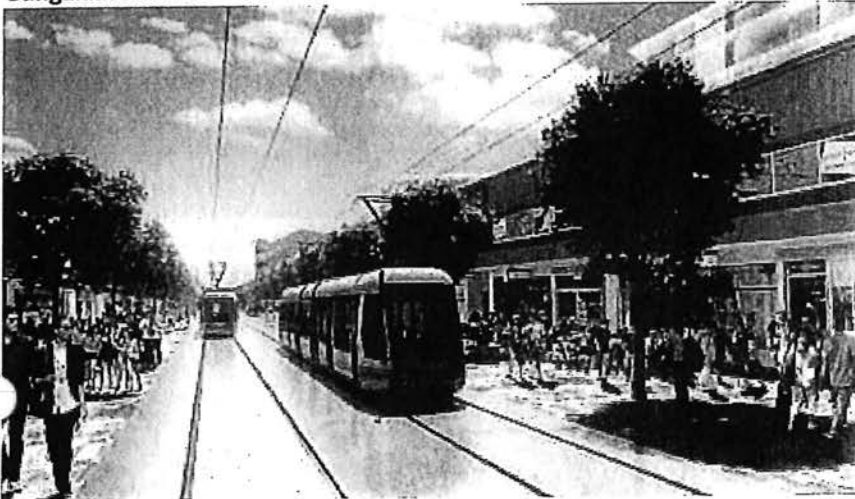




STUDY CORRIDOR

Gungahlin station



The LRT or BRT terminus would be located on Hibberson Street between Hinder and Gozzard streets. The study recommends transit only in this part of Hibberson Street to increase transit reliability and pedestrian focus.

**Gungahlin Town Centre
Hibberson Street alignment—BRT**



Hibberson Street alignment—LRT



Both LRT and BRT would enter Gungahlin Town Centre with a median alignment.

Northbourne Avenue kerbside alignment—BRT

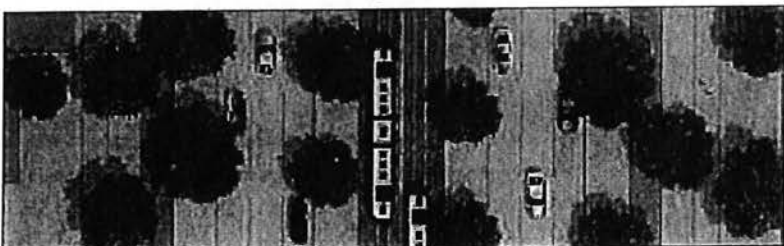


Northbourne Avenue kerbside alignment—LRT



Kerbside alignment along Northbourne Avenue is recommended by the consultants between Bunda Street and Barton Highway. A narrower median and wider verge allowing for wider cycleways and footpath is a feature of this option.

Alternative LRT or BRT median alignment on Northbourne Avenue



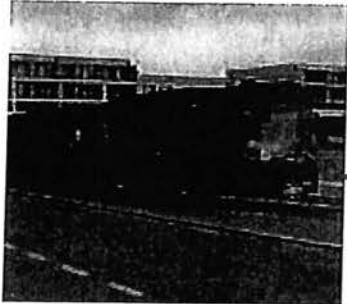
BRT and LRT is also being considered for the central median along Northbourne Avenue. This option retains the widened verges and cycleways and footpaths proposed for kerbside operation.

BRT median at Macarthur Ave intersection



LRT median at Macarthur Ave intersection





Centre on Hibberson Street



Flemington Road alignment—BRT



Flemington Road alignment—LRT



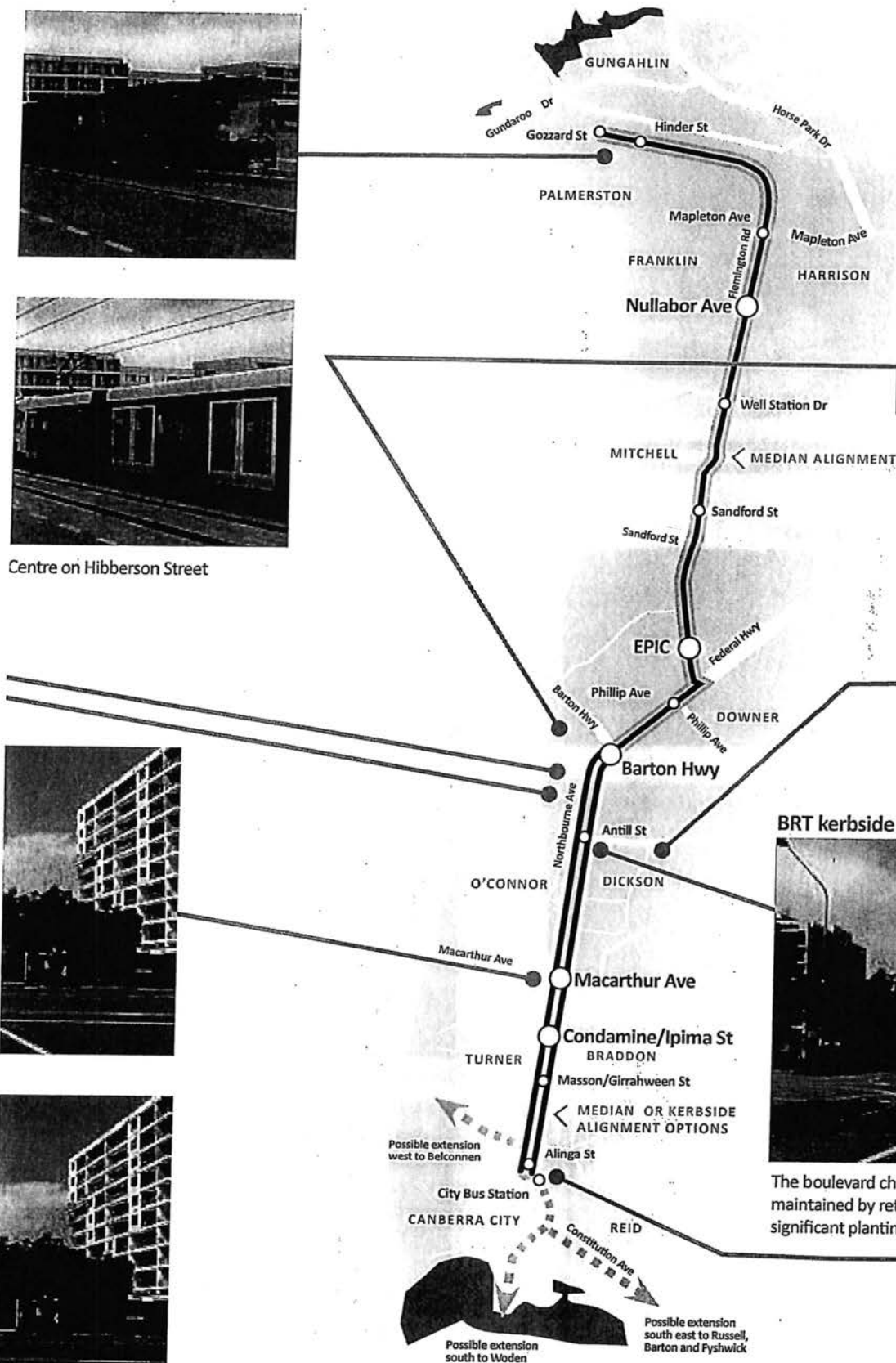
LRT kerbside at Antill St intersection



BRT kerbside at Antill St intersection



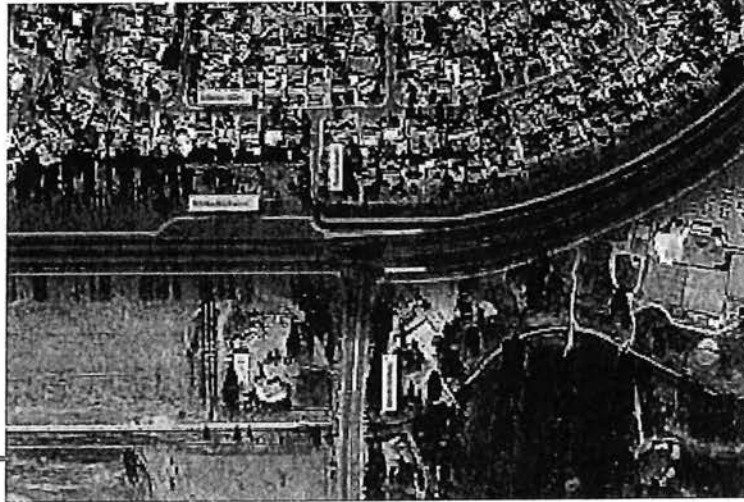
The boulevard character of Northbourne Avenue would be maintained by retaining the the symmetry of the corridor and significant plantings and landscaping in the median and verges.





