



Post-Completion Report

The Post-Completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: **ACT Intersection Upgrade Package**

PROJECT NUMBER: 106512-19ACT-NP

FUNDING RECIPIENT: Jointly Funded by the Australian and ACT Governments

Scope

Provide details of all material changes to the scope following Project approval¹. For comparison purposes, including descriptions of the:

Original scope	Scope change	Rationale for change
<p>1. Original Project scope approved ACT Intersection Upgrade Package –</p> <p>The package will provide intersection upgrades across the Australian Capital Territory at various identified locations to improve road user and pedestrian safety and improve traffic management. The intersections being upgraded are:</p> <ul style="list-style-type: none"> • Belconnen Way/Springvale Drive, Page • Launceston Street/Irving Street, Phillip • Southern Cross Drive/Stake Street, Macgregor • Kuringa Drive/Owen Dixon Drive, Spence. <p>Below are the four nominated sites and their original activity:</p>		
<p>Launceston Street and Irving Street (Philip)</p>		<p>New traffic signals at the intersection of Launceston/Irving providing a controlled pedestrian crossing across Launceston Street; Zebra crossing on the slip-lane from Irving Street to Launceston Street; Continuation of the existing median island closing the right turn into Furzer Street from Launceston Street, and the right turn out from Furzer Street to Launceston Street. This will convert Furzer Street into a left turn in and left turn out arrangement; Creation of a formalised right turn queue lane for the right turn from Launceston Street into Bowes Street</p>

¹ Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved

Southern Cross Drive and Starke Street (Macgregor)

This project seeks to upgrade the existing non-signalised intersection to a signalised intersection, including new traffic signals providing controlled right turn and through movements at the intersection. This also includes some pavement widening works to allow for the new signal arrangement.

Belconnen Way and Springvale Drive (Page)

This project seeks to convert the existing intersection arrangement into traffic signals. Potential realignment of slip-lane arrangements into and out of Springvale Drive to ensure safer operation with the new traffic signal arrangement is also planned.

Kuringa Drive with Owen Dixon Drive (Spence)

This project is to improve the overall public safety of the transport network at the intersection, this includes improved safety and crossing opportunities for pedestrians and cyclists. It will also provide a shared path connection to Barton Highway as well as accommodate the future duplication of Kuringa Drive. The modification of the intersection from uncontrolled to controlled will result in a reduction of crashes occurring.

2. There was no change to the overall scope. However, there were changes to the project site activities.

During the course of project delivery, several issues arose at each of the four sites which were required to be addressed in order to progress and complete the intersection upgrades. This included high voltage cable relocation, additional retaining walls and footpath connections.

The Launceston Street and Irving Street site in particular, required three changes during both the design and construction phases of the project.

3. Rationale for the change

- **The right turn queue lane from Launceston Street into Bowes Street was deferred.** This was due to an overlap with adjacent projects, namely the Woden bus depot project and the future light rail connection to Woden. Once the full extent of the future light rail design is known, it is expected that between these two projects they will deliver the right turn queue lane in the near future.
- **Additional standalone pedestrian traffic signals were installed on Launceston Street.** This was at the request of ACT Government, approximately 60m east of the Irving Street intersection, to better facilitate safe pedestrian/cyclist movements across Launceston Street.
- **The zebra crossing on the slip-lane from Irving Street to Launceston Street was removed from the design.** This was to increase pedestrian amenity and storage on the north-eastern verge of the intersection. Traffic signal-controlled pedestrian movements have been provided in lieu of the zebra crossing to better facilitate safe pedestrian/cyclist movements across Irving Street.

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date
10/2020	06/2021	22/01/2021	31/12/2022

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed

The 5-month delay in construction completion was primarily due to COVID-19 restrictions and Lockdowns in NSW and the ACT preventing works from progressing for a period of time. Once works were able to recommence following the easing of restrictions, progress was typically slower due to resourcing issues resulting from COVID-19. Lead times for various traffic signal components such as LED luminaries and associated fixings and brackets, poles etc. were exacerbated due to the impact of COVID-19. Commissioning of the new traffic signals were delayed due to extended lead times for communication equipment resulting from the global chip shortage. Additionally, all sites incurred significant delays resulting from consistent indement weather. The delays noted above were beyond the control of the project management team, however, where possible the project team utilised creative construction staging and traffic management plans and arrangements in order to accelerate works during certain key activities. This strategy of increasing project resourcing during key activities and creative staging allowed the project to condense the duration of disruptive activities and minimise community frustration.

Cost

Provide a populated Project Cost Breakdown template detailing the actual Project costs. The template is available from the Department.

Not required for this project, due to value less than \$12.5m.

Savings

Project #	Name	ACT Budget	Commonwealth Budget	ACT Spend	Commonwealth Spend	ACT Savings/Over spend	Commonwealth Savings	Reason why ACT expenses are higher than C'wealth*
30394/35421	Intersection upgrade Kuringa Dr and Owen Dixon Dr	\$1,750,000.00	\$1,750,000.00	\$2,485,572.74	\$1,750,000.00	-\$735,572.74	\$0.00	Shared Path and retaining wall funded exclusively by the ACT Gov
30395/35493	Intersection upgrade Southern Cross Dr & Starke St	\$1,750,000.00	\$1,750,000.00	\$1,188,998.89	\$1,096,020.58	\$561,001.11	\$653,979.42	High voltage cable relocation funded by ACT Gov
30397/35494	Intersection upgrade Launceston St & Irving St	\$750,000.00	\$750,000.00	\$636,026.36	\$614,791.12	\$113,973.64	\$135,208.88	Footpath connections to meet the future bus depot project funded by ACT Gov
30396/35495	Intersection upgrade Belconnen Way & Springvale Dr	\$750,000.00	\$750,000.00	\$622,199.02	\$601,336.52	\$127,800.98	\$148,663.48	Repaired existing damaged footpath works funded exclusively by ACT Gov
	Totals:	\$5,000,000.00	\$5,000,000.00	\$4,932,797.01	\$4,062,148.22	\$67,202.99	\$937,851.78	

*Note: Following the approval of the PPR, during the course of project delivery, several issues arose at each of the four sites which were required to be addressed in order to progress and complete the intersection upgrades. As these issues arose in the field, their respective costs were funded exclusively by the ACT Government and charged against the ACT budget. These issues have been identified above in the far-right column.

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

The project has delivered the following:

The ACT Intersection Upgrade Package has improved intersection safety at four key locations across Canberra through the introduction of new traffic signals and associated improvements.

Traffic Signal controlled vehicle and pedestrian movements.

Increased safety for all road users, especially vulnerable road users through reducing the likelihood of crashes.

Improved the efficiency of travel for all road users (individual vehicles, public transport and cyclists).

Reduced likelihood of crashes and serious injuries occurring.

Roads ACT will monitor the efficiency, safety and overall performance of the intersections following the introduction of traffic signals. This will be conducted through Sydney Coordinated Adaptive Traffic System (SCATS) to observe the vehicle and pedestrian volumes and general intersection performance. Additionally, a review of the crash history can be undertaken to compare to the pre-signalisation crash history of each intersection. This review is typically conducted using crash data over a 5-year period.

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

This project utilised creative construction staging and traffic management plans and arrangements in order to accelerate works during certain key activities. This strategy of increasing project resourcing during key activities and creative staging allowed the project to condense the duration of disruptive activities and minimise community frustration.

Indigenous employment and business participation targets N/A

Provide:

1. Results against Indigenous participation target
2. Variations
3. Results for Indigenous job seekers
4. Results for Indigenous businesses
5. Supply-side supports
6. Risk mitigation
7. Unanticipated project costs

a. Results against Indigenous participation targets (to be made public) N/A

N/A

Jeremy Smith

Date

Executive Branch Manager, Infrastructure Delivery

Transport Canberra and City Services



Post-Completion Report

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PROJECT: Belconnen Bikeway Stage 2 and Battye St Off Road Path

PROJECT NUMBER: 30705

FUNDING RECIPIENT: ACT Government, Transport Canberra and City Services.

Scope

Provide details of all material changes to the scope following Project approval¹. For comparison purposes, including descriptions of the:

1. original Project scope approved
2. scope change
3. rationale for the change.

Original scope
<p>This project will construct two portions of STAGE 2 of the off-road Belconnen bikeway.</p> <ul style="list-style-type: none"> • Portion 1 connects the completed section of off-road cycle path at College Street to the Australian Institute of Sport (AIS) along Haydon Drive and Battye Street. • Portion 2 continues the offroad path from Haydon Drive to the off road path at Purdie Street.
Scope change
<p>Portion 2 was removed from scope.</p> <p>Revised scope:</p> <ul style="list-style-type: none"> • Construction of an off-road bike path that connects the recently completed section of off-road cycle path at College Street to the Australian Institute of Sport (AIS) along Haydon Drive and Battye Street.
Rationale for change
<p>Tender pricing for both sections of the bike path were over the construction budget. A reduction of scope was required to undertake works on finalisation of Stage 2 of the Belconnen Bikeway Stage</p>

¹ Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved

Schedule

Project Period as agreed on approval of the Delivery Phase	
Construction Start Date	Physical Completion Date
01/07/2021	30/06/2022
Actual Project Period	
Construction Start Date	Physical Completion Date
30/05/2022	04/08/2023

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed

Two main issues affected the start and completion of the stage 2 of the Belconnen off road Bike-way. These were:

1. Tender prices exceeded the allocated budget. A reduction of scope was sort and agreed upon to start the project.
2. Services approvals and services led works was delayed dew to serves provider delays. Works halted for a period of time while service providers scheduled components of works.

Cost

Provide a populated Project Cost Breakdown template detailing the actual Project costs. The template is available from the Department.

