
4. Parking design also has aspects of safety and the ratio requirements within any given area to support the overall development or future developments.
5. Often, damages occur to existing Territory Assets as well as to adjacent properties during any construction works. These damages will go unnoticed, had the development gone through without the entity referral process and will subject the Territory to risks in terms of Public Liability and damage to adjacent properties. This is not a preferred position for the Territory to manage.
6. Set time frames are already in place and TAMS reviews these with Industry on a regular bases and together we look for more effective and efficient ways of processing the development applications.

Byles, Gary

From: Byles, Gary
Sent: Monday, 10 September 2012 6:07 PM
To: Smorhun, Vic
Subject: Re: Proposed Parking Restrictions on McKinlay Street Narrabundah - C12-27

I will check

Sent from my iPhone

On 10/09/2012, at 6:05 PM, "Smorhun, Vic" <Vic.Smorhun@act.gov.au> wrote:

Noting that the email below has had wide distribution its concerning that one of our roads people has allegedly said the things that have been attributed to him – see in highlight below.
 PS this person would seem to be in a position to take these issues up (and he has a reasonable argument to seek a solution).

Kesteven and Associates: about us

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- Corporate governance
- Business process engineering

History

Kesteven and Associates has been trading since 1989. We have carried out documentation and management assignments for over 100 private and public enterprises, in Australia and overseas, including *AAP Information Services, ACT Electoral Commission, Alcan Australia Limited/Capral Aluminium, BHP Rod and Bar Products, BOC Gases, CSR Asia, CSR Limited, CSR Raw Sugar Marketing, CSR Superannuation, Dairy Farmers, Department of Environment (Tasmania), Department of Veterans' Affairs, Orica Limited, Jandson Homes, Jas-ANZ, Premier's Department (NSW), RailCorp, Saudi Fisheries Company, The Shell Company of Australia, Santos Limited, Santos (Sampang) Indonesia, Sinclair Knight Merz, Sirol Ecosolutions, UNESCO, The University of Sydney, Wesley Mission, Yancoal Australia Limited.*

Legal identity

Name: Kesteven and Associates Pty Limited
 ABN: 24 129 375 962
 Registered office: 10 McKinlay Street, Narrabundah ACT 2604, Australia
 Contact: ua.moc.nevetsek@noitamrofni or phone +61 2 6260 8390

<image001.gif>

Managing Director

From: 
Sent: Monday, 10 September 2012 2:23 PM
To: rifaat.shoukrallan@act.gov.au
Cc: BARR; CORBELL; GALLAGHER; LECOUTEUR; RATTENBURY; Seselja, Zed; Paunovic, Slobodan
Subject: FW: Proposed Parking Restrictions on McKinlay Street Narrabundah - C12-27

Rifaat

Slobodan gave me your contact details, following a phone call from him in response to the email below.

He rang to explain that he was going to ignore my concerns, on the grounds that he 'had no other solution'. This is silly. As things stand, he has NO solution. Moving the problem from one stretch of road does nothing other than allow to you mollify the original complainants. I expect better of my government than that.

The proposed action is a prime example of the wasteful and pointless non-solutions that make people think so poorly of public servants.

Perhaps you could refer the issue to someone capable of bringing some intelligence to bear, before any further time and money is wasted? If there really is a problem here, then you really need to solve it. Not just move it.

Thanks

I

From:

Sent: Monday, 10 September 2012 09:59

To: 'slobodan.paunovic@act.gov.au'

Subject: Proposed Parking Restrictions on McKinlay Street Narrabundah - C12-27

Hi Slobodan

I refer to David Quinlan's letter of 6 September, just received.

I appreciate the need for something to be done about parking in this section of McKinlay Street; but I think the proposed restrictions may have unintended consequences. The restrictions will not, on their own, solve the problem: they will just move it elsewhere.

The eastern side of McKinlay Street, between McMillan Circuit and Frome Street, is always *full* during school hours: it is where the students from St Clare's park. Where do you expect these girls to park on Fridays? The risk is that they will find spots at the railway station or in the area between Wentworth Avenue and Canberra Avenue. Both of which would require the girls to cross Canberra Avenue during peak hours. There are NO pedestrian crossings at this point.