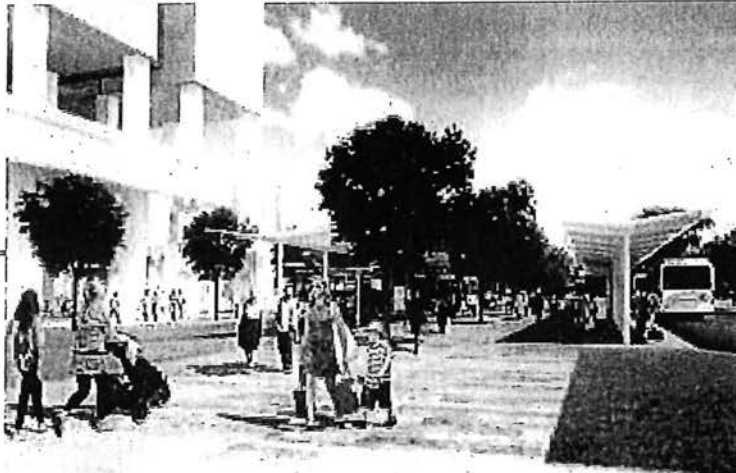
Median to kerbside transition at Barton Highway

BRT or LRT would operate in the central median along the length of Flemington Road between Hibberson Street and Northbourne Avenue and along Northbourne between Flemington Road and Barton Highway.



BRT or LRT would transition from kerbside to median at Barton Highway.

Dickson major station



As well as being a major destination in the corridor, Dickson is a significant location in the public transport network. A station at Dickson would allow rapid transit services to connect with other frequent and local services. Future opportunities for the station to be integrated with a comprehensive redevelopment of the Motor Registry site exist and include passenger conveniences such as a passenger lounge and retail as part of a mixed use development. Rapid transit services could divert into Dickson or remain on Northbourne Avenue, saving diversion time.

LRT City Terminus



If LRT operates kerbside on Northbourne Avenue, it would transition to the central median at Cooyong Street for a terminus at Alinga Street as shown at the right. BRT would terminate near the existing City Bus Station.

Kerbside to median transition at city

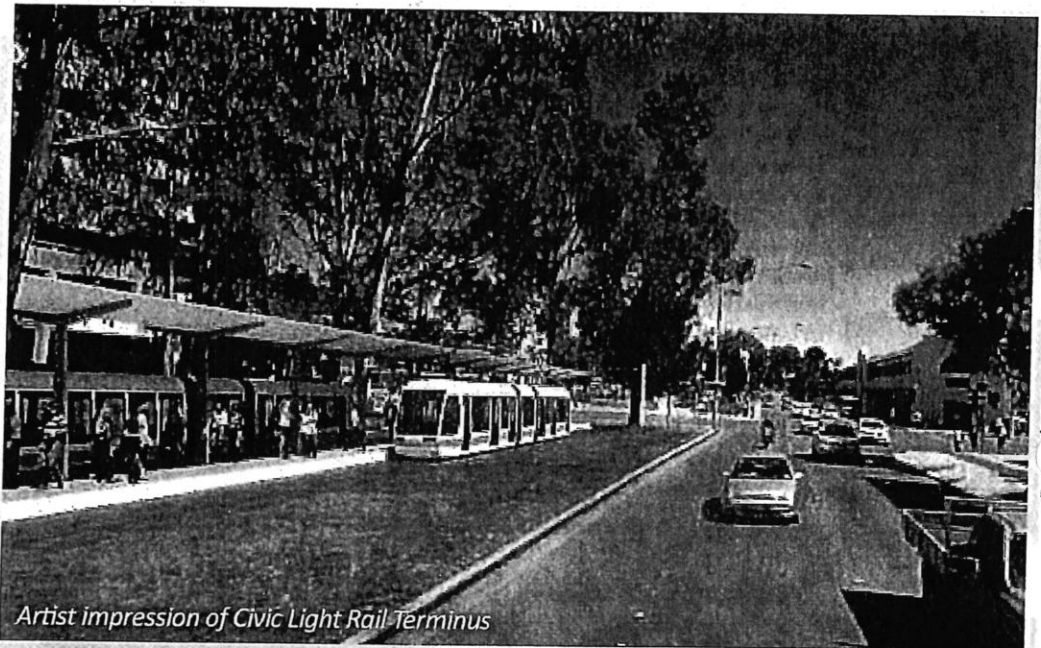


LRT would transition from a kerbside to median alignment.

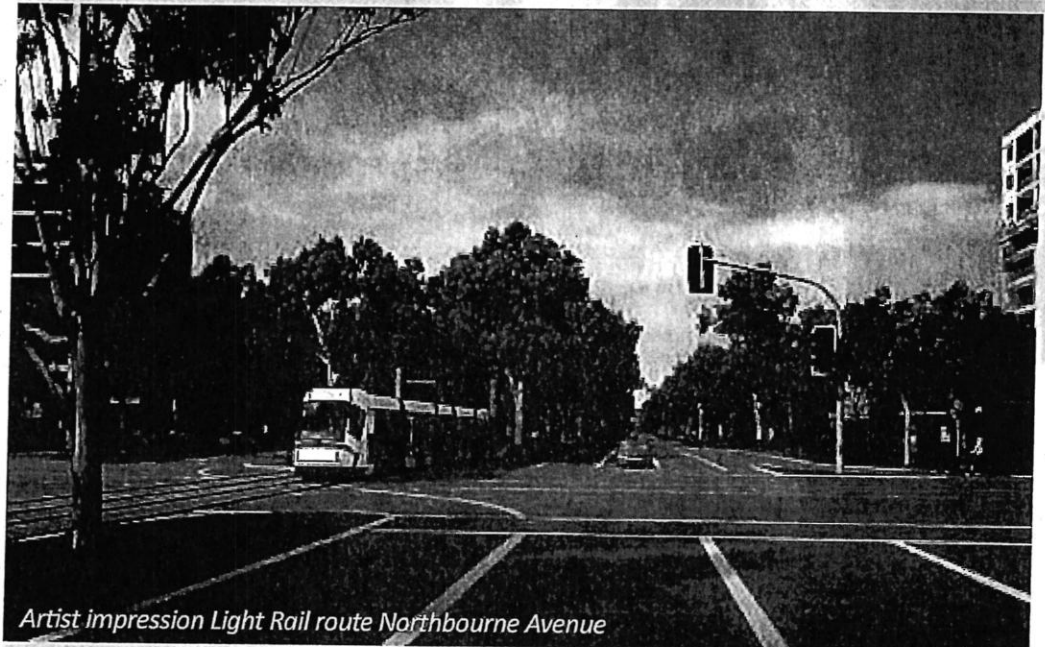


What is light rail transit?

Light rail transit (LRT) is a rail mode, similar to trams, which operates at road level and uses electrically powered vehicles. LRT vehicles can receive power through overhead wires, known as catenary, or can be catenary free and recharge when braking utilising a rapid charge accumulator system. LRT can operate at slow speeds in higher density urban areas with closer spaced stops or at higher speeds in segregated corridors. LRT systems operate primarily in their own lane but can also share lanes with other vehicles and share space with pedestrians. Widely spaced stops are also common as LRT has a broader walking catchment than local bus services. LRT is a popular mode choice due to its comfort, speed, reliability and high capacity.



Artist impression of Civic Light Rail Terminus



Artist impression Light Rail route Northbourne Avenue

Advantages

- Popular and attractive form of public transport.
- High capacity vehicles.
- Permanent transport infrastructure.
- Can operate at low and high speeds depending on urban environment and stop spacing.
- Energy efficient and can use cleaner power options (hybrid, electric).

Disadvantages

- Expensive in both capital and operational expenditure.
- Requires purpose built depot for stabling and maintenance, adding to cost.
- Inflexible as fleet cannot be used outside of the City to Gungahlin corridor, unlike BRT, unless extended throughout the rapid network.



What is bus rapid transit?

Bus Rapid Transit (BRT) is a high quality bus system which operates in its own segregated space. This allows for higher speeds, frequency and reliability than normal bus services. BRT systems are more flexible than LRT by being able to transition into general traffic and can use existing fleet.