Expenditure to date	
Construction	\$2,727,420.14
Superintendency	\$209,572.73
Fees and	\$449,007.13
	\$
Total Expenditure to date	\$3,386,000.00
Anticipated expenditure to cover Defect liability period (includes minor works and MRWA management cost)	
20xx – 20xx	\$Nil
20xx – 20xx	\$Nil
20xx – 20xx	\$Nil
Total anticipated cost to cover defect liability period	\$Nil
Total Anticipated Project Cost	\$Nil

Date Defect Liability Period Completed
04/08/2024

Based on anticipated project cost Australian government contribution would be **\$1,125,000.00** which is **33.23%**.

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

The project has delivered off road cycle lanes and infrastructure including raised crossings that are compliant with current design standards. This new infrastructure provides for Safe, effective and well-designed road safety assets including offroad cycle lanes, raised crossings and shared active travel infrastructure. This new infrastructure will contribute to safer cycle infrastructure and supply slower vehicle speeds on ACT roads reducing road accidents and fatalities, improving road safety for cyclists and vehicles and active travel infrastructure (footpaths).

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

Two innovations delivered during the project including:

The construction delivered innovation in the following areas:

- *Preparation of the foundation and subgrade*
- *Reuse of excavated material where possible*
- *Placement and compaction of fill material*
- *Pavement design considerations*
- *Tree replacement was provided at a ration of 3/1.*

Indigenous employment and business participation targets

There were no regional Aboriginal and Torres Strait Islander contractors (this is a civil and landscape construction project) suitably prequalified to deliver this project. The tender process encouraged employment of Aboriginal and Torres Strait Islander People and use of an Aboriginal and Torres Strait Islander subcontractors/subconsultants where available. Therefore, there were no specific indigenous employment and business participation targets required by the tender documentation.

1. Results for Indigenous businesses

Mandatory: What was the total contract spend on Indigenous businesses in a local area?

*If available, include details about:*²

- Number of certified Indigenous businesses awarded a contract in a local area.
 - Include a definition of the 'local area'.
- Locality of the Indigenous businesses (e.g. office location, where they were sourced from).
- Size of Indigenous businesses contracted in this project (e.g. annual turnover, net income).
- If any new Indigenous businesses were established in response to market demand created by the project.

N/A

2. Supply side supports

- Type of employment and business support service accessed by Indigenous individuals, and Indigenous and non-Indigenous businesses.
- Type of resource/qualification obtained from the service provider (e.g. finance, capital investment, wage subsidy, cultural awareness training, and certifications).
- Date and duration of service access.
- Identify any gaps in services or any issues relating to accessing supply-side supports.

[Note: this feedback will be provided to relevant Australian Government agencies]

N/A

3. Data requirements

- Traffic volume and mix - the number of each type of vehicle on the upgraded road before and after works – reported on commencement and bi-annually thereafter;
- A death from an on-road (traffic) crash on a public road within 30 days of the event;
- A serious injury – as per the national definition being persons admitted to a hospital (inpatient) – from an on-road (traffic) crash on a public road within 30 days of the event; and
- Risk profile across the road network – measured by the number of kilometres with safety attributes, and the change in the risk profile as safety measures are applied – reported on commencement and bi-annually thereafter.

Data provided:

Yes No

If No – outline reasons data is not provided and revised timing on when the agreed data will be delivered:

Data has not been compiled for this project as this is a separated bike path project that removes bikes from the road network.

4. Risk mitigation

- Identify any project risks that eventuated as a result of the Indigenous participation requirements for this project and explain how they were managed.

Nil

- Were the risk mitigation strategies (including those outlined in the Indigenous Participation Plan) effective in treating these risks?

N/A

5. Unanticipated project costs

- Provide details of any additional unanticipated project costs resulting from the Australian Government's requirement for Indigenous economic participation, for this project, and how these costs were managed.

Nil

6. Public reporting requirements

- Please advise location of public reporting on performance against Indigenous participation requirements including targets.

N/A

Sophie Clement

[Name]

A/g Executive Branch Manager

Position and organisation

Date



ACT
Government

Transport Canberra
and City Services

B
03

Mr Lok Potticary
Assistant Secretary
NSW & ACT Infrastructure Investment
Land Transport Infrastructure Division
Department of Infrastructure, Transport, Regional Development, Communications and the Arts

REQUEST FOR MILESTONE ADJUSTMENT (RETURN OF OVERPAID CONTRIBUTION):

113649-20ACT-NP: Beltana Road Improvements

Dear Mr Potticary

In accordance with the Project Milestone Schedule, I certify that the following payment milestone has been achieved:

- MST-002112 - Submission of Department approved Post Completion Report (PCR)

Please find attached evidence of achievement of this milestone, including:

- Beltana Road Improvements - Project closure letter signed by you.
- Beltana Post-Completion Report signed by Steve Hare (A/g Executive Branch Manager, Infrastructure Delivery, TCCS).

I request that the return of overpaid contribution of -\$21,521.08 relating to the achievement of this milestone be made.

Yours sincerely

Sophie Clement
Executive Branch Manager Infrastructure Delivery and Waste
Transport Canberra and City Services Directorate

Date: May 2025



Australian Government

**Department of Infrastructure, Transport,
Regional Development, Communications and the Arts**

Ms Sophie Clement
Executive Branch Manager
Transport Canberra and City Services
GPO Box 158
CANBERRA ACT 2601

Dear Ms Clement

Subject: Beltana Road Improvements (113649-20ACT-NP) – Project Closure

Thank you for the submission on 27 February 2025 of a satisfactory Project Completion Report for Beltana Road Improvements (113649-20ACT-NP) in the ACT.

I am pleased to advise that you can now proceed with the negative \$21,521.08 Post Completion Report milestone payment, MST-001789, which has been set for May 2025.

This project will then be closed in the Department's Reporting and Program Management system in the 2025-26 financial year and will no longer appear on the monthly progress report, as all project completion requirements have been met.

I congratulate you and your team on the successful completion of this project and look forward to working with you in the future on the delivery of the ACT Infrastructure Investment Program.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Lok Potticary'.

Lok Potticary
Assistant Secretary
NSW & ACT Infrastructure Investment
Land Transport Infrastructure Division

10/14/2025



Post-Completion Report

The Post-Completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: Beltana Road Improvements

PROJECT NUMBER: 113649-20ACT-NP

FUNDING RECIPIENT: ACT Government Transport Canberra and City Services (TCCS) - Infrastructure Delivery

Scope

Provide details of all material changes to the scope following Project approval.¹ For comparison purposes, including descriptions of the:

1. original Project scope approved
2. scope change
3. rationale for the change.

Original scope	Scope change	Rationale for change
<p>This delivery project involves the construction and safety upgrades along the Beltana Road corridor in Pialligo, including Beltana Road and Kallaroo Road intersection onto Pialligo Avenue, provision of formalised parking spaces, and traffic calming devices.</p>	<p>Scope removed from this project and placed into an additional/ new ACT Government funded project include, landscaping to the southern side of the road, line marking, 2 raised crossings and 4 new concrete medians designed to slow vehicles and make it safer for traffic and pedestrians.</p>	<p>In November and December 2023, several severe rain events occurred resulting in some areas of the verge subsiding and requiring rectification works. Post investigation of the causes of the subsidence, rectification works have been identified which include installation of stormwater pipes to the length of Beltana Road and road pavement rehabilitation. Scope changes to the <i>Beltana Road Improvements</i> project were undertaken to avoid abortive works based on the needed subsidence rectifications requirements.</p>
<p>The Scope of Works included construction works outlined as follows:</p> <p>Civil works:</p> <ul style="list-style-type: none"> • Design and installation of Open Concrete Invert (OCI) style drainage and stormwater infrastructure along the length of Beltana Road. • Design and construction of one flexible pavement left out intersection at Kallaroo Road. • Construction of 3.0m wide shared path to provide off-road cycling and pedestrian access to the length of Beltana Road (north side). • Construction of 2.0m wide shared path providing off-road cycling and pedestrian access to a third of the length of Beltana Road (south/ river side). • Streetlighting for the intersections, raised pedestrian crossings and road. • Traffic calming infrastructure. 		

¹ Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved

Landscape works:

- Native grass plantings to a third of the Beltana Road verge

Other specialist studies and investigations including:

- Review and update of the traffic modelling and crash analysis completed within the Preliminary Sketch Plan (PSP) phase.
- Completion of a geotechnical investigation to advise on soil quality and remaining pavement life.
- Utility services potholing to confirm depth and alignment of key buried services.
- Tree assessment to identify changes in tree ratings since the 2020 Canberra bushfires.

Photographs showing Beltana Road prior to the Project and the work completed in this project can be found at Attachment A and Attachment B respectively. The photographs available in Attachment B were provided to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts as evidence for construction completion in May 2024.

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Construction completion date	Construction start date	Construction completion date
Project Period as agreed on approval of the construction Phase		Actual Project Period	
start date	completion date	start date	completion date
Jan-22	Nov-22	Jan-23	Apr-24

Provide details of the rationale for changes to the planning start or planning completion dates and how the impact of these changes was managed.

The project experienced delays at both the start and completion phases of the project. This was due to multiple issues including NCA works approval, changes in scope, the discovery of sensitive communications cables and services, and latent conditions due to two significant rain events and subsequent subsidence to parts of the newly constructed works on the northern verge.

Cost

The construction project costs incurred have been summarised below.

Construction costs (actuals):

Element	Actual Cost
Superintendency	\$0.578m
Construction paths	\$4.381m
Total	\$4.959m^{Note 1}

Note 1: ACT and Australian Governments funded jointly \$5.6 million (\$2.8 million each) for Construction of road calming measures and active travel including landscaping at Beltana Road. To date, ACT funds have been expensed to \$2.480m and Australian Government contribution is \$2.478m. Savings of \$0.64M have been realised. The below tables outline the funds spent, savings share and updated funding split for the project.