The existing parking arrangements in McKinlay Street already have unacceptable dangers -- which I suspect lie behind the complaints you have received -- unrelated to waste collection (waste is normally collected before school hours -- the waste collection people aren't stupid). The girls are too young to be other than inexperienced drivers, there are buses in both directions, and although there is ostensibly no stopping on the western side on school days, there is nearly always a tradie or delivery vehicle somewhere. In short, there is often a measure of traffic chaos that is dangerous both for the St Clare's girls and for residents.

A better solution would be to require St Clare's, like other businesses, to provide adequate parking for its customers, and to manage the risks for its students who have cars.

Byles, Gary

From: Smorhun, Vic
Sent: Tuesday, 11 September 2012 7:58 AM
To: Byles, Gary
Subject: RE: Pedal Power
Attachments: FW: Pedal Power ACT Media Release - Cycling Needs \$50m Over Four Years

Hi Gary in readiness for the pedal power forum, did we find out if the NCA is still proceeding with the design work and approvals from Parliament for the Bowen crossing upgrade (see reference below on NCA website)?

Thanks.

Vic

Gary according to their website the Pedal Power election related meeting is on 19 September 2012.

FYEO see attached email from CM and my response. (This is obviously related to the election).

Re Bowen Place this was the last NCA advice (on website):

The Bowen Place crossing upgrade is now scheduled to commence in 2014.

If existing funding allows, the National Capital Authority will continue working on the Bowen Place crossing design, and seek the necessary approvals from Parliament so construction can commence as soon as possible.

Can we get advice on whether this has happened this year?

We also need an exact picture funding wise on what we have in our budget and our major infrastructure works so we can understand the full cycling paths/infrastructure budget / funding picture better.

From my perusal of the budget papers BP4 shows the following:

UIP - Transport for Canberra - walking and cycling infrastructure stage 3: \$5.5 million over 4 years (completion June 2016)

Works in progress - Transport for Canberra - walking and cycling infrastructure: \$4.8 million (completion June 2013)

Works in progress - cycling, signage, footpaths: \$9.0 million (completion June 2013)

We also have announced \$0.5 million for the design and approvals work for the Majura Parkway off road cycle path (total cost \$8-12 million - to be bid for at the appropriate time, when the parkway is closer to completion).

Once you have had an opportunity to get some advice perhaps I could meet with the relevant Roads and budget people to get across this area which is shaping up as a big one for the election?

Thanks.

Vic

-----Original Message-----

From: Byles, Gary
Sent: Monday, 20 August 2012 11:04 AM
To: Smorhun, Vic
Cc: Peters, Paul; Willson, Helen (TAMS)
Subject:

Vic - does cm need more info for that upcoming pedal power public meeting

Sent from my iPhone

Byles, Gary

From: Gallagher, Katy
Sent: Monday, 20 August 2012 9:49 AM
To: Smorhun, Vic
Subject: FW: Pedal Power ACT Media Release - Cycling Needs \$50m Over Four Years
Attachments: MR Pedal Power ACT Election Launch.doc

Vic, pedal power latest.
We will need a active transport/ cycling policy and prob need to release before the pedal power forum (cant remember when that is)

Katy Gallagher MLA
Chief Minister
Minister for Health
Minister for Territory and Municipal Services
Member for Molonglo
ACT Legislative Assembly

From: Schembri, Karen **On Behalf Of** GALLAGHER
Sent: Monday, 20 August 2012 8:52 AM
To: Cirson, Adina; O'Daly, Edward; Howard, Scott
Cc: Gallagher, Katy; Gillespie, Margaret
Subject: FW: Pedal Power ACT Media Release - Cycling Needs \$50m Over Four Years

fyi

Karen Schembri | Office of the Chief Minister
t: 620 50840 | fx: 620 53030 | karen.schembri@act.gov.au | www.chiefminister.act.gov.au

IMPORTANT: This message, and any attachments to it, contains information that is confidential and may also be the subject of legal professional or other privilege. If you are not the intended recipient of this message, you must not review, copy, disseminate or disclose its contents to any other party or take action in reliance of any material contained within it. If you have received this message in error, please notify the sender immediately by return email informing them of the mistake and delete all copies of the message from your computer system.