BRT vehicles can be purpose designed to achieve similar passenger comfort and quality as LRT, carrying up to 200 passengers.

BRT includes high quality stops and stations, providing a light-rail-like experience for significantly lower cost.



Advantages

- Cost-effective alternative to light rail.
- More flexible than LRT with integration to existing bus fleet and network.
- Operates at low and high speeds depending on urban environment and stop spacing.
- Can have similar passenger comfort and quality as LRT for less cost.
- Flexibility to convert to light rail corridor in future.
- No overhead catenary lines as in the case of light rail.

Disadvantages

- Perception that a bus based system has lower amenity than LRT.
- Passenger capacity per BRT vehicle is half of LRT vehicles.

Network integration

Introduction of rapid transit into Canberra's public transport network requires high levels of integration due to Canberra's multi-centre structure. Many trips that start in one corridor have destinations in another. Less transfer is required where buses operate through more than one corridor. Where LRT is implemented in one corridor, transfer to allow connections to other corridors is required.

Have your say

Now that you know more about the costs and benefits, tell us whether you would prefer LRT or BRT for the corridor at www.timetotalk.act.gov.au.



ALIGNMENT

Alignment refers to the location of the transit lane for either light rail or bus transit in relation to the corridor. The study investigates kerbside and median alignments.

Flemington Road

Flemington Road will have a median alignment as it was originally designed to accommodate median transit with space for cycle and pedestrian lanes and parallel streets for local access and parking. Refer to the corridor map for Flemington Road median alignment plan.

Northbourne Avenue

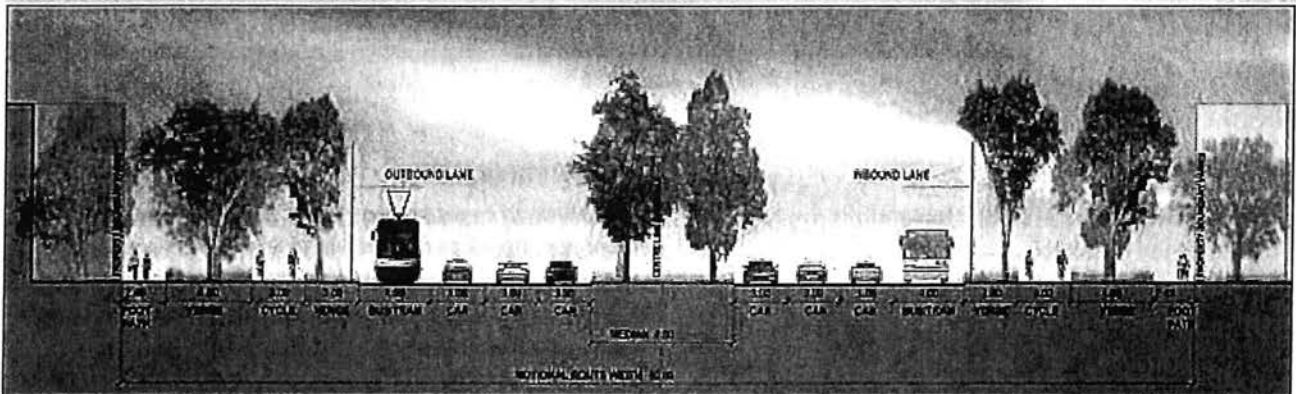
There are two options for Northbourne Avenue, median or kerbside, both with advantages and disadvantages. Further information about the alignment options and evaluation can be obtained from the concept report at www.timetotalk.act.gov.au.

The project is not just considered a transport infrastructure project but is anticipated to also refocus on people in the corridor environment, making it just as much an urban design improvement. The improvements are expected to drive redevelopment of sites adjacent to the corridor responding to the people focus.

Kerbside alignment—Northbourne Avenue



BRT/LRT kerbside Northbourne Avenue plan



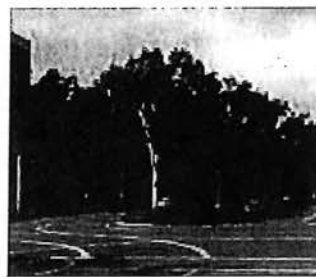
BRT/LRT kerbside Northbourne Avenue section

| Advantages | Disadvantages |
|---|---|
| <ul style="list-style-type: none"> Concentrates activity at the kerb and provides better access and safety for kerbside stops | <ul style="list-style-type: none"> Need to cross full width of Northbourne Avenue to access transit stops on other side of road |
| <ul style="list-style-type: none"> Wider landscaped verges provide greater level of amenity | <ul style="list-style-type: none"> Requires transition from median alignment on Flemington Road and to median LRT terminus in City |
| <ul style="list-style-type: none"> Supports nationally significant approach route and main avenue boulevard role of Northbourne Avenue as the primary national gateway | <ul style="list-style-type: none"> Greater frictions exists between the transit and other vehicles |



Cycling and pedestrian benefits

There are also benefits from this project for cyclists and pedestrians. Changes in the corridor layout will provide segregated 3 metre wide cycle lanes on both sides of the road and more space for landscaping and wider footpaths for pedestrians.



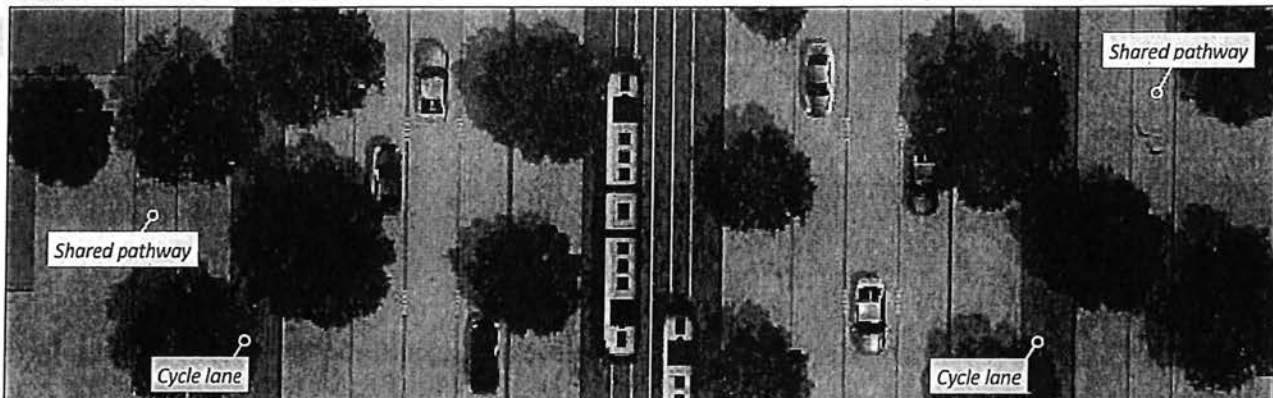
Trees

This project will require the removal of median trees however trees will be replanted in the reduced median with suitable species. The increase in verge allows for additional trees to be planted on either side of the road.

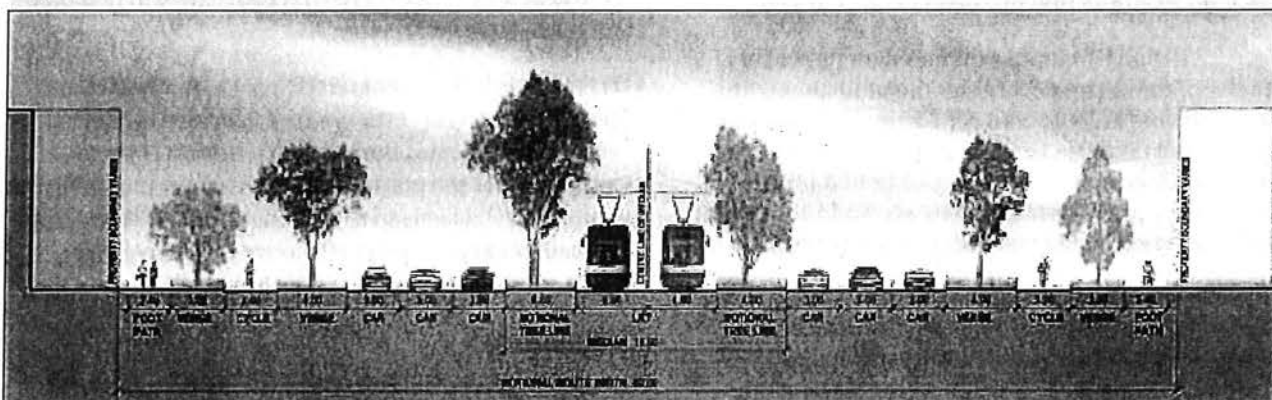
Have your say

Now that you know more about the alignments, tell us whether you prefer kerbside or median for Northbourne Avenue at www.timetotalk.act.gov.au.