Government	Funds Spent	Savings Share	Funding Split
Australian Government	\$2,478,479	\$321,521	50
ACT Government	\$2,480,082	\$319,918	50
Total	\$4,958,561	\$641,439	50:50

The breakdown of these costs is available in **Attachment C, Attachment D** and **Attachment E**.

These costs have had the following effect on the commitments of both the Australian and ACT Governments.

Current commitments:

Total Project Cost	AG commitment	ACT commitment	Funding split
\$5,600,000	\$2,800,000	\$2,800,000	50:50

New commitments:

Total Project Cost	AG commitment	ACT commitment	Funding split
\$4,958,561.14	\$2,478,478.92	\$2,480,082.22	50:50

As shown above, the split of the \$641,438.86 realised savings between the Australian and ACT Governments is 50:50.

We request the total amount of Australian Government savings, \$321,521, be added to Unallocated Road ACT for use on future priority ACT road projects.

The project savings are due to some of the project's scope being moved into a separate project fully funded by the ACT Government. A portion of landscaping, two raised crossings and four concrete medians were removed from this Project due to issues caused by subsidence (sinking) beneath sections of previously completed works along Beltana Road following significant rain events in late 2023 and early 2024. These works could not be completed until the rectification works and issues with subsidence were investigated and rectified through a separate body of works. The removal of the construction of the pedestrian crossings from this Project does not affect achievement of the overall scope as agreed on the project instrument.

Performance

Benefits

The improvements undertaken improve existing road network and pedestrian infrastructure along the Beltana Road and part of the Kallaroo Road corridor. These improvements have responded to increases in traffic volumes and the number of heavy vehicles using the road corridor, whilst also improving parking and the opportunity for active travel facilities and overall safety of the area for all users.

Project Objective

- To support the continued mix of development in Pialligo, which includes residential living and a diversity of rural/ environmental related commercial activities
- To better manage visitor access to the commercial precinct in this area and to meet current and future demand, improve overall safety of the area for all users and create an attractive, safer pedestrian environment along Beltana and Kallaroo Road corridors
- Formalise car parking facilities for visitors to the area
- Improve pedestrian and cycle links into and within Beltana and Kallaroo Road corridor

The following key benefits indicating improved Transport Performance indicators were delivered with this Project:

- Efficient traffic flows at reduced speeds compatible with the function of the roadway.
- Improvements to road safety.
- Maintaining safe access to all adjacent properties which have an access driveway off Beltana Road.
- Minimise possible impacts upon the environment.
- Facilitating active travel along the route.
- Maintaining the roads' designation as a light industrial area.

The following key issues were rectified through the construction:

- One distinct speed zone was implemented along the corridor (40km/h), contributing to road safety.
- The corridor is rural in nature for most of its length, where kerbs and streetlighting were present only at intersections. This project delivered key safety infrastructure that has enhanced both driver and pedestrian safety and useability.
- The roadside environment was characterised by a high number of utility services and safety barriers that required protection and/or relocation.
- Formalised parking spots were improved.

Lessons Learned:

During the construction of the Beltana Road Improvements project, some localised ground subsidence above the existing sewer line emerged in the eastern verge after severe rain events occurring in November and December 2023. Geotechnical testing concluded that the subsidence was due to insufficiently compacted backfill of the sewer pipeline and that water ingress oversaturated the silt/clay fill materials and exacerbated the subsidence of the backfill. The sewer pipeline was constructed many years prior to this project and the issue was considered a latent condition.

After the rain events of late 2023, further investigation was undertaken via Dynamic Cone Penetrometer (DCP) tests along the sewer trench. A total of 42 DCP tests were carried out within the sewer trench line from the surface down to 1 metre above the invert of the sewer (approximately 4 metres below finished ground level). DCP testing found low blow counts between chainages CH600 to CH1030, which matches the areas of reported subsidence (between CH605-CH880). The low blow counts also extend beyond the reported subsidence area, which coincides with an older sewer asset being a 150mm Clay Vitrified Pipe. The DCP results between CH600 & CH1030 suggest poor compaction and variable filling undertaken.

As a result of the testing mentioned above it was determined that to reduce the risk of further subsidence occurring, that a more effective stormwater treatment system would need to be installed along the length of Beltana Road.

Lessons learned have included the need for early consideration of broader on-ground conditions to inform scope development in the planning stage of this project. Having a greater understanding of the broader on-ground conditions may have resulted in scope changes and/or resulted in alternative construction methodologies at the outset of the design development stage of the project.

Policy objectives include:

ACT Road Safety Action Plan – 2024-2025

Foreword (Page 3) – “The ACT Government is committed to “Vision Zero” acknowledging that road deaths and serious injuries are preventable and no death or injury on our roads is acceptable.

Foreword (Page 3)) – “Through our safe systems approach and the implementation of the Movement and Place principles we will also enhance our ongoing work of delivering safer road infrastructure for all road users.”

https://www.cityservices.act.gov.au/data/assets/pdf_file/0005/2356853/ACT-Road-Safety-Action-Plan-20242025.pdf

ACT Government Infrastructure Plan Update “Transport” – 2023-2030

Drivers of Infrastructure Investment (Page 27) – “deliver a road network that allows us to move people and goods safely and reliably across the city”.

Investment in Wellbeing - Transport (Page 31) – “access and connectivity, by enabling Canberrans to get to the places they value, access the services they need, and have the things they need to lead a good life.”

https://www.treasury.act.gov.au/data/assets/pdf_file/0009/1432449/act-infrastructure-plan.pdf

Transport for Canberra: Transport for a sustainable city (2012-2031)

Introduction (Page 1) – “strategic management of the road network, parking, motorised vehicles and freight to create a more efficient transport system.”

https://www.transport.act.gov.au/data/assets/pdf_file/0017/1237013/TransportForCanberra_Policy.pdf

Active Travel Framework

Executive Summary – “The ACT Government is building an integrated transport network through active travel, which aims to increase the proportion of people walking, cycling, riding and accessing public transport; and to improve the safety and convenience of these travel choices across the ACT.”

Measurement of improved Transport Performance indicators will be undertaken following the completion of road and stormwater rectification works. Measurement will include pedestrian counts along the newly installed footpaths, and analysis of this work will be used in a post completion report that will not be publicly published. A copy of the post completion report will be provided to DITRDCA, prior to the end of 2026 once the ACT fully funded project is completed.

Innovation – N/A

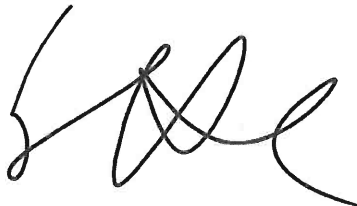
Upgrades to public infrastructure to current standards of safety, access and amenity help revitalise local communities. Through such Upgrades, the project team ensures that basic public infrastructure and amenity is provided, where necessary, and the good condition and value of public assets are maintained. This improvement to the rural/commercial area aims to increase its vitality, promoting safety, accessibility, useability and amenity.

Indigenous employment and business participation targets – N/A

Note:

This project received less than \$7.5 million in Australian Government funding and therefore did not require Indigenous employment and business participations targets.

However, of note, there were no regional Aboriginal and Torres Strait Islander consultancies suitably prequalified to deliver this project. The tender process has encouraged employment of Aboriginal and Torres Strait Islander people and use of Aboriginal and Torres Strait Islander subcontractors/subconsultants where available. Therefore, there were no specific Indigenous employment and business participation targets required by the tender documentation.



Steve Hare

27/02/25

Date

A/Executive Branch Manager, Infrastructure Delivery, TCCS



POST COMPLETION REPORT

The Department will not authorise payment of the final milestone until acceptance of the Post Completion Report. If required, the Department may ask the Proponent to revise the submitted report before accepting it.

PROJECT:

PROPONENT:

Scope

Provide details of all changes to the scope following Project approval* for comparison purposes, including descriptions of the:

- original Project scope approved (see approval instrument)
- scope change
- rationale for the change

Original Scope	Scope change	Rationale for change
TULLERANDEN PARKWAY BRIDGES HOOD AND HOOD UPGRADE BY INCREASING LOAD CAPACITY FROM 44T TO 68T	N/A	

*Unapproved changes to scope and quality will require further investigation by the Department. Payment of the final milestone may not occur until approval is granted.

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date
SEPT 2018	DEC 2019	SEPT 2018	DEC 2019

Provide details of the rationale for changes to the construction start or physical completion dates and how was the impact of these changes managed.

Cost

Please provide details of the finalised project costs below.

Project Cost Category	Cost (GST Excl)	Comments
Client Management and Oversight Costs		
Project management	\$ 207,000.00	
Design & investigation	\$ 385,288.00	
Applicant supplied insurances, fees, levies		
Property purchase price		
Property purchase transaction costs		
Environmental offsets		
Construction Costs		
Environmental works	\$ 162,390.41	
Traffic Management and temporary works	\$ 43,254.64	
Bulk earthworks	\$ 177,021.62	
Retaining walls (MAJOR CONCRETE)	91,699,586.14	
Drainage	-	
Pavements	-	
Finishing works	\$ 51,473.77	
Traffic signage, signals, signals and controls	\$ 2,714.38	
Design (if by contractor)	-	
Supplementary items	\$ 257,033.15	
TOTAL PROJECT COST	\$ 2,985,732.11	
ORIGINAL TOTAL PROJECT COST	\$ 2,728,698.96	

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

--

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

--

Indigenous Strategy

Was an Indigenous workforce strategy incorporated into the delivery of the Project? YES/NO
IF Yes - What were the Indigenous employment outcomes under that strategy?

Job numbers

Number of full-time positions directly employed on the project.

21 POSITIONS

Additional Project Data

Relevant data should be provided for the purposes of evaluating the program by the Department.