From: Jo Clay
Sent: Monday, 20 August 2012 7:11 AM
To: Jo Clay
Cc: Brendan Nerdal; exeutiveofficer@pedalpower.org.au; Matt Larkin
Subject: Pedal Power ACT Media Release - Cycling Needs \$50m Over Four Years

Good morning,

Please find attached Pedal Power's latest media release.

More is available in our Election Booklet on our website under the 'ACT Election Cycling Forum' link at <http://www.pedalpower.org.au/>

We look forward to discussing cycling investment with your party over the next few weeks.

Kind regards,

Jo Clay.

Pedal Power Advocacy Team

PEDAL POWER ACT Inc

GPO Box 581, Canberra City, ACT 2601

Tel: 02 6248 7995, Fax: 02 6248 7774

office@pedalpower.org.au

www.pedalpower.org.au

MEDIA RELEASE

20 August 2012

Cycling needs \$50 million over four years from next ACT Government

Canberra cycling group, Pedal Power ACT, is calling on the next ACT Government to increase spending on cycling infrastructure and programs or accept that sustainability commitments and active travel target will not be met.

While cycling has increased by around 70 per cent since Pedal Power ACT's first annual cycling count 8 years ago, growth has leveled out over the past two years. Cycling numbers are no longer increasing the way they should.

'This is a real concern for the next Government,' said Pedal Power ACT Spokesperson, Brendan Nerdal. 'Canberra needs a threefold increase in trips to work on bikes by 2016, or we will see much worse congestion on our roads.'

It is not just Pedal Power ACT that sees the need for a major increase in cycling. In March this year, the ACT Government released the *Transport for Canberra Plan* which set the objective of having 6 per cent of work trips made on bike by 2016, up from around 2.5% in 2006. This is a must if the Government is serious about relieving congestion by 25 per cent and meeting their legislated carbon reduction targets.

The current Government's Plan also says that surveyed Canberrans would spend 19 per cent of the transport budget, or around \$50 million per year, on cycling infrastructure.

'We would live in a cycling utopia if cycling received a fifth of the transport budget,' Mr Nerdal says, 'but Pedal Power ACT believes we can make huge gains with much less'.

\$50 million spent over the next four years would deliver key projects and meet targets. But if we continue to spend less than \$2 million per year, Government will not meet its active travel, congestion relief or carbon reduction targets. Driving and parking in Canberra will become more difficult and cycling numbers will not increase.

'\$50 million for cycling would deliver announced projects, such as the Civic Cycle Loop, and finish the best half day ride in Australia around Lake Burley Griffin. It would support much-needed improvements to town centers and build next-generation facilities linking Mt Stromlo with Civic. It would give Canberra a cycling corridor along the upcoming Majura Parkway and improve Northbourne Avenue,' Mr Nerdal said.

PEDAL POWER ACT Inc

GPO Box 581, Canberra City, ACT 2601

Tel: 02 6248 7995, Fax: 02 6248 7774

office@pedalpower.org.au

www.pedalpower.org.au

"All we need is 6 per cent of the transport budget or \$50 million over four years. That level of funding reflects current Government targets and the modal share cycling needs to ensure Canberra remains the vibrant, livable city we all love."

For more details: Brendan Nerdal, Pedal Power ACT Advocacy Team Leader: 0402 827 181. Pedal Power ACT's Election Booklet is at <http://www.pedalpower.org.au/>. ACT Government's Transport for Canberra Plan is at <http://www.transport.act.gov.au/policy.html> (Particularly, pages 9 and 11)

Pedal Power has over 3,500 members and its mission is to get 'More Canberrans cycling, more often, for a better community'.

Byles, Gary

From: Smorhun, Vic
Sent: Tuesday, 11 September 2012 8:24 AM
To: Byles, Gary; Flanery, Fleur
Subject: RE: Tree near house

CM received another (nice) letter from on Friday. At this stage lets wait till I can catch and her dad to have a chat about Matt coming out. I had another look at the spot where a tree had been planted and which died/damaged ... I cant see why we couldn't plant a replacement tree in that spot for e to look after – it was obviously considered to be in the right spot before and it should be Ok again?