Median alignment—Northbourne Avenue

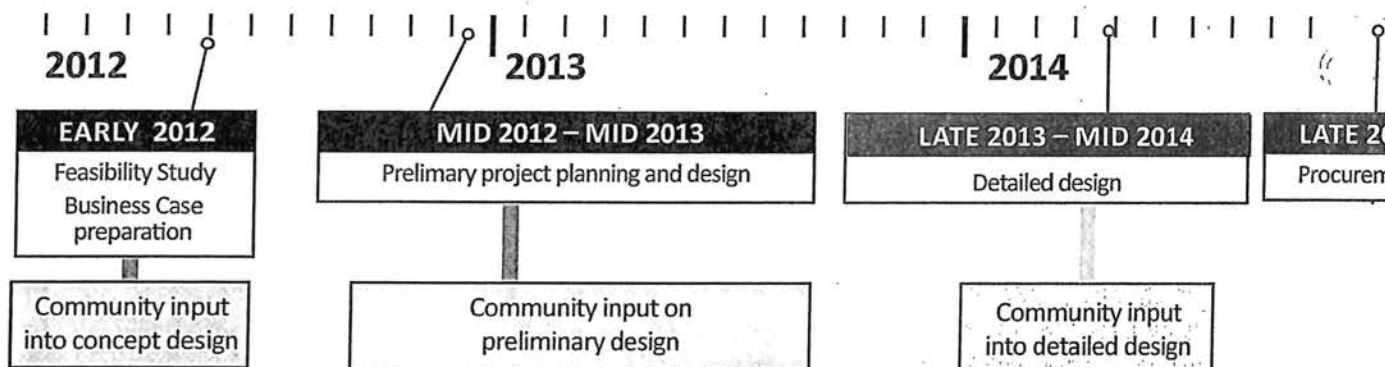
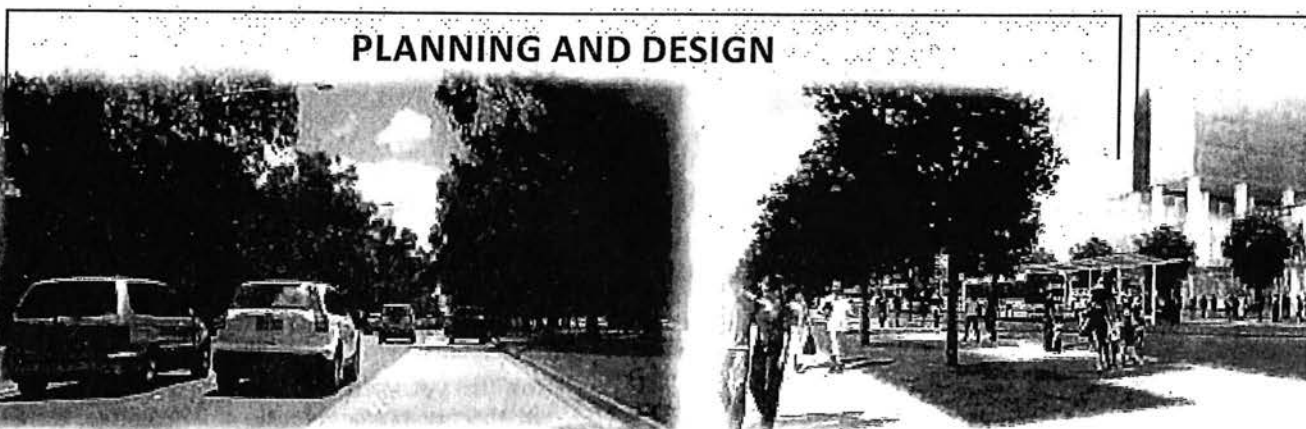


BRT/LRT median Northbourne Avenue plan



BRT/LRT median Northbourne Avenue section

| Advantages | Disadvantages |
|---|--|
| <ul style="list-style-type: none"> Do not need to cross full width of Northbourne Avenue to access transit stops in opposite direction | <ul style="list-style-type: none"> Always need to cross to the median to access transit stops |
| <ul style="list-style-type: none"> Wider verges for landscaping and improved amenity than currently exists | <ul style="list-style-type: none"> Verge is not as wide as kerbside alignment |
| <ul style="list-style-type: none"> Conflicts with driveway access to properties fronting Northbourne Avenue minimised | <ul style="list-style-type: none"> Concentrates transit stop activity in median |
| <ul style="list-style-type: none"> Maintains consistent median alignment for length of corridor | |



What would rapid transit mean for the corridor?

The buses currently servicing Canberra's rapid transit corridors offer a good frequency service that is reliable and already attracts a strong patronage and demand.

However, BRT and LRT modes in their own right of way create the potential to elevate this demand further with a more rapid and reliable service. BRT and LRT have been implemented in numerous cities around the world. In Australia, stage one of the Gold Coast Light Rail Transit is currently being implemented and is expected to stimulate the Gold Coast economy and reduce traffic congestion.

The Brisbane Busways are another example of where the provision of new public transport infrastructure renews the area and is expected to boost commercial, retail and residential activity at each of the nodes along the network.

Examples of urban regeneration, new development and increased ridership can be found all over the world associated with BRT and LRT implementation. However cities often choose BRT or LRT for other reasons like capacity, cost, flexibility, suitability and the public's preferred mode of travel.

LAND USE

A two way relationship exists between sustainable transport improvement and higher land use activity. The level of development located close to public transport

routes supports and enhances the use of public transport. How many residents, jobs and other trip generating activities are located in the transport corridor will impact on the number of trips taken by public transport and other sustainable transport modes.

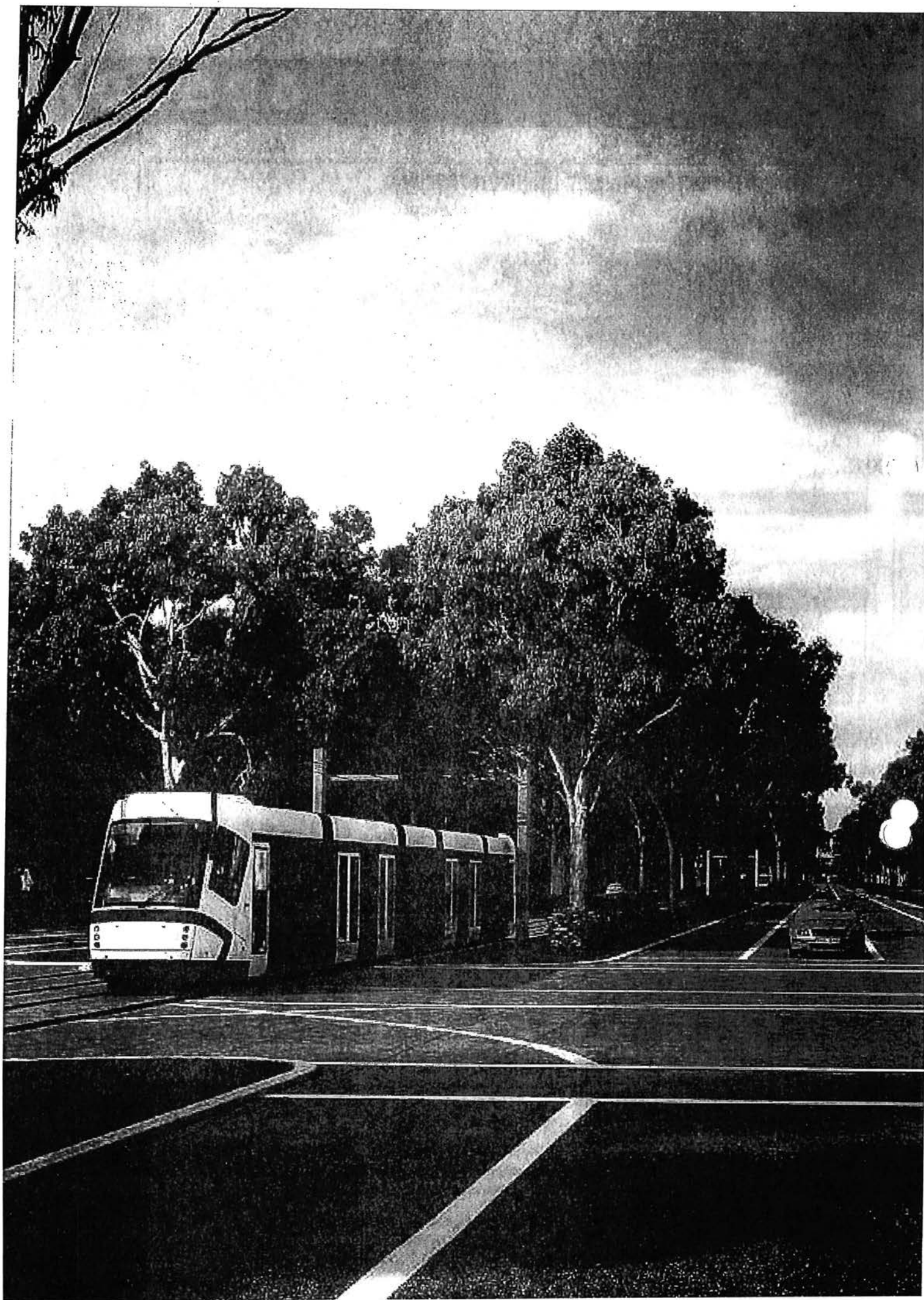
This project includes consideration of the infrastructure options and mode costs as well as land use variables to identify what provides the greatest benefits. These are assumptions for the purpose of the transport modelling for the project. Detailed land use planning would be required to implement any variation to current planning policy. Refer to the concept report for further detail.