AADT - Annual average daily traffic

Load Limits	Load limit prior to project	44	Tonnes
	Load limit prior following project	68	Tonnes
Traffic volumes	Traffic volume prior to the project	24 461	Annual average daily traffic (AADT)
	Traffic volume following project	28 054	AADT
Heavy Vehicles	Heavy vehicle traffic prior to the project	685	AADT
	Heavy vehicle traffic following project	1992	AADT
Detour	Length of any detour removed	23	KM
High Mass Limits	Length of any additional heavy vehicle access opened up	22	KM
Construction Timing	Date Construction started	SEP 2018	(MM / YYYY)
	Date Construction completed	DEC 2019	(MM / YYYY)

Any other information that demonstrates increased productivity and/or improved access as an outcome of this project?

HEAVY VEHICLES HAVE NOW DIRECT ACCESS TO TUGGERANONG TOWN CENTRE

Post Completion Report Certification

By signing below you confirm that all information provided in this report is true and correct.

Signature: 

Date: 21/02/2021

Name: ALVARO AMORIM
[Name Authorised Person]

Position: SENIOR PROJECT MANAGER
[Position Title]



Level 6, 224 Bunda Street
PO Box 213
Canberra ACT 2608
T (02) 6285 1822
E canberra@northrop.com.au
ABN 81 094 433 100

Contract Number: **35193-NCT-001**

Project: **BRIDGE STRENGTHENING OF BRIDGE 4004**

Subject: **Certificate of Compliance**

Certifier: **David Field**

Consultant: **Northrop Consulting Engineers**

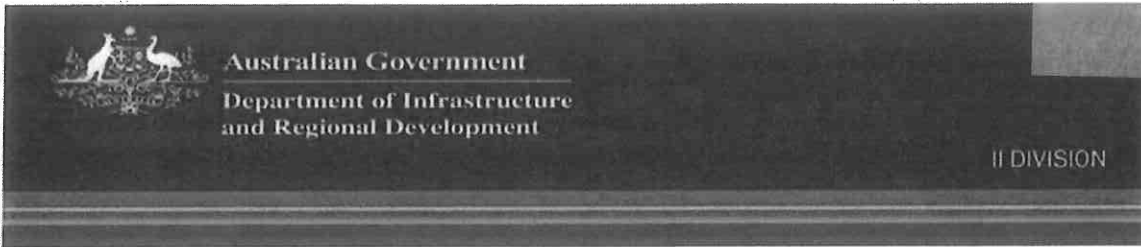
Northrop Consulting Engineers certifies that the works under this Contract have been designed using established engineering principals to strengthen Bridge 4004 to a load rating of SM1600 in accordance with Australian Standard AS5100, *Bridge Design*.

The Construction of the Works has reached Practical Completion.

Northrop Engineers, as the Superintendent for the Works, is satisfied that the Works under this Contract have been constructed according to the approved design requirements and that the Works generally comply with the ACT Standard Specifications and Roads and Maritime Services QA Specifications.

Signature:

Dated: 25/02/2020



Appendix D3 – Post Completion Report

The Post-completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: Bridge Strengthening of Bridges 3109, 3178, 3179 and 3161
PROJECT NUMBER: BA-01
FUNDING RECIPIENT: Roads ACT

Scope

Provide details of all changes to the scope following Project approval* for comparison purposes, including descriptions of the:

- original Project scope approved
- scope change
- rational for the change

Original Scope	Scope change	Rational for change
<p>Bridge 3109 – strengthen to SM1600 by installing precast concrete slabs over the top of the existing culverts. All work undertaken by removing and then reinstating the existing pavement.</p> <p>Bridge 3178 – strengthen to SM1600 by installing precast concrete slabs over the top of the existing culverts. All work undertaken by removing and then reinstating the existing pavement.</p> <p>Bridge 3179 - strengthen to SM1600 by installing precast concrete slabs over the top of the existing culverts. All work undertaken by removing and then reinstating the existing pavement.</p> <p>Bridge 3161- Strengthen to SM 1600 by lowering the water level by removing</p>	NIL	NA

sediment downstream of the bridge, installing carbon fibre reinforced polymer (CFRP) and replacing all bearings.		
--	--	--

*Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved.

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date
Bridge 3109 20/02/2016	30/06/2016	27 th May 2016	30 th May 2016
Bridge 3178 20/02/2016	30/06/2016	1 st July 2016	3 rd July 2016
Bridge 3179 20/02/2016	30/06/2016	20 th May 2016	23 rd May 2016
Bridge 3161 15/08/2016	20/12/2016	20/10/2016	20/12/2016

Provide details of the rationale for changes to the construction start or physical completion dates and how the impacts of these changes were managed.

Minor rain delays experienced. Impacts were managed via effective use of Temporary Traffic Management VMS Boards.

Cost

Please provide details of the finalised project costs below.

Project Cost Category	Cost	Comments
Client Management and Oversight Costs		
Project management	\$123,896.59	
Design & investigation	\$262,883.17	
Applicant supplied insurances, fees, levies	\$4,459.02	
Property purchase price		
Property purchase transaction costs		
Environmental offsets		
Construction Costs		
Environmental works	\$318,000.00	
Traffic Management and temporary works	\$48,000.00	
Bulk earthworks	\$87,500.00	
Retaining walls		
Drainage	\$138,371.30	
Bridge costs	\$829,704.21	
Pavements	\$171,505.00	
Finishing works		
Traffic signage, signals, signals and controls	\$23,500.00	
Design (if by contractor)		
Supplementary items	\$15,000.00	
TOTAL PROJECT COST	\$2,023,319.79	

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

--

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

--

Indigenous Strategy

Was an Indigenous workforce strategy incorporated into the delivery of the Project? YES/NO
IF Yes - What were the Indigenous employment outcomes under that strategy?

--

Additional Project Data

Relevant data should be provided for the purposes of evaluating the programme by the Department.

Bridge Dimensions	Bridge length	3109- 8.5 3178- 15.8 3179- 5.2 3161- 17.2	metres
	Bridge width prior to project	3109- 19.3 3178- 30.9 3179- 27.2 3161- 41.4	metres
	Bridge width following project	Same as above	metres
	Number of lanes prior to project	3109- 2 3178- 2 3179- 6 3161- 6	
	Number of lanes following project	Same as above	
Load Limits	Load limit of bridge prior to project	44	tonnes
	Load limit of bridge following project	SM1600	tonnes
Traffic volumes	Traffic volume prior to the project	NB-14930 SB-13861	Annual average daily traffic (AADT)
	Traffic volume following project	NB- 18547 SB- 18447	AADT
Heavy Vehicles	Heavy vehicle traffic prior to the project	NB-2240 SB-2079	AADT
	Heavy vehicle traffic following project	NB- 2782 SB- 2767	AADT
Detour	Length of any detour removed	0	km
High Mass Limits	Length of any additional heavy vehicle access opened up	N/A	km
If the project sought to address flooding	How many days on average <u>WAS</u> the bridge closed by floods each year prior to the project	0	Days per year
	Estimate the number of days the bridge could be affected by floods following the project	0	Days per year
Construction Timing	Date Construction started	05/2016	(MM / YYYY)
	Date Construction completed	12/2016	(MM / YYYY)

Any other information that demonstrates increased productivity and/or improved access as an outcome of this project?

Post Completion Report Certification

By signing below you confirm that all information provided in this report is true and correct.

Signature:.....  **Date: 18/04/2017**

Name: Alvaro Amorim

Position: Senior Project Manager

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06



Post-Completion Report

The Post-Completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: Canberra – South West Corridor upgrade package

PROJECT NUMBER: 110476-20ACT-NP

FUNDING RECIPIENT: Transport Canberra and City Services

Scope

Provide details of all material changes to the scope following Project approval¹. For comparison purposes, including descriptions of the:

1. original Project scope approved
2. scope change
3. rationale for the change.

Original scope	Scope change	Rationale for change
<p>Project name: Canberra – South West Corridor upgrade package</p> <p>Scope: This long-term project will fund a package of works to support the growth of the Australian Capital Territory's (ACT) South West Corridor, promote efficient east west freight connections, ease congestion, and improve safety and productivity. The package is expected to include the development of a corridor plan, and individual projects consistent with this plan that are prioritised and agreed between the Australian and ACT governments. Subject to planning outcomes, projects could include upgrades to the Tuggeranong Parkway (including between the Cotter Rd and Glenloch Interchange), improvements to intersections and feeder roads along the corridor (such as the Athllon Drive), or pavement rehabilitation along the Tuggeranong Parkway.</p> <p>It will help address congestion areas identified by Infrastructure Australia, with parts of the Tuggeranong Parkway some of the busiest sections of road in the ACT (transporting about 40,000 vehicles a day).</p>	<p>Project name: Canberra – South West Corridor upgrade package</p> <p>Scope: This long-term project involves the completion of an infrastructure study, traffic & options study and Aimsun peer review and associated reports.</p>	<p>At the October 2022-23 Budget the Australian Government amended the project scope from construction to planning-only following a request from the ACT Government to de-scope this project in favour of other pipeline priorities.</p>

¹ Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Planning start date	Planning completion date	Planning start date	Planning completion date
Project start date: April 2021		Project start date: July 2021	
Planning start date: May 2021		Planning start date: July 2021	
Planning end date: December 2022		Planning end date: 30 November 2022	
Project end date: December 2022		Project end date: 28 July 2023	

Provide details of the rationale for changes to the planning start or completion dates and how the impact of these changes was managed

Planning was completed marginally ahead of the original completion date. Project completion was delayed by a few months to adjust the overall project program allow for the de-scoping of the project.

Cost

Estimated final cost breakdown:

Total project cost	\$960,000
Project management scoping	\$135,000
Design and investigation	\$765,000
Unquantified variations	60,000
Realised savings	\$0

Summary of project funding commitments:

Total project cost	\$960,000
Australian Government commitment	\$160,000
ACT Government commitment	\$800,000
Funding split	17% (Australian Government): 83% (ACT Government): 0% (Other)

The ACT Government commitment of \$800,000 includes anticipated variations, some of which are unquantified.