PS with the nice weather on the weekend there were lots of parents and kids playing on/climbing the 'leaning tree of Sprent St' – all obviously having a great time. If we can do what needs to be done to make it as safe as we can (excluding cutting it into pieces!) that would made lots of people and kiddies very happy.

Thanks.

From: Byles, Gary
Sent: Tuesday, 11 September 2012 8:18 AM
To: Flanery, Fleur
Cc: Smorhun, Vic
Subject: Re: Tree near house

Vic will have the info this week fleur - or you could run up there and ask - I hear you are ok at running

Sent from my iPhone

On 11/09/2012, at 8:16 AM, "Flanery, Fleur" <Fleur.Flanery@act.gov.au> wrote:

Vic

Did you have an opportunity to meet with family and discuss the tree?

Regards

Fleur

<image001.png>

Fleur Flanery | Director City Services

Phone 02 6207 5486 | Fax 02 6207 6255 | Email fleur.flanery@act.gov.au

Territory and Municipal Services Directorate | ACT Government

Level 8, Macarthur House, 12 Wattle Street, Lyneham ACT 2602 | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

Bytes, Gary

From: Smorhun, Vic
Sent: Tuesday, 11 September 2012 8:55 AM
To: Bytes, Gary
Subject: RE: EVW inlet etc

I think so - we should have some solid advices on what we can do by then.
Did you hear the 666 discussion on the lake - and the call that we hardly ever sweep streets?

-----Original Message-----

From: Bytes, Gary
Sent: Tuesday, 11 September 2012 8:54 AM
To: Smorhun, Vic
Subject:

Vic - how do you want to play eastern valley way and . Is it worth us going out again to meet with an update later this week specifically on the issues she raised.

 Sent from my iPhone

Byles, Gary

From: Byles, Gary
Sent: Tuesday, 11 September 2012 11:56 AM
To: Smorhun, Vic
Subject: Fwd: Re: RE: RE:

Info - let's see reaction

Sent from my iPhone

Begin forwarded message:

From: "Byles, Gary" <Gary.Byles@act.gov.au>
Date: 11 September 2012 11:31:59 AM AEST
To: "Phillips, Brett" <Brett.Phillips@act.gov.au>
Subject: Re: RE: RE:

Many thanks Brett - I think ongoing and repeat presence will send a very important message that is currently being ignored. GB

Sent from my iPhone

On 11/09/2012, at 11:10 AM, "Phillips, Brett" <Brett.Phillips@act.gov.au> wrote:

Gary

I agree with your views about a blitz. I have requested Parking Ops to significantly increase their presence in the area, even if that means staying there for a number of hours at a time.

Cheers

Brett

-----Original Message-----

From: Byles, Gary
Sent: Monday, 10 September 2012 9:50 PM
To: Phillips, Brett
Subject: Re: RE:

Brett - just following up on the issue below. It is still an issue for traders who as recently as Friday again made representations again to the chief minister. I am working with the contractors to secure a vacant block adjacent to the construction site for use as temporary parking but that may take some time if in fact it eventuates. In the interim I intend to increase the 2hr parking in the problematic car park. This will mean about 70 x 2hr parks in the lighthouse precinct but from my observations and reports these are being abused with many choosing to overstay or indeed being alerted to the presence of your

officers. My sense is we need a blitz - and one over consecutive days - to send a powerful message that we will enforce compliance. How should I go about this, noting I am keen to commence immediately given that by 0730 the 2hr car park is full of vehicles that are associated with the trades. GB

Sent from my iPad

On 06/09/2012, at 4:40 PM, "Phillips, Brett" <Brett.Phillips@act.gov.au> wrote:

Gary

I agree that the compliance angle can sometimes be problematic.

Understand that the crane operator might be the "spotter", so might be hard to counter someone with such a panoramic view.