Project team

The project is being managed by the Environment and Sustainable Development Directorate and is being undertaken by URS Australia PTY Ltd (transport planning, infrastructure and rail), Deloitte (economics) and Denton Corker Marshall (urban design and landscape architecture).

Implementation

If the project proceeds, there is a significant amount of work that needs to be undertaken prior to construction and operation of the system. Above is an indicative timetable for works. This is a similar timeframe to comparable projects like Gold Coast Light Rail and Brisbane Busways.



Christie, Joan

From: Jurcević, Suzanne
Sent: Thursday, 8 November 2012 10:32 AM
To: Valdivia, Jamie
Cc: Kugathas, Kuga
Subject: FW: Capital Metro - speech notes on transport planning
Attachments: ObjRef.obr

Hi Jamie,

As discussed, please find attached the notes on transport planning for your assistance in preparing your DG's speech for next week's conference.

As you will see the notes are focused on transport planning issues regarding the project which you can incorporate into the speech on the broader development issues/opportunities of the corridor.

Once you have completed the work, please send through a copy for our review.

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

- Transport is a vital component of our response to the challenges currently facing all major Australian cities: air quality, obesity, congestion, noise, greenhouse gas emissions, social exclusion, urban sprawl. An efficient transport system requires a strong and effective road network to support all modes of transport. It must provide value for money. Transport for Canberra will make our transport system more efficient and cost-effective and help manage congestion by: managing the road network for all users and integrating transport and land use planning to drive business growth and socio-economic development through an efficient transport system.

- In the future there will be a shift from Canberra's current dependency on the motor vehicle to more sustainable options. electric cars, walking and cycling and the new light rail/public transport system will make Canberra a city less dependent on motor vehicles. By 2030 new development will create a more compact city. Increased density will help support more efficient public transport as well as vibrant neighbourhood centres. There will be more opportunity to work close to home and to access community services and amenities. Increased density around public transport corridors will help create a community where people don't have to rely on the car for every trip.

- The ACT Government will manage travel demand to create a safer, more efficient and more sustainable transport system. This includes encouraging population growth and employment around transport corridors and nodes to reduce trip lengths and promote alternative travel options. 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 walkable, people-friendly communities with a range of transport options encouraged by excellent infrastructure and design.

- Transport for Canberra provides the vision for transport planning in Canberra for the next 20 years. By aligning with the ACT Planning Strategy, the important relationship between land use and transport can be used to transform our city.
- A key feature of both plans is the support for locating development along 'rapid corridors', and the creation of a sustainable city where communities are designed with people-friendly infrastructure and networks to make public transport and active travel the easy and obvious way to get around.
- The vision of rapid transit corridors in Canberra will be first realised with the development of Capital Metro.
- Key features of the project include the construction of a segregated transit lane to accommodate high capacity transit vehicles to provide a frequent, rapid and reliable transit service with widely spaced stops in strategic locations to provide maximum accessibility.
- Improvements to cycle lanes and footpaths included in the project would also provide benefits to cyclists and pedestrians. Changes proposed in the corridor will provide segregated separated cycle lanes on both sides of the road, and new footpaths for pedestrians and space for landscaping.
- The aim of these improvements on Northbourne Avenue and Flemington Road is to create a more active space at the edges of each road, and reclaim the space for people rather than vehicles.
- The proposed public transport alignments each reduce the crossing distance of Northbourne Avenue and create wider, more active, more people-

friendly verges. Perhaps one day, it will be commonplace to promenade from Dickson to the City along a shady, safe, active and attractive boulevard of Northbourne Avenue.

- Preliminary estimates show that were a rapid transit system (either light rail or bus rapid transit) in place today people could travel from Gungahlin Town Centre to Civic during the morning peak in under 15 minutes, as compared to a car trip in general traffic which would continue to take an average of 26 minutes.

- These travel time savings, in addition to other benefits such as not having to pay for parking and petrol, etc, would provide a significant incentive for commuters to travel via rapid transit.

- There was a significant level of enthusiasm demonstrated for this project by the community during its community consultation.

- Key messages from the community included strong support for the long term approach being taken to the planning of Canberra's transport system, a clear preference for light rail as the preferred transit mode and a visionary aspect which went beyond the functional benefits - many participants wrote and spoke passionately about the way in which light rail could improve and transform the image of Canberra.

- The benefits of this project go beyond direct benefits to future passengers of this particular 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. That is why investment in this project on this corridor has benefits to the wider Canberra public transport and road network.

- This project also provides the potential for future expansion of rapid transit across the City along the rapid routes of the Frequent Network. The project team has already given consideration to how the transit corridor might link through the city to other parts of Canberra and further work will be undertaken on this.
- Capital Metro will be first stage of a rapid transit roll out across Canberra and will link Gungahlin, Canberra's fastest growing district, to the City, Canberra's major employment node.
- The Capital Metro project is timely as it will also feed into a range of work that is currently being undertaken by the ACT Government.
- A strategic plan for the City is currently underway, made possible by the \$500,000 grant from Federal Government's Liveable Cities program. The strategic plan will provide a framework for the City and incorporate input from a whole of government perspective. Work on the plan will be undertaken over the coming year and provides the opportunity for consideration of important transit connections to and through the city.
- I mentioned before the important connections between land use and transport and how the relationship between the two provide the basis for Canberra's future growth, sustainability and transformation.
- The community also recognises the potential of this corridor. During the community consultation, many participants wrote and spoke passionately about the way in which this project could improve and transform the image of Canberra.

- This project provides significant opportunities for synergies between land use and transport. As the planning and transport authority and the owner of a significant amount of land along the corridor, 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.
- 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 their individual parts.
- The development of a bus station at Dickson is an important strategic and operational requirement from a public transport network perspective. The study has identified that the current Motor Registry site is best suited for this purpose as it is located on the corridor and provides that important connection to the Dickson Group Centre, which will soon be the subject of renewal and development in line with its master plan.
- At the same time, the site presents significant opportunities to maximise its potential and be a showcase for Transit Oriented Development.
- Other government owned land along the corridor creates further opportunities for high quality Transit Oriented Development in Canberra, maximising transport access, encouraging high quality residential and commercial design and making this a corridor where people want to live and work.

Christie, Joan

From: Stewart, Daniel
Sent: Monday, 12 November 2012 10:25 AM
To: Yates, Brooke; Watts, Michaela; Valdivia, Jamie
Subject: FW: Capital Metro Light Rail PPP
Attachments: 11227285_1 KWM capability sta~ Metro Light Rail Project.PPTX
Importance: High

From: Ponton, Ben
Sent: Monday, 12 November 2012 9:04 AM
To: Papps, David
Cc: Stewart, Daniel; Brady, Erin; Blume, Kristin; Kugathas, Kuga; Jurcevic, Suzanne
Subject: FW: Capital Metro Light Rail PPP
Importance: High

Hi David – please see attached, fyi; we are starting to get a few approaches of this kinds so it might be worthwhile talking about this at our regular this afternoon.