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

The Scoping Phase of the project will identify strategic infrastructure upgrades that will assist in the development of the Parkes Way and Southwest corridors over the next 30 years. The performance metrics in the Road Project Proposal Report for this project were qualitative in nature owing to the limited planning work completed at that stage and the metrics noted relate to performance post completion of the Development Phase. These qualitative metrics included savings in reduced vehicle operating costs, reduced greenhouse gas emissions, reduced travel times, improved freight movements, and savings in crash costs. Actual performance cannot yet be quantified owing to the stage (scoping phase only) of the project. Following identification of priorities and costing of options, more detailed estimates of performance will be provided in the Development Phase PPR.

The Australian Government funding for the project was reduced due to a decision by the ACT and Australian Governments to de-scope the project. Whilst the reduced Australian Government funding contributed to partial scope achievement, the ACT Government will strive to complete the remainder of the scope as outlined in the Road Project Proposal Report with revised objectives. The corridor plan that will be delivered at the end of the scoping phase of the project will be a living document, which will be reviewed, and updated as required, every few years.

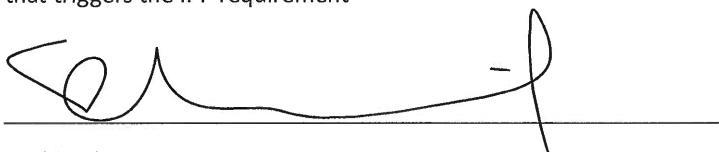
Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

Detailed survey work for the corridor in the project area was undertaken using Mobile Laser Scanning technology. Use of this technology can produce highly detailed topographic surveys of road areas while minimising the exposure of survey staff to traffic.

Indigenous employment and business participation targets

An IPP was not required for this project as the value was under the \$7.5m threshold of Australian Government funding that triggers the IPP requirement



Sophie Clement

10/11/23

Date

Executive Branch Manager Infrastructure Delivery

Transport Canberra and City Services



Bridges Renewal Program

Heavy Vehicle Safety and Productivity Program

Post Completion Report

April 2021

Introduction

The Post Completion Report provides a summary of key features of the project. It must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

Where the scope, cost or schedule of the project have changed from the latest agreement a Project Variation Request may also be required.

Returning the form

Please check that you have completed all sections of the form, including signature (electronic is acceptable). Once complete this document should be returned by email to:

- bridgesrenewal@infrastructure.gov.au or
- HVSPP@infrastructure.gov.au.

Proponents should also provide an email copy to their state/territory transport/infrastructure agency contact.

Questions

Should you have any questions or concerns regarding this form, please contact the National Targeted Road Infrastructure Program helpdesk on either of the email addresses above, or by calling (02) 6274 8040.

Next steps

Once this form is received the Department will check that it meets our requirements. If it does, the final payment for the project will be made. If we need more information about your request we will contact you.

About the project

Proponent	Transport Canberra and City services
Project Name	BRP Rnd 5 Hindmarsh Bridges 3089 and 3090
Project Number	30734 (ACT Funded) and 30738 (CMWLT Funded)

About you

Name	Alvaro Amorim
Role	Senior Project Manager
Phone number	+61 2 6205 3902
Email address	Alvaro.Amorim@act.gov.au

Scope

Provide details of all changes to the scope following Project approval for comparison purposes, including descriptions of the:

- Project scope, from most recent project instrument
- scope change
- rationale for the change

Scope (from most recent instrument)	Installation of additional support columns and beams under both bridges to SM1600
Scope change	N/A
Rationale for change	N/A

Where a change to scope is significant a project variation will be required.

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date
05/10/2021	17/02/2022	05/10/2021	17/02/2022

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed.

Rationale for change
N/A

Cost

Please provide details of the finalised project costs below.

Project Cost Category	Cost	Comments
Client Management and Oversight Costs		
Project management	\$232,970	
Superintendent works	\$70,395	
Applicant supplied insurances, fees, levies, permits	\$8,602	
Property purchase price		

Property purchase transaction costs		
Environmental offsets		
Construction Costs		
Environmental works		
Traffic Management and temporary works		
Bulk earthworks		
Retaining walls		
Drainage		
Bridge costs	\$1,189,649	
Pavements		
Finishing works		
Traffic signage, signals and controls		
Design (if by contractor)		
Supplementary items		
TOTAL PROJECT COST	\$1,501,616	

Cost variation

Outline the difference between the latest approved costs and the final costs.

	Approved cost	Final cost
Australian Government	\$1,912,500	\$750,808
Proponent	\$1,912,500	\$750,808
State (if not proponent)		
Others		
Total project cost	\$3,825,000	\$1,501,616
AG % of total costs (final cost % cannot exceed approved cost %)		39,3%

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

N/A

Indigenous Strategy

Was an Indigenous workforce strategy incorporated into the delivery of the Project?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
---	------------------------------	--

IF Yes - What were the Indigenous employment outcomes under that strategy?

N/A

Performance

This data will be used by the Department to evaluate and improve the program, and for reporting purposes.

Both Programs:

How many jobs were supported during construction?	16
---	----

Heavy Vehicle Safety and Productivity Program Only

Complete applicable sections only. This section may be deleted for BRP projects.

Road sealing and alignment

Outcomes	Length and width of road sealed/realigned		metres
	Additional route opened to heavier class of vehicles		metres
Traffic volumes	Traffic volume prior to the project		Annual average daily traffic (AADT)
	Traffic volume following project		AADT
	Heavy vehicle traffic prior to the project		AADT
	Heavy vehicle traffic following project		AADT

Rest stops/parking bays/decoupling bays/road train assembly areas

Outcomes	Size of facility		square metres
	Traffic volume prior to the project		Annual average daily traffic (AADT)
	Traffic volume following project		AADT
	Heavy vehicle traffic prior to the project		AADT
	Heavy vehicle traffic following project		AADT
Other features (new only)	Shade areas		Number
	Toilets		Number
	Showers		Number
	Bins		Number

Other HVSP projects

Describe any other measurable improvements in productivity or safety.

For example:

- Reduction in HV traffic in town for bypasses
- Reduced crash likelihood
- Reduced journey time
- Links to other facilities
- Improved separation

Other improvements

Bridge Strengthening

Bridge Renewal Program Only:

This section may be deleted for HVSP projects

Bridge Dimensions	Bridge length	20,88	metres
	Bridge width prior to project	3089-14 3090-21	metres
	Bridge width following project	As above	metres
	Number of lanes prior to project	4	Lanes each
	Number of lanes following project	4	Lanes each
Load Limits	Load limit of bridge prior to project	44	tonnes
	Load limit of bridge following project	65	tonnes
Traffic volumes	Traffic volume prior to the project	25,732	Annual average daily traffic (AADT)
	Traffic volume following project	26,944	AADT
Detour	Length of any detour removed	2.5	km
High Mass Limits	Length of any additional heavy vehicle access opened up	1.0	km
If the project sought to address flooding	How many days on average was the bridge closed by floods each year prior to the project?	0	Days per year
	Estimate the number of days the bridge could be affected by floods following the project	0	Days per year

Declaration

By signing below you confirm that all information provided in this report is true and correct.

Signature		Date	/ /
Name	Sophie Clement	Position Title	

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08



Post-Completion Report

The Post-Completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: Kent Street and Novar Street Intersection Upgrades

PROJECT NUMBER: 117870-21ACT-NP

FUNDING RECIPIENT: Transport Canberra and City Services (TCCS)

Scope

Provide details of all material changes to the scope following Project approval¹. For comparison purposes, including descriptions of the:

1. original Project scope approved
2. scope change
3. rationale for the change.

Original scope	Scope change	Rationale for change
<p>This project will deliver upgrades to three intersections along Kent Street and Novar Street in Deakin. This includes the signalisation and road upgrades to the following intersections:</p> <ul style="list-style-type: none"> • Kent Street, Dudley Street, Novar Street and Adelaide Avenue on-ramp; • Kent Street and Adelaide Avenue off-ramp; and • Kent Street and Denison Street. 	N/A	N/A

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date
August 2022	August 2023	8 August 2022	30 June 2023

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed

An 8-week full closure of the Kent Street bridge provided greater productivity for the contractor and allowed the project to be physically completed ahead of schedule.

¹ Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved

Cost

Provide a populated Project Cost Breakdown template detailing the actual Project costs. The template is available from the Department.

TTCS Project #	Name	Funding Source	Budget	Spend	Savings
35490	Kent St Novar St Intersection Upgrades	ACT	\$4,912,000.00	\$4,838,388.00**	\$73,612.00*
30922	Kent St Novar St Intersection Upgrades	AUS GOV	\$2,805,500.00	\$2,805,500.00	\$0.00***
	Totals		\$7,717,500.00	\$7,643,888.00	\$73,612.00

* Remaining ACT funding to cover consultant and contractor cost during consolidation and defect period.

**The difference in cost is due to a significant portion of unsuitable material found in the Adelaide Avenue off-ramp. The additional cost includes all costs associated with remediating the pavement. Such as geotechnical testing, removal, haulage, disposal. As well as import, placement and reworking of select fill. Additional pavement construction, including additional traffic management and surveillance costs. This additional unforeseen cost has been borne wholly by the ACT Government.

***Further information provided in 5A within the **PCB attached**, noting there were no savings to the Australian Government.

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

The upgrade of the three intersections, has improved intersection safety at four key Interchange in Canberra's inner South, through the introduction of new traffic signals and associated improvements.

Traffic Signal controlled vehicle and pedestrian movements.

Increased safety for all road users, especially vulnerable road users through reducing the likelihood of crashes.

Improved the efficiency of travel for all road users (individual vehicles, public transport and cyclists). This is done via surveys, reviews of Level of Service (LOS) and crash data. A review of available crash data is typically undertaken at five yearly intervals. These will be completed by 30 June 2028.