Cheers

Brett

-----Original Message-----

From: Byles, Gary

Sent: Thursday, 6 September 2012 9:14 AM

To: Phillips, Brett

Subject: RE:

Thanks Brett - I am mindful of trying to find a balance through compliance rather than ongoing or unreasonable targeting of a specific group. John Taylor in my roads team has a bit of info on this or Di Hill in the project management area. Or if necessary your POC can call me direct as I am pretty involved.
Regards GB

-----Original Message-----

From: Phillips, Brett

Sent: Thursday, 6 September 2012 9:00 AM

To: Byles, Gary

Subject: RE:

Gary

Will see what I can do

Cheers

Brett

-----Original Message-----

From: Byles, Gary

Sent: Thursday, 6 September 2012 7:20 AM

To: Phillips, Brett

Subject:

Brett - eastern valley way inlet is a multi development site where parking is at a premium. The business owners have indicated that they are suffering economically largely due to all day parking by tradies. Of course if the tradies are using all day parking and paying they are within their rights to do so. The concern revolves around the limited time spaces that may be used by some (not only tradies) in excess of the time allowed, in this case denying passing trade by customers. I know your team has visited several times and this is not an uncommon problem across Canberra but do you have any suggestions how we might get tighter compliance. I have been told (unconfirmed) that the workers might even have a lookout to see when your officers are around, and of course i expect the park, move and repark tactic may be widely used. It's a tough one as each group has a different focus and it's about trying to get a balance. There is a very large unused car park less than 100 metres away but people of course want close parking.
Regards GB

Sent from my iPad

Byles, Gary

From: Byles, Gary
Sent: Tuesday, 11 September 2012 11:58 AM
To: Smorhun, Vic
Subject: Re: Student seeking interview 'Crikey' - Lake Ginninderra pedestrian bridge

I will get latest - as you know I have been after that for a while now.

Sent from my iPhone

On 11/09/2012, at 9:56 AM, "Smorhun, Vic" <Vic.Smorhun@act.gov.au> wrote:

It gets worse ...

From: Hallett, Chris
Sent: Tuesday, 11 September 2012 9:25 AM
To: Smorhun, Vic
Cc: O'Daly, Edward; Howard, Scott; Cirson, Adina; Watt, Margaret
Subject: FW: Student seeking interview 'Crikey' - Lake Ginninderra pedestrian bridge

Vic

Can we have an update and lines on the bridge please?

Chris Hallett | Media Adviser | Office of Minister Dr Chris Bourke MLA member for Ginninderra
t: 6207 5140 | chris.hallett@act.gov.au

From:
Sent: Tuesday, 11 September 2012 9:21 AM
To: Hallett, Chris
Subject: Student seeking interview

Dear Mr. Hallett

My name is . and I am a third year journalism student from the University of Canberra. We are working in conjunction with the online publication, 'Crikey' to cover the ACT elections for 2012.

My partner and I would very much like to speak with Mr. Chris Bourke, regarding the Lake Ginninderra pedestrian bridge just near Emu bank and what the plans are for it's reconstruction. At this point I am to understand that while the bridge had an initial date of completion, there now is none, and it is causing detriment to local business and people.

We have secured an interview with Alistair Coe and Meredith Hunter, but would like however to get Mr. Bourke's side of the story.

Next Wednesday or any Thursday is ideal for us, but we are happy to work around your schedule.

I look forward to hearing from you.

Kind regards,

Byles, Gary

From: Smorhun, Vic
Sent: Tuesday, 11 September 2012 12:13 PM
To: Byles, Gary
Subject: RE: RE: EVW inlet

A glimmer of good news ...

-----Original Message-----

From: Byles, Gary
Sent: Tuesday, 11 September 2012 12:04 PM
To: Hill, Diana
Cc: Elliott, Gordon
Subject: Re: RE:

Di - while any additional funding is of concern given the circumstances and the ongoing impact on businesses in the area I authorise schedule adjustment to \$20k - however late dec is still problematic. Much of the trade I am told is in oct and nov before the school/Uni holidays and that is now clearly lost. We should strive to have a useable crossing by early dec and at the very latest mid dec. Please liaise with Simon to see if we can pull out all stops to achieve that. It is still not great news for business but better than where we were

Sent from my iPhone

On 11/09/2012, at 9:32 AM, "Hill, Diana" <Diana.Hill@act.gov.au> wrote:

> Gary
 > Manteena have advised that the bridge can be completed and open for use mid to late December provided they get go ahead today. In this scenario there will be expected extra costs of \$20K for temp work such as generator, temporary access treatments, temporary safety OH&S measures.