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: Wheeler, Chris (AU) [<mailto:Chris.Wheeler@au.kwm.com>]
Sent: Saturday, 10 November 2012 5:31 PM
To: Ponton, Ben
Subject: Capital Metro Light Rail PPP

Confidential communication

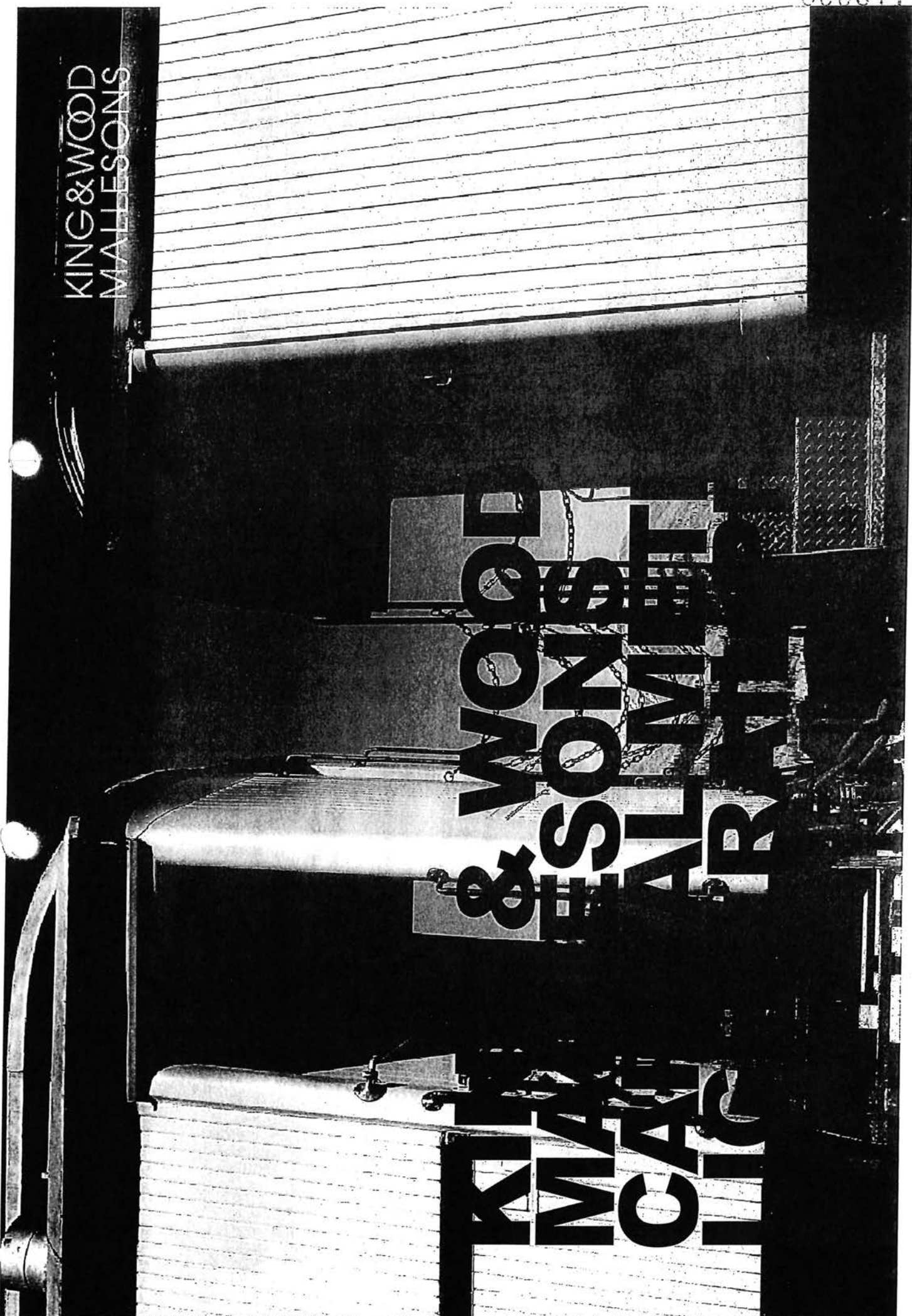
Ben

Now that the dust has settled on the election result I thought I would follow you up on our conversation about the light rail project

Attached is a short capability statement about our experience – it might surprise you what is in our own backyard

KING & WOOD
MALLESONS

WOLFE
& SONS
SHEARER
MACHINERY



ON THE RIGHT TRACK

Rail experience

We have the technical expertise needed to understand a project of this scale and complexity.

We act for clients on a range of rail matters, from rolling stock procurement contracts to dispute resolution.

This enables us to keep abreast of major developments in rail legislation, and to communicate efficiently with the ACT technical team. Having these skills should result in more efficient integration of the technical and legal teams.

Members of our team have been exposed to technical rail issues such as:

- permanent ways design on metro and freight lines;
- geotechnical analysis, including tunnelling and other earthworks, on Sydney rail line projects;
- track improvement design for reduced noise and vibration;
- patronage and track design studies;
- rolling stock performance simulation on both metro and freight lines; and
- construction time and cost analysis for both heavy and light rail projects.

MELBOURNE AND METROPOLITAN TRAIN FRANCHISE

We acted for MTM in its successful bid to operate the Melbourne and Metropolitan Train Franchise – showing our competitive bid expertise in the rail sector.

GOLD COAST RAPID TRANSIT PPP

We acted for the financiers on the Gold Coast Rapid Transit PPP – we can proactively find solutions, even in the middle of a GFC.

COUNTRY RAIL NETWORK

We acted for John Holland in its successful bid for the operation and maintenance of NSW's Country Rail Network – we understand the relevant performance issues.

NSW RELIANCE RAIL PPP

We acted for the financiers of the \$3.6 billion PPP and its recent restructure – we understand risk allocation.

CBD RAIL PPP

We advised Downer EDI on its bid for NSW's CBD Metro PPP – we have expertise across the broad range of issues relevant to rail PPPs.

OAKAJEE RAIL

We acted in relation to the 570km integrated rail network at Oakajee to cater for the world's largest ore carriers – our technical expertise adds value to the legal processes.

QUEENSLAND RAIL

We act for Queensland Rail on a variety of recent transactions, including its recent IPO and a number of ongoing projects – we understand all aspects of rail businesses.

MILLENNIUM TRAINS

We advised the NSW Minister of Transport and the TCA on the Millennium train procurement – again demonstrating our understanding of

procurement issues.....

www.kwm.com | 2

PUBLIC INTEREST

PPP experience

We have extensive PPP experience.

We have worked with sponsors, as well as financiers, governments, contractors and equity participants – ie all stakeholders, on pretty much every PPP in the Australian and New Zealand market.

We also have experience working on the first PPP's in the ACT

We have acted on the successful delivery all four stages of the multi million dollar student accommodation project at the Australian National University campus. This was part of an ANU City West Precinct Master Plan first announced by the ACT Government in 2005. Stages one and two of the student accommodation project are the first PPP 's to have been implemented in the ACT.

Our experience will assist you to navigate the Capital Metro Light Rail PPP process.

We would use this insight and market knowledge to deliver value, manage risks and proactively create solutions for the ACT Government.

SYDNEY DESALINATION PLANT

We acted for the NSW Government and Sydney Water, spending over 10,000 man hours assisting on all facets of the project.

CROSS CITY TUNNEL

We acted for the financiers to the successful bidders, including on the project's sale.

ROYAL NORTH SHORE HOSPITAL PPP

We acted for the winning bidder, which involved advising on all aspects of the development and financing of the project.

ORANGE & ASSOCIATED HEALTH SERVICES PPP

We acted for the project's financial guarantor, which included negotiating all debt arrangements.

NEWCASTLE WATER HOSPITAL PPP

We acted for the winning bidder, which involved advising on all aspects of the development and financing of the project.

WESTLINK M7 MOTORWAY

We acted for the successful bidders on the Westlink M7 Motorway.

COBBORA COAL

We acted for the NSW Government and the State-owned generators on the structuring, procurement and offtake arrangements.