The predominate measure of the performance of these works is reduced likelihood of crashes and serious injuries occurring throughout the site. This will next be completed by 30 June 2028.

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

8-week full closure benefitted both the project and the community boosting productivity on site and reducing the duration of works thereby reducing the overall disruption to the local community.

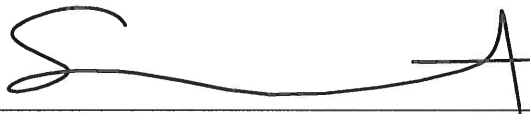
Indigenous employment and business participation targets

Provide:

1. Results against Indigenous participation target
2. Variations
3. Results for Indigenous job seekers
4. Results for Indigenous businesses
5. Supply-side supports
6. Risk mitigation
7. Unanticipated project costs

a. Results against Indigenous participation targets (to be made public)

N/A – Project was under the \$7.5 million Australian Government funding threshold, so no indigenous participation targets were applicable. ACT Procurement Values, which identifies Indigenous Participation, were not in place at the commencement of this project.



[Sophie Clement]

31/05/2024

A/g Executive Branch Manager, Infrastructure Delivery

Transport Canberra and City Services



Bridges Renewal Program

Heavy Vehicle Safety and Productivity Program

Post Completion Report

April 2021

Introduction

The Post Completion Report provides a summary of key features of the project. It must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

Where the scope, cost or schedule of the project have changed from the latest agreement a Project Variation Request may also be required.

Returning the form

Please check that you have completed all sections of the form, including signature (electronic is acceptable). Once complete this document should be returned by email to:

- bridgesrenewal@infrastructure.gov.au or
- HVSPP@infrastructure.gov.au.

Proponents should also provide an email copy to their state/territory transport/infrastructure agency contact.

Questions

Should you have any questions or concerns regarding this form, please contact the National Targeted Road Infrastructure Program helpdesk on either of the email addresses above, or by calling (02) 6274 8040.

Next steps

Once this form is received the Department will check that it meets our requirements. If it does, the final payment for the project will be made. If we need more information about your request we will contact you.

About the project

Proponent	Transport Canberra and City Services
Project Name	BRP RND % NAAS River ACT/CMWLTH Funded Naas Road Bridge renewal
Project Number	30733 (ACT Funded) and 30737 (CmwltH Funded) 111489-20ACT-BR5

About you

Name	Alvaro Amorim
Role	Senior Project Manager
Phone number	+61262053902
Email address	Alvaro.Amorim@act.gov.au

Scope

Provide details of all changes to the scope following Project approval for comparison purposes, including descriptions of the:

- Project scope, from most recent project instrument
- scope change
- rationale for the change

Scope (from most recent instrument)	Construct a new two-lane Bridge to SM 1600 standards
Scope change	N/A
Rationale for change	N/A

Where a change to scope is significant a project variation will be required.

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date
12/11/2020	09/02/2022	12/11/2020	09/02/2022

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed.

Rationale for change
N/A

Cost

Please provide details of the finalised project costs below.

Project Cost Category	Cost	Comments
Client Management and Oversight Costs		
Project management	\$115,122.36	
Design & investigation		
Applicant supplied insurances, fees, levies, permits	\$121,499.28	
Property purchase price		

Property purchase transaction costs		
Environmental offsets		
Construction Costs		
Environmental works		
Traffic Management and temporary works		
Bulk earthworks		
Retaining walls		
Drainage		
Bridge costs	\$2,408,199.38	
Pavements		
Finishing works		
Traffic signage, signals and controls		
Design (if by contractor)		
Supplementary items		
TOTAL PROJECT COST	\$2,644,821.02	

Cost variation

Outline the difference between the latest approved costs and the final costs.

	Approved cost	Final cost
Australian Government	\$1,393,006.00	\$1,322,410.00
Proponent	\$1,393,006.00	\$1,322,411.00
State (if not proponent)		
Others		
Total project cost	\$2,786,012.00	\$2,644,821.00
AG % of total costs (final cost % cannot exceed approved cost %)		

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

N/A

Indigenous Strategy

Was an Indigenous workforce strategy incorporated into the delivery of the Project?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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IF Yes - What were the Indigenous employment outcomes under that strategy?

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Performance

This data will be used by the Department to evaluate and improve the program, and for reporting purposes.

Both Programs:

How many jobs were supported during construction?	16
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Heavy Vehicle Safety and Productivity Program Only

Complete applicable sections only. This section may be deleted for BRP projects.

Road sealing and alignment

Outcomes	Length and width of road sealed/realigned		metres
	Additional route opened to heavier class of vehicles		metres
Traffic volumes	Traffic volume prior to the project		Annual average daily traffic (AADT)
	Traffic volume following project		AADT
	Heavy vehicle traffic prior to the project		AADT
	Heavy vehicle traffic following project		AADT

Rest stops/parking bays/decoupling bays/road train assembly areas

Outcomes	Size of facility		square metres
	Traffic volume prior to the project		Annual average daily traffic (AADT)
	Traffic volume following project		AADT
	Heavy vehicle traffic prior to the project		AADT
	Heavy vehicle traffic following project		AADT
Other features (new only)	Shade areas		Number
	Toilets		Number
	Showers		Number
	Bins		Number

Other HVSP projects

Describe any other measurable improvements in productivity or safety.

For example:

- Reduction in HV traffic in town for bypasses
- Reduced crash likelihood
- Reduced journey time
- Links to other facilities
- Improved separation

Other improvements

--

Bridge Renewal Program Only:

This section may be deleted for HVSP projects

Bridge Dimensions	Bridge length		metres
	Bridge width prior to project		metres
	Bridge width following project		metres
	Number of lanes prior to project	1	
	Number of lanes following project	2	
Load Limits	Load limit of bridge prior to project	10	tonnes
	Load limit of bridge following project	65	tonnes
Traffic volumes	Traffic volume prior to the project	43	Annual average daily traffic (AADT)
	Traffic volume following project	52	AADT
Detour	Length of any detour removed		km
High Mass Limits	Length of any additional heavy vehicle access opened up		km
If the project sought to address flooding	How many days on average was the bridge closed by floods each year prior to the project?	5	Days per year
	Estimate the number of days the bridge could be affected by floods following the project	0	Days per year

Declaration

By signing below you confirm that all information provided in this report is true and correct.

Signature		Date	
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Name	Sophie Clement	Position Title	A/g Executive Branch Manager, Infrastructure Delivery
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Post-Completion Report

The Post-Completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: NORTHBOURNE PAVEMENT REHABILITATION STAGES 1, 2 AND 3

PROJECT NUMBER: 106514-19ACT-NP

FUNDING RECIPIENT: Jointly Funded by the Australian and ACT Governments

Scope

Provide details of all material changes to the scope following Project approval¹. For comparison purposes, including descriptions of the:

Original scope	Scope change	Rationale for change
<p>1. Original Project scope approved</p> <p>The project involves restoring road pavements at the following sections of Northbourne Avenue:</p> <ul style="list-style-type: none"> • Macarthur Avenue to Mouat Street (Northbound) • Condamine to Macarthur Avenue (Northbound) • Mouat Street to Macarthur Avenue (Southbound) <p>The project involves removing the existing pavement surface and structural layer of pavement, remediating poor condition sub-surface areas, and then reconstructing the road pavement.</p> <p>Scope Change</p> <p>N/A</p>	<p>2. Rationale for the change.</p> <p>N/A</p>	

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date
Stage 1 - 14/05/2020	30/06/2020	Stages 2&3 - 18/06/2021	30/06/2021

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed

Stage 1 works-contract completed in 6 weeks (3.5 Months ahead of the awarded contract period).

¹ Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved

Stage 2 works-contract completed within 6 weeks.

Stage 3 works- Contract completed with 1 week.

Cost

Provide a populated Project Cost Breakdown template detailing the actual Project costs. The template is available from the Department.

Not required for this project, due to value less than \$12.5m.

Savings

Project #	Name	ACT Budget	Commonwealth Budget	ACT Spend	Commonwealth Spend	ACT Savings	Commonwealth Savings
35498	Make our roads safe- Northbourne Ave pavement	3,650,000		1,884,547.01		1,765,452.99	
30388	Fed Fund Northbourne Ave stg1 Mouat nthb		3,000,000		1,748,133.68		1,251,866.32
30389	Fed Fund Northbourne Ave stg 2 Condamine	1,250,000	1,250,000	1,250,000.00	1,250,000.00		
30390	Fed Fund Northbourne Ave stg3 Mouat sthb	750,000	750,000	538,932.68	538,932.68	211,067.32	211,067.32
	Totals:	5,650,000	5,000,000	3,673,479.69	3,537,066.36	1,976,520.31	1,462,933.64

Note:

The ACT Government provided funding for preliminary costs of \$136,413, which is included in the figures.

The ACT Government originally allocated \$6.65m of which \$1.0m of savings from the Northbourne Ave project was reallocated to the Variable Messaging System Project.

The final savings figure for ACT Government incorporates the originally allocated extra \$650,000 minus the sunken costs of \$136,413 = \$513,586.67. If these factors are taken into consideration the total savings would be the same as reported for Commonwealth savings. I.e. \$1,976,520.31 - \$513,586.67 = \$1,462,933.64

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

The project has delivered the following:

Increase safety for all road users

Provide safe pedestrian and cycle access

Reduce the likelihood of crashes and serious injuries occurring

Enable public transport services to safely use and maximise operation on Northbourne

Improved Visual Amenity

Removal of all defects in road surface and substructure

Improved Pavement Strength

Improved Skid Resistance

Improved ride quality/pavement roughness

Note-All the performance indicators as mentioned above, except for the last two (Bold), the benefits have been achieved, through the pavement rehabilitation process that removed all defects, has a smooth surface, increased safety, provided additional 15-20 years pavement life, but the last two performance indicators are carried out under Roads ACT Maintenance Program every three years.