>
 > Please confirm whether you would like us to get this started today.

>
 > NOTE:
 > * Anne and Frank (Manteena's project manager) will do a walk around to businesses and the college today.

>
 > * Parking is being organised via Hindmarsh negotiating with the corner block leaseholder.

>
 > Di
 > Diana Hill | Manager Design & Development |
 > p: 02 6207 6911 | f: 02 6207 5366 | m: 0417 494 841 |
 > PARKS & CITY SERVICES | TERRITORY & MUNICIPAL SERVICES |
 > Macarthur House | 12 Wattle St LYNEHAM | GPO Box 158 Canberra ACT 2601 |
 > www.TAMS.act.gov.au

> -----Original Message-----

> From: Byles, Gary
 > Sent: Monday, 10 September 2012 8:33 PM
 > To: Hill, Diana
 > Cc: Steward, Fay
 > Subject:

7A

Byles, Gary

From: Byles, Gary
Sent: Tuesday, 11 September 2012 10:09 PM
To: Smorhun, Vic
Subject: Re: Pedal Power: Bowen Place pedestrian underpass Sec=Unclassified

I think sought an update is more cm style

Sent from my iPhone

On 11/09/2012, at 9:58 PM, "Smorhun, Vic" <Vic.Smorhun@act.gov.au> wrote:

> Thanks for that; unusual turn of words though "pressed the NCA ... "

>

> ----- Original Message -----

> From: Byles, Gary

> Sent: Tuesday, September 11, 2012 09:23 PM

> To: Gary Rake <Gary.Rake@natcap.gov.au>

> Subject: Re: Pedal Power: Bowen Place pedestrian underpass

> Sec=Unclassified

>

> Thanks Gary

>

> Sent from my iPhone

>

> On 11/09/2012, at 9:20 PM, "Gary Rake" <Gary.Rake@natcap.gov.au> wrote:

>

> Classification: Security:[SEC=UNCLASSIFIED]

>>

>> Yep. Might be best if the CM discloses that I provided that info. Eg: 'I have pressed NCA for an update and GR advises...'

>> -----Original Message-----

>> From: "Byles, Gary" <Gary.Byles@act.gov.au>

>> To: Gary Rake <Gary.Rake@natcap.gov.au>

>>

>> Sent: 11/09/2012 8:49:49 PM

>> Subject: Fwd: Pedal Power: Bowen Place pedestrian underpass

>

>> Gary - see Vic's request below. Is that OK by you? GB

>>

>> Sent from my iPad

>>

>> Begin forwarded message:

>>

>> From: "Smorhun, Vic"

>> <Vic.Smorhun@act.gov.aumailto:Vic.Smorhun@act.gov.au>>

>> Date: 11 September 2012 5:02:30 PM AEST

>> To: "Byles, Gary"

>> <Gary.Byles@act.gov.aumailto:Gary.Byles@act.gov.au>>

>> Subject: Pedal Power: Bowen Place pedestrian underpass

>>

>> Gary can we get advice from the NCA that its OK for the CM to give this information out (see highlighted paras). Note the pedal power event is next week.