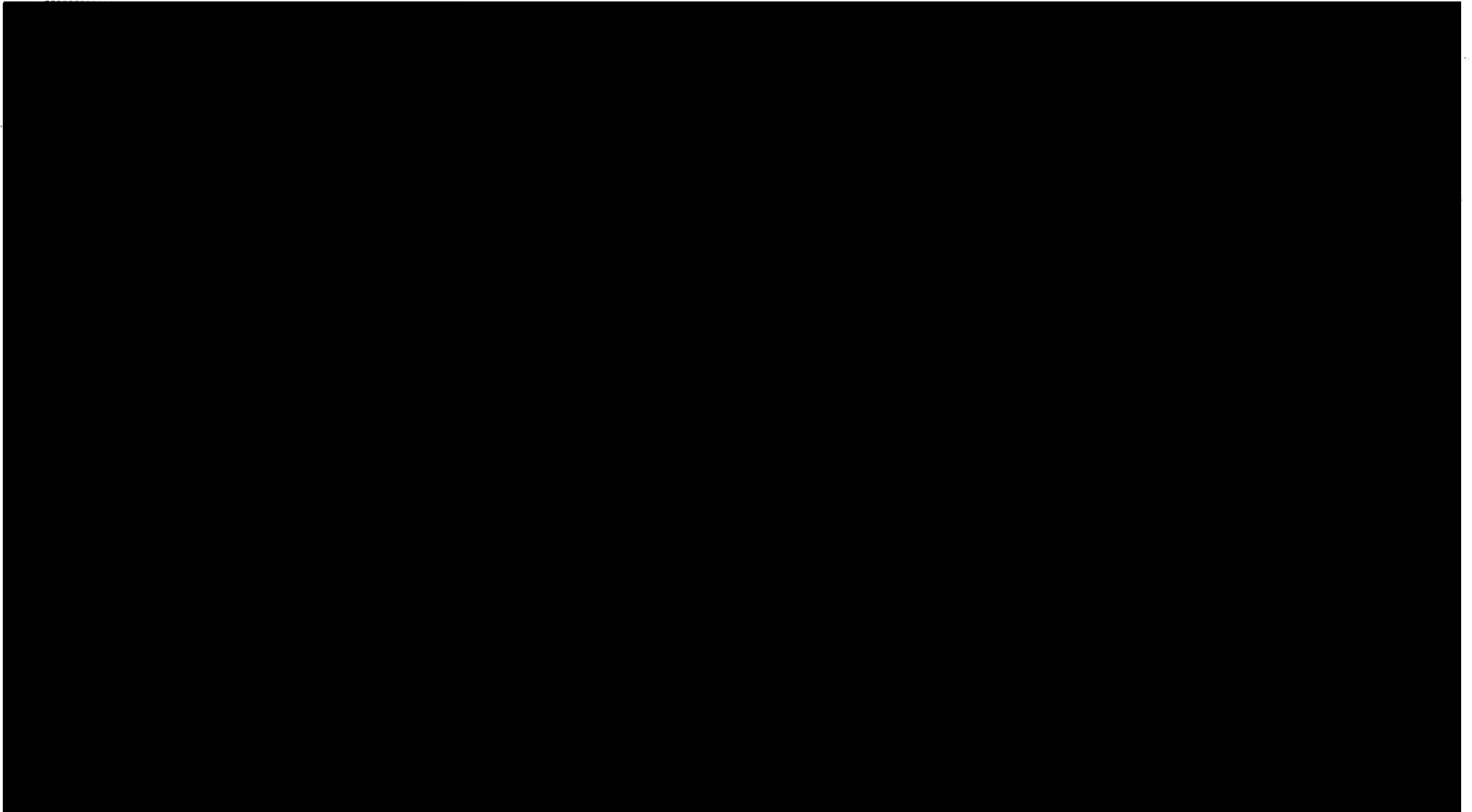
ANU STUDENT ACCOMMODATION PROJECT – STAGES 1 AND 2

We acted for the ANU as part of a \$600 million agreement to develop a mixed use research, student accommodation and university

administration precinct.
www.kwm.com | 3

YOUR KWM TEAM

Key contacts



Christie, Joan

From: Jurcevic, Suzanne
Sent: Wednesday, 21 November 2012 2:17 PM
To: Yates, Brooke; Watts, Michaela; Valdivia, Jamie
Cc: Blume, Kristin
Subject: FW: 12/26963 - Ministerial-Light Rail Integration Transport Planning Study
Attachments: ObjRef.obr

The most recent brief to the Minister on the light rail integration study that we will have procured prior to Christmas.

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

BRIEF



ACT
Government

BM12 | 2154
Objective File No 12/26963
Rec'd Minister's Office .../.../... **15 NOV 2012**

UNCLASSIFIED

| | |
|-----------------|--|
| To: | Minister for the Environment and Sustainable Development [redacted] |
| From: | Director-General, David Papp [redacted] 14.11.12 Deputy Director-General, Planning, Ben Ponto [redacted] Executive Director, City Planning, Erin Brady [redacted] 13.11.2012 |
| Subject: | Capital Metro – Light Rail Integration Transport Planning Study |

Recommendation

That you:

- Agree to the commencement of procurement for the Light Rail Integration Transport Planning Study with a submission deadline prior to Christmas; and
- Note the further details on the work program of the Capital Metro Project Office will be provided in the coming weeks.

Critical Date:

Your approval is required by **Monday 19 November 2012** to allow sufficient time to advertise the request for proposal with a submission deadline prior to Christmas.

Background

Following the outcomes of the Gungahlin to City Transit Corridor Study and the Parliamentary Agreement between ACT Labor and ACT Greens, the Capital Metro Project Office (the Office) has started planning to undertake the necessary studies for construction of light rail to commence by 2016.

Light Rail Integration Transport Planning Study is one of several priority projects that have been identified in a preliminary 2013 work program for the Office. The studies and projects will provide the basis for forward design commencing in the 2013-14 financial year, subject to the 2013-14 Budget process. The work program for the Capital Metro Project Office, detailing the projects, scoping details, funding, timeframes and key decision points, will be the subject of an executive workshop to be held in the coming weeks. Following this workshop, the work program will be finalised and submitted to you for consideration. These projects will include various project streams including transport planning, corridor development and land release, economics, financing, and governance.

In the meantime, the Office has identified a Light Rail Integration Transport Planning Study as a priority project for which we hope to commence a tender process prior to Christmas. This will allow the project to commence in late January 2013, and will mean that the substantive part of this study is complete by the third quarter of 2013 as the forward design stage commences.

Performance Assessment

DUE DATE:/...../..... DATE RECEIVED:...../...../.....
SATISFACTORY UNSATISFACTORY
According to criteria specified in ACT Government Policy Performance Measures

Signature / ... / ...

Issues

The Light Rail Integration Transport Planning Study is a priority project within the transport planning stream and will investigate and establish the parameters for the introduction of light rail into the broader public transport network. It will also provide the basis for the forward design stage to commence in 2013-14, including transit corridor, station and stop design.

The Light Rail Integration Transport Planning Study is currently being scoped by the Transport Planning team and tendering documentation will be finalised during the week starting 19 November 2012. The study will include the following outputs:

- Integration/impact and required improvements to public transport, cycling, and pedestrian networks to facilitate light rail operation in the corridor;
- Intermodal transfer requirements (bus, cycle, and pedestrian planning at stations);
- Station planning at Gungahlin, Dickson, City, Well Station and park and ride locations;
- Confirm stop locations and associated catchment analysis;
- Transport regulation investigation to support LRT operation (including new road rules and transport legislation to operate a new transport mode);
- Further detailed travel time analysis based on any changes identified in the remainder of the study;
- Updated cost benefit analysis; and
- Updated Infrastructure Australia business case.

Subject to the approval of this brief by the specified date, the request for proposals will be advertised with a submission deadline prior to Christmas, enabling assessment of proposals and the engagement of a consultant by late January 2013.

Financial Implications

This study will be funded by the existing Transport Planning light rail project budget and may be supplemented by funding from the Land Development Agency (subject to approval from the Board).

Internal Consultation

The study will include internal consultation with relevant areas of Government, including TAMS, EDD, CMCD, CSD and Commerce and Capital Works. The Office will provide you with a proposal for inter-Directorate liaison in the coming weeks following the executive workshop.

External Consultation

A comprehensive consultation program will be developed to guide consultation activities across all Capital Metro projects and further information will be provided following the previously noted executive workshop. The timeframes and budget for the Light Rail Integration Study will include community engagement.

Benefits/Sensitivities


Due to consultancies' Christmas shutdowns, a delay in the procurement of this project will result in a delay in the commencement of the study and project outputs to inform other work, including the forward design stage from mid 2013. It would also be useful to have at least one project commence early in the 2013 to manage community expectations about light rail delivery.

Media Implications

There has been ongoing media attention regarding this project which is likely to continue. The consultation program to be developed will also consider media coordination. A media release can be prepared on request to announce the tender process for the Light Rail Integration Transport Planning Study, which would be advertised in the coming fortnight.