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

Stage 1 (Northbound carriageway between MacArthur Avenue and Mouat Street) project was designed, tendered, and awarded under a conventional construction methodology with a contract period of six months. During the tender evaluation process the Project Manager came across a recycling methodology that would save time and money, by witnessing a similar process used in NSW. This process was then discussed at executive level, the advantages by using this process measured and discussed with the TCCS Minister for roads.

To minimize the impact that rehabilitation works would have on traffic the alternative recycling methodology was investigated that would benefit the project by reducing the construction period considerably and reduce costs. With the investigations of this methodologies approved, negotiations for the stage 1 works had to take place, firstly with the designer to review the proposed recycling methodology and amend the construction drawings/specifications and at the same time negotiate with the preferred contractor, provide him with revised drawings/specifications and a revised Bill of Quantities for them to price.

This recycle innovation methodology was used for the first time in ACT, where all existing material was re-used and stabilised in situ. Nothing was wasted, with the millings removed provided to the asphalt company to be re-used for the recycled asphalt and brought back to site and the surplus of the stabilized material given to Roads ACT to be used improving road medians. This rehabilitation process also reduced the carbon emissions by 75% in comparison with conventional methodologies and a project that was tendered for a six-month contract was completed in six weeks and with a saving of over 1.0M. Pavement rehabilitation of stages 2 & 3 were completed within two weeks.

Indigenous employment and business participation targets N/A

Provide:

1. Results against Indigenous participation target

2. Variations
3. Results for Indigenous job seekers
4. Results for Indigenous businesses
5. Supply-side supports
6. Risk mitigation
7. Unanticipated project costs

a. Results against Indigenous participation targets (to be made public) N/A

N/A

28/03/2022

Sophie Clement

Date

A/g Executive Branch Manager, Infrastructure Delivery

Transport Canberra and City Services



Bridges Renewal Program

Heavy Vehicle Safety and Productivity Program

Post Completion Report

April 2021

Introduction

The Post Completion Report provides a summary of key features of the project. It must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

Where the scope, cost or schedule of the project have changed from the latest agreement a Project Variation Request may also be required.

Returning the form

Please check that you have completed all sections of the form, including signature (electronic is acceptable). Once complete this document should be returned by email to:

- bridgesrenewal@infrastructure.gov.au or
- HVSPP@infrastructure.gov.au .

Proponents should also provide an email copy to their state/territory transport/infrastructure agency contact.

Questions

Should you have any questions or concerns regarding this form, please contact the National Targeted Road Infrastructure Program helpdesk on either of the email addresses above, or by calling (02) 6274 8040.

Next steps

Once this form is received the Department will check that it meets our requirements. If it does, the final payment for the project will be made. If we need more information about your request we will contact you.

About the project

Proponent	ACT Transport Canberra and City Services
Project Name	Paddys River Road - Cotter to Laurel Camp Road upgrade / Commercial Route Network Improvements – Package 4
Project Number	111506-20ACT-HV7 / 0726-NCT-003

About you

Name	Alvaro Amorim
Role	Project Manager
Phone number	02 62043902
Email address	Alvaro.Amorim@act.gov.au

Scope

Provide details of all changes to the scope following Project approval for comparison purposes, including descriptions of the:

- Project scope, from most recent project instrument
- scope change
- rationale for the change

Scope (from most recent instrument)	Pavement curve widening of four sections (total length of 980m) within a 2km stretch of Paddys River Road to the south of the Cotter River reserve including significant culvert extensions and retaining walls
Scope change	Retaining walls changed from gabions to concrete Mass-Blocs
Rationale for change	Covid 19 restrictions made it difficult to get suitable labour from interstate

Where a change to scope is significant a project variation will be required.

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date
26/5/2021	13/10/2021	9/6/2021	29/10/2021

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed.

Rationale for change
15 days lost due to the ACT Covid-19 lock-down and additional 12 days of wet weather

Cost

Please provide details of the finalised project costs below.

Project Cost Category	Cost	Comments
Client Management and Oversight Costs		
Project management		
Design & investigation	\$245,532.00	Design/superintendent
Applicant supplied insurances, fees, levies, permits		

Property purchase price	\$0.00	
Property purchase transaction costs	\$0.00	
Environmental offsets	\$0.00	
Construction Costs		
Environmental works	\$123,470.12	Includes landscaping
Traffic Management and temporary works	\$67,267.20	
Bulk earthworks	\$471,025.67	
Retaining walls	\$136,294.46	
Drainage	\$32,947.11	
Bridge costs	\$0.00	
Pavements	\$421,027.77	
Finishing works	\$463,628.62	
Traffic signage, signals and controls	\$39,903.29	
Design (if by contractor)	\$0.00	
Supplementary items	\$195,311.74	
TOTAL PROJECT COST	\$2,196,407.98	Ex GST

Cost variation

Outline the difference between the latest approved costs and the final costs.

	Approved cost	Final cost
Australian Government	\$1,191,980.00	\$1,098,204.00
Proponent	\$1,191,980.00	\$1,098,204.00
State (if not proponent)		
Others		
Total project cost	\$2,383,960.00	(rounded) \$2,196,408.00
AG % of total costs (final cost % cannot exceed approved cost %)		50%

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

Indigenous Strategy

Was an Indigenous workforce strategy incorporated into the delivery of the Project?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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IF Yes - What were the Indigenous employment outcomes under that strategy?

Performance

This data will be used by the Department to evaluate and improve the program, and for reporting purposes.

Both Programs:

How many jobs were supported during construction?	40
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Heavy Vehicle Safety and Productivity Program Only

Complete applicable sections only. This section may be deleted for BRP projects.

Road sealing and alignment

Outcomes	Length and width of road sealed/realigned	980 x 4	metres
	Additional route opened to heavier class of vehicles	980	metres
Traffic volumes	Traffic volume prior to the project	234	Annual average daily traffic (AADT)
	Traffic volume following project	247	AADT
	Heavy vehicle traffic prior to the project	12	AADT
	Heavy vehicle traffic following project	14	AADT

Rest stops/parking bays/decoupling bays/road train assembly areas

Outcomes	Size of facility	4220	square metres
	Traffic volume prior to the project	10	Annual average daily traffic (AADT)
	Traffic volume following project		AADT
	Heavy vehicle traffic prior to the project		AADT
	Heavy vehicle traffic following project		AADT
Other features (new only)	Shade areas	0	Number
	Toilets	0	Number
	Showers	0	Number
	Bins	0	Number

Other HVSP projects

Describe any other measurable improvements in productivity or safety.

For example:

- Reduction in HV traffic in town for bypasses
- Reduced crash likelihood
- Reduced journey time
- Links to other facilities
- Improved separation

Other improvements

--

Bridge Renewal Program Only:

This section may be deleted for HVSP projects

Bridge Dimensions	Bridge length		metres
	Bridge width prior to project		metres
	Bridge width following project		metres
	Number of lanes prior to project		
	Number of lanes following project		
Load Limits	Load limit of bridge prior to project		tonnes
	Load limit of bridge following project		tonnes
Traffic volumes	Traffic volume prior to the project		Annual average daily traffic (AADT)
	Traffic volume following project		AADT
Detour	Length of any detour removed		km
High Mass Limits	Length of any additional heavy vehicle access opened up		km
If the project sought to address flooding	How many days on average was the bridge closed by floods each year prior to the project?		Days per year
	Estimate the number of days the bridge could be affected by floods following the project		Days per year

Declaration

By signing below you confirm that all information provided in this report is true and correct.

Signature		Date	/
			/
Name		Position Title	

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12



Post-Completion Report

The Post-Completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: *Pialligo Avenue Duplication Planning*

PROJECT NUMBER: *066033-16ACT-NP*

FUNDING RECIPIENT: *ACT Government Transport Canberra and City Services (TCCS) - Infrastructure Delivery*

Scope

Provide details of all material changes to the scope following Project approval¹. For comparison purposes, including descriptions of the:

1. original Project scope approved
2. scope change
3. rationale for the change.

Original scope	Scope change	Rationale for change
The project will complete design works for the duplication of Pialligo Avenue and a grade separated interchange at the intersection of Pialligo Avenue and Fairbairn Avenue (Original scope approved on 26 March 2019).	Nil	Not applicable
The project comprised the Development Phase for further improvements on the corridor, including detail design works for three intersections and for duplications of priority sections of the corridor (Revised scope approved on 04 October 2022).	As part of the planning stage, Feasibility and preliminary design completed for full corridor. The project was not progressed to detailed design (delivery ready) for the entire corridor. Scope change comprised detailed design for two high priority packages – Brindabella Circuit to Molonglo Drive and Oaks Estate Road to Sutton Road segments. Securing planning and environmental approvals was not completed.	The feasibility and preliminary design work completion identified that there was insufficient funding to be able to complete detailed design for the full length of the duplication. The detailed design scope was amended to match the available funding The two-work packages selected to be progressed to final design support upgrade of three intersections including the Pialligo Avenue / Sutton Road intersection, one of the worst performing intersections in the network. It would also improve midblock congestions and road safety in general.
<p>The scope of the Development Phase (revised scope approved on 04 October 2022) involved the Final Sketch Plan (FSP) Design for Pialligo Avenue Duplication Packages A and D (the design submission attached to this report) consistent with the Milestone 1 (May 2022) description.</p> <p>The Scope of Works included civil design documentation outlined as follows:</p> <p>Civil design works for Package A incorporating:</p> <ul style="list-style-type: none"> • Duplication of approximately 0.9km of Pialligo Avenue, Dual two 3.5m wide lane divided carriageways, 12m depressed median, 2m outside shoulders, 1m inside shoulder, a 1m verge (widened to 1.5m at barrier 		

¹ Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved

locations).