>> Thanks

>> Vic

>>

>> From: Gill, Tony

>> Sent: Tuesday, 11 September 2012 9:48 AM

>> To: Byles, Gary

>> Cc: Smorhun, Vic
>> Subject: FW: FW: Pedal Power [sec=unclassified]
>>
>> Fyi - position from NCA
>>
>> Regards
>>
>> Tony Gill
>>
>> From: Gary Rake [mailto:Gary.Rake@natcap.gov.au]
>> Sent: Tuesday, 11 September 2012 9:26 AM
>> To: Gill, Tony
>> Subject: Re: FW: Pedal Power [sec=unclassified]
>>
>> Security:[SEC=UNCLASSIFIED]
>>
>> The National Capital Authority (NCA) is replacing the pedestrian crossing at Bowen Place with a grade separated pedestrian underpass to improve safety and amenity for pedestrians and cyclists.
>>
>> Programmed capital works to the crossing include a new pedestrian underpass to Bowen Drive, a path network from Kings Avenue to the Lake's edge and associated soft landscaping.
>>
>> Lahz Nimmo Architects with Spackman Mossop Michaels Landscape Architects submitted the winning entry, which was chosen from a select design competition held in September 2011.
>>
>> Extensive consultation in 2010 and 2011 resulted in a number of amendments to the original design. These included tightening the geometry of the path network to improve the overall path of travel to minimise the opportunity for short cuts; improving connectivity from Kings Avenue via a new stair and access point to the path network; and enhancing place-making opportunities, including the potential siting of sculptural works as an extension to the National Gallery of Australia's Sculpture Garden.
>>
>> Following the NCA announcement on 1 December 2011, concerning urgent remediation work at Scrivener Dam, the NCA has delayed construction until the beginning of 2014.
>>
>> To ensure the project is ready for construction as soon as funding allows, the NCA has completed design and construction tender documentation and obtained approval under the Environment Protection and Biodiversity Conservation Act 1999.
>>
>> As the Bowen Place Crossing works are within the Parliamentary Zone, the Minister for Regional Australia, Regional Development and Local Government, the Hon. Simon Crean, in July 2012, offered the Committee a second briefing from the NCA on the Bowen Place Crossing works. This briefing was offered as approval for the works will be sought from Parliament under Section 5(1) of the Parliament Act 1974 in the next available sitting period.
>>
>> Due to the delayed construction of the grade separated pedestrian underpass, the NCA is currently exploring an interim measure incorporating the decommissioning, relocation and upgrading of the existing pedestrian crossing. This will be designed and located to also serve as a temporary detour during the construction period.
>>
>>
>>>> "Gill, Tony" <Tony.Gill@act.gov.au<mailto:Tony.Gill@act.gov.au>>
>>>> 11/09/2012 8:11 AM >>>
>> Gary
>>
>> Can you advise on the current status of the Bowen Place crossing - we have taken information from your website but you may have some additional insight into this - the

context for the request is a "meet the politician" forum on 19 September being organised by Pedal Power on 19 September.

>>

>> Regards

>>

>> Tony Gill

>> Roads ACT

>> 11/9/12

>>

>> From: Byles, Gary

>> Sent: Tuesday, 11 September 2012 8:01 AM

>> To: Gill, Tony

>> Cc: Peters, Paul

>> Subject: Fwd: Pedal Power

>>

>> Tony - would you have an update below or should I contact Gary rake

>>

>> Sent from my iPhone

>>

>> Begin forwarded message:

>> From: "Smorhun, Vic"

>> <Vic.Smorhun@act.gov.au<mailto:Vic.Smorhun@act.gov.au>>

>> Date: 11 September 2012 7:58:24 AM AEST

>> To: "Byles, Gary"

>> <Gary.Byles@act.gov.au<mailto:Gary.Byles@act.gov.au>>

>> Subject: RE: Pedal Power

>>

>> Hi Gary in readiness for the pedal power forum, did we find out if the NCA is still proceeding with the design work and approvals from Parliament for the Bowen crossing upgrade (see reference below on NCA website)?

>>

>> Thanks.

>>

>> Vic

>>

>>

>>

>>

>>

>>

>> Gary according to their website the Pedal Power election related meeting is on 19 September 2012.

>>

>> FYEO see attached email from CM and my response. (This is obviously related to the election).

>>

>> Re Bowen Place this was the last NCA advice (on website):

>>

>>

>>

>>

>> The Bowen Place crossing upgrade is now scheduled to commence in 2014.

>>

>> If existing funding allows, the National Capital Authority will continue working on the Bowen Place crossing design, and seek the necessary approvals from Parliament so construction can commence as soon as possible.

>>

>> Can we get advice on whether this has happened this year?

>> We also need an exact picture funding wise on what we have in our budget and our major infrastructure works so we can understand the full cycling paths/infrastructure budget / funding picture better.

>> From my perusal of the budget papers BP4 shows the following:

>>