Kristin Blume
Transport Planning
Phone: 6205 4672
13 November 2011

Project/Action Officer: Suzanne Jurcevic


AGREED/NOT AGREED/NOTED/DISCUSS
Simon Corbell MLA..... /.../....

20.11.12

Christie, Joan

From: Blume, Kristin
Sent: Monday, 3 December 2012 3:03 PM
To: Bain, Glenn; Ponton, Ben; Brady, Erin; Yates, Brooke; Watts, Michaela; Valdivia, Jamie; Jurcevic, Suzanne; Kugathas, Kuga
Subject: Capital Metro - Executive Workshop - Meeting Agenda 4 Dec 2012
Attachments: Capital Metro - Executive Workshop - Meeting Agenda 4 Dec 2012.docx; ObjRef.obr

Hi everyone

Please find attached a proposed agenda for our workshop tomorrow afternoon on the Capital Metro project office. Please let me know if you would like to add to/amend this draft agenda.

We look forward to seeing you at the LDA boardroom, Transact House, from 2-5pm tomorrow.

Cheers

Kristin

Kristin Blume | Senior Manager, Transport Policy Coordination
Transport Planning | Environment & Sustainable Development | ACT Government
Phone: +61 2 6205 4672 | Email: kristin.blume@act.gov.au
Level 2 Annex Macarthur House | GPO Box 158 Canberra ACT 2601

CAPITAL METRO PROJECT OFFICE

Level 6 LDA Board Room, Transact House
Tuesday 4 December 2012
2.00 – 5.00pm

Agenda

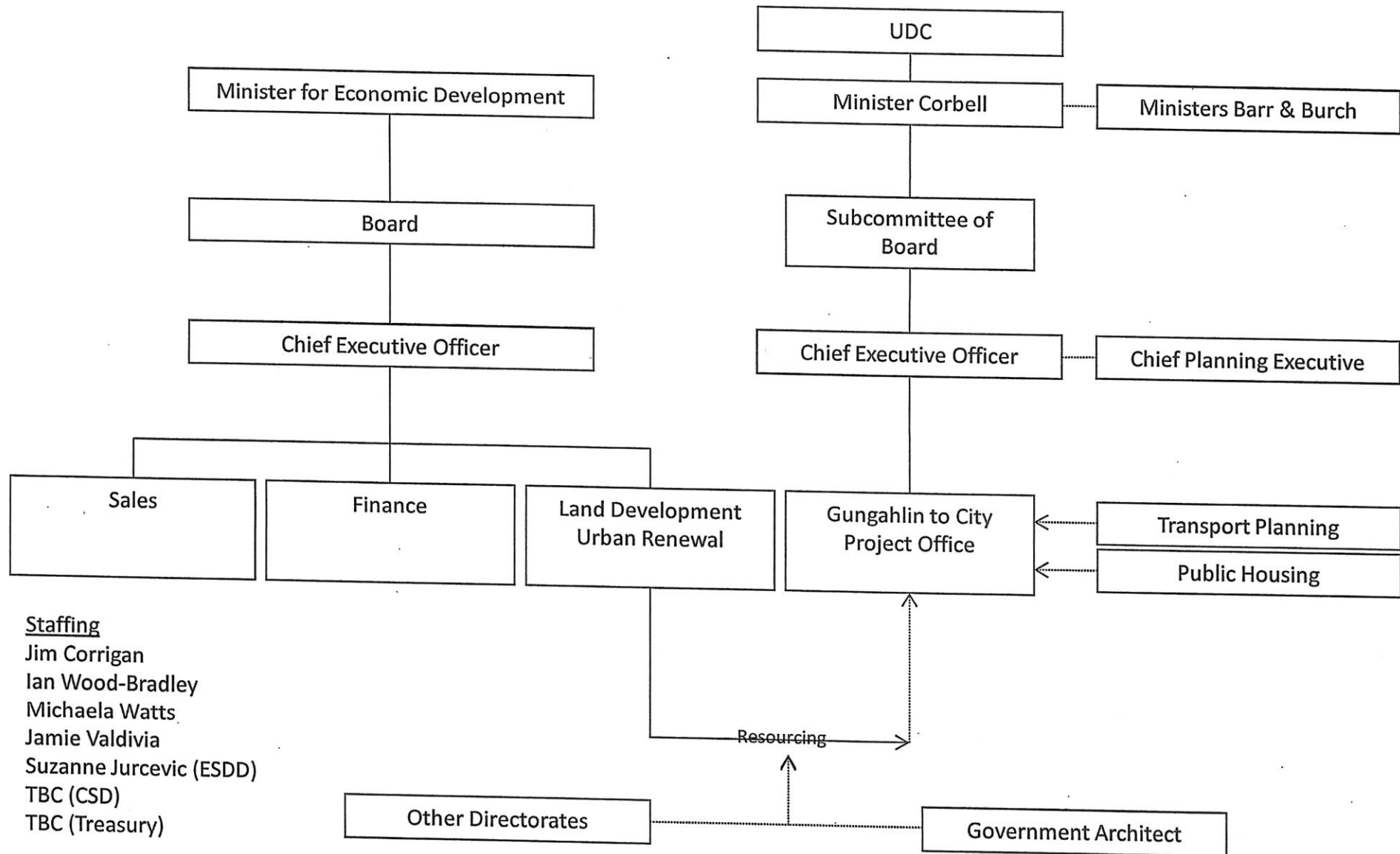
- | | |
|--|----------------------|
| 1. Update | <i>Ben and Glenn</i> |
| <ul style="list-style-type: none">• Cabinet Committee• Minister's directions | |
| 2. Project background | <i>Kristin</i> |
| 3. King & Wood Mallesons workshop | <i>Ben and Glenn</i> |
| <ul style="list-style-type: none">• Key outcomes• Next steps | |
| 4. Communications strategy and protocols | <i>All</i> |
| <ul style="list-style-type: none">• Current issues• Development of strategy and protocols<ul style="list-style-type: none">○ Key message○ Responsibility/resources○ Comms methods | |
| 5. ACT Government business case for 2013-14 funding | <i>Kuga</i> |
| <ul style="list-style-type: none">• Background• Updates to be undertaken | |
| 6. 2012-13 work program | <i>All</i> |
| <ul style="list-style-type: none">• Light rail integration study and land use inputs• Identify gaps/issues• Define projects and timeframes• Agree responsibility/governance for projects | |
| 7. Procurement | <i>All</i> |
| <ul style="list-style-type: none">• Options – panel for initial projects? | |
| 8. General business | |
| <ul style="list-style-type: none">• Infrastructure Australia update on LRT mode | <i>Erin</i> |

Christie, Joan

From: Stewart, Daniel
Sent: Wednesday, 11 July 2012 11:00 AM
To: Corrigan, Jim; Valdivia, Jamie
Subject: ACT Land Development Agency - GCPO.ppt
Attachments: ACT Land Development Agency - GCPO.ppt

Attachment A to brief.

LDA Gungahlin to City Project Office



Staffing
 Jim Corrigan
 Ian Wood-Bradley
 Michaela Watts
 Jamie Valdivia
 Suzanne Jurcevic (ESDD)
 TBC (CSD)
 TBC (Treasury)

000201

Christie, Joan

From: Blume, Kristin
Sent: Friday, 9 November 2012 3:12 PM
To: Valdivia, Jamie; Yates, Brooke
Cc: Jurcevic, Suzanne; Kugathas, Kuga
Subject: 20121112 - Capital Metro Project - Government Land Organisation Conference - Speaking Notes for David Dawes
Attachments: ObjRef.obr

Hi guys

Thanks for letting us have a look at this. We've updated the words on light rail to better reflect what we know and what we don't know – it's all information that is in the public domain (Labor Party election commitments or Parliamentary Agreement). Erin is happy with this content.

Hope David has fun at his presentation – please let him know he can call me if he needs any piece of detail on the fly (contact details are below).

Cheers

Kristin

Kristin Blume | Senior Manager, Transport Policy Coordination
Transport Planning | Environment & Sustainable Development | ACT Government
Phone: +61 2 6205 4672 | Email: kristin.blume@act.gov.au
Level 2 Annex Macarthur House | GPO Box 158 Canberra ACT 2601

Light Rail - Speaking Notes for David Dawes – prepared Nov 2012

Canberra Convention Bureau meeting 7 Dec 2012

- 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

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).

- 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. It is also a way to change the way we live and move, to redevelop in the urban areas and revitalise the City overall. This is the reason investment in this project.