- Upgrade the following existing roundabouts within the scope of works signalised intersections:
 - Pialligo Avenue / Brindabella Circuit
 - Pialligo Avenue / Molonglo Drive
- Design of a carpark access into Brindabella Business Park for southbound vehicles.
- Design of flexible / concrete pavement for the road, intersections, shared path, and the formalised vehicle accesses.
- Design of 2.0m wide shoulders to provide On-Road Cycling.
- Interface of active travel network with the adjacent Beltana Road upgrade (currently under construction)
- Design of stormwater drainage for both road drainage and cross-drainage for overland flow catchments.
- Utility services shared trench and service corridor for relocated services and potential future demands.
- Streetlighting for the intersections.

Planning and Environmental Works for Package A including:

- Advice on the land acquisition process, required plan variations, and land valuation for all impacted blocks.
- Advice on the heritage sites potential impacts / remediation measures during construction.
- Completion ecological surveys to advise upon biodiversity surrounding the site.
- Completion of a contaminated land assessment to advise upon contamination levels in the area.

Other specialist studies and investigations for Package A, including:

- Review and update of the traffic modelling and crash analysis completed within the PSP phase.
- Completion of a geotechnical investigation to advise on soil quality and remaining pavement life.
- Utility services potholing to confirm depth and alignment of key buried services.
- Traffic noise assessment to support future planning approval submissions.
- Tree assessment to identify changes in tree ratings since the 2020 Canberra bushfires.

Civil design works for Package D incorporating:

- Duplication of approximately 1km of Pialligo Avenue, with 3.5m divided dual carriageways, 12m depressed median, 2m outside shoulders, 1m inside shoulder, and a 1m verge (widened to 1.5m at barrier locations).
- Upgrade of the existing signalised intersection of Pialligo Avenue / Oaks Estate Road to allow for the duplication, and provision for pedestrian crossings.
- Upgrade of the existing priority-controlled intersection of Pialligo Avenue / Sutton Road / Yass Road to signals.
- Upgrade of the existing driveway access into the Fairbairn Motorsport Complex.
- Design of flexible / concrete pavement for the road, intersections, shared path, and the formalised vehicle accesses.
- Design of 2.0m wide shoulders to allow for On-Road Cycling.
- Design of stormwater drainage for both road drainage and cross-drainage for overland flow catchments.
- Utility services shared trench and service corridor for relocated services and potential future demands.
- Design of the streetlighting for the intersections.
- Design of the landscape character for the works.

Planning and Environmental Works including:

- Advise on the land acquisition process, required plan variations, and land valuation for all impacted blocks.
- Advise on the heritage sites potential impacts / remediation measures during construction.
- Completion ecological surveys to advise upon biodiversity surrounding the site.
- Completion of a contaminated land assessment to advise upon contamination levels in the area.

Other specialist studies and investigations, including:

- Review and update of the traffic modelling and crash analysis completed within the PSP phase.
- Completion of a geotechnical investigation to advise on soil quality and remaining pavement life.
- Utility services potholing to confirm depth and alignment of key buried services.
- Traffic noise assessment to support future planning approval submissions.

The Development Phase did not include statutory approvals including relevant environmental approvals, Development

Application approval and/or the National Capital Authority Works Approval. This aspect will be resolved as part of the Delivery Phase once construction budget is announced and allocated to the project.

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Planning start date	Planning completion date	Planning start date	Planning completion date
Project Period as agreed on approval of the Planning Phase		Actual Project Period	
Planning start date	Planning completion date	Planning start date	Planning completion date
Feb-19	May-20	Mar-19	Aug-20
Project Period as agreed on approval of the Development Phase		Actual Project Period	
Development Phase start date	Development Phase completion date	Development Phase start date	Development Phase completion date
Jan-22	Dec-22	Jan-22	May-23

There are no construction funding commitments confirmed for this project. Construction dates are not known at this stage.

Provide details of the rationale for changes to the planning start or planning completion dates and how the impact of these changes was managed.

There was a minor delay in commencement of the planning stage and consequently planning completion date associated with project complexity and stakeholders' engagement. Similarly, the Delivery Phase completion was delayed but without impact on the overall project schedule.

Cost

Provide a populated Project Cost Breakdown template detailing the actual Project costs. The template is available from the Department.

As a planning and partial development project the cost incurred have been summarised below, including expected cost savings.

Design and Planning Costs (Actuals)

Element	Actual Cost
Corridor Study	\$1.000m
Design Option Study and Preliminary Sketch Plan Design	\$1.243m
Pialligo Avenue Duplication Cost Benefit Analysis	\$0.032m
Pialligo Avenue Hydraulic Master Plan peer review	\$0.036m
Final Sketch Plan Design (Packages A and D)	\$0.920m
Expected Savings ^{Note 2}	\$0.769m
Total	\$4.000m ^{Note 1}

Note 1: ACT and Australian Governments funded jointly \$4 million (\$2million each) for a planning and partial development phase for the Pialligo Avenue duplication.

Note 2: While reallocation of savings to other projects within the Infrastructure Investment Program is a decision of the Australian Government, ACT will propose reallocation of the savings to another project in the region for consideration through the next MYEFO or budget process.

Cost estimates for the two packages that have been progressed to detailed design are summarised below. Noting that the project is not progressing to construction at this stage input of the delivery costs into the PCB template has not been undertaken.

Cost estimates are provided as part of the Pialligo Avenue Phase 2 Design for Packages A and D – Appendix S – Attachment 1 to this report.

This project including combined Packages A and Package D is over \$25 million, and a probabilistic cost estimation method was used in cost estimation.

Overall Project Cost Summary Table:

	P50 (\$m AUD)	P90 (\$m AUD)
Base Cost Estimate	26.5	26.5
Contingency	10.0	15.7
Total Project Cost Estimate	36.5	42.2
Escalation	Not provided ^{Note *}	Not provided
Total Outturn Cost Estimate	Not provided	Not provided

Note *: *providing assumption on escalation costs without construction budget commitments not knowing construction commencement timing would be unreliable and misleading.*

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

As this is a design project, key transport performance improvements will not be realised until after construction has been completed.

The following key benefits indicating improved Transport Performance indicators are delivered with this Project:

- *Efficient traffic flows at speeds compatible with the function of the roadway.*
- *Improvements to road safety.*
- *Maintaining safe access to all adjacent properties which have an access off Pialligo Avenue.*
- *Minimise possible impacts upon the environment.*
- *Facilitating active travel along the route.*
- *Maintaining the roads designation as a B-double route.*

The initial planning activities assessing feasibility of the proposed road upgrade options and the preliminary design provided analysis of the road network performance and safety. The following key issues were identified:

- Five distinct speed zones exist along the corridor ranging from 60km/h to 100km/h, contributing to the road safety problem.
- The corridor is connecting two urban areas, Canberra, and Queanbeyan, but it is rural in nature for most of its length, where kerbs and streetlighting are present only at intersections.
- Pavement surface noticeably worn and failing in places with line marking in poor condition.
- Roadside environment is characterised by a high number of utility services, safety barrier and trees requiring protection and/or relocation.

The following considerations were applied to determine priority packages of work to progress through the Development Phase:

- Midblock congestion and deficiencies in road safety.
- Currently available budget.
- Complexity of statutory approvals.
- Construction duration.
- Earthworks volumes and availability of material.
- Complexity of land acquisition process.

- National Capital Plan Amendment and Territory Plan Variation required to widen the existing 60m wide corridor to the proposed 70m.
- Investigation of contaminated land associated requiring Environmental Site Assessment involving extensive intrusive site investigations and contaminated site auditor's engagement.

The Development Phase did not include environmental and development approvals due to uncertainty with the construction funding. The validity period of approved Development Applications (under the ACT planning and Development Act) and Works Approvals (under the National Capital Plan is limited and approvals may need to be if the validity period expires before construction. That would likely result in some abortive works. The approvals will be completed once construction budget becomes available in preparation for the Delivery Phase. In addition, TransGrid assets relocation design will need to be completed by specialised contractors appointed by the utility services provider prior to the Delivery Phase.

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

While the strategy adopted to the Development Phase of this project (Final Sketch Plan design (FSP)) is not specifically 'innovative' it was intended to deliver positive economic and social outcomes in addition to a sustainable and safe civil infrastructure design. The estimated total value of the Pialligo Avenue duplication works exceeds \$300 million. A need to adopt a staged approach to delivery of works was recognised early in the planning phase of this project. A staging strategy identified an effective packaging of works was presented and adopted at the end of preliminary design phase in 2020. However, the decision to deliver the CBA early in the Development Phase was necessary to test and justify selection of packages to be progressed to final design.

The Development Phase, the FSP design, considered potential innovative approaches to project delivery through constructability assessment providing recommendations for optimisation of works in the following areas:

- Preparation of the foundation and subgrade
- Trafficability of the site
- Excavation conditions
- Reuse of any excavated material
- Placement and compaction of fill material
- Pavement design considerations
- Drainage requirements to limit impacts of groundwater seepage.

It will be ultimately contractor's decision to adopt or even improve this approach through their construction methodology.

Indigenous employment and business participation targets

Note that this project commenced prior to the establishment of the Indigenous Employment and Supplier Use Framework and as such this project does not have an indigenous participation target. As a result the following tables have not been populated.

There were no regional Aboriginal and Torres Strait Islander consultancies (this is a civil design consultancy) suitably prequalified to deliver this project. The tender process has encouraged employment of Aboriginal and Torres Strait Islander People and use of an Aboriginal and Torres Strait Islander subcontractors/subconsultants where available. Therefore, there were no specific indigenous employment and business participation targets required by the tender documentation.

Provide:

1. Results against Indigenous participation target
2. Variations
3. Results for Indigenous job seekers
4. Results for Indigenous businesses
5. Supply-side supports
6. Risk mitigation
7. Unanticipated project costs

a. Results against Indigenous participation targets (to be made public)

- Provide the Indigenous participation target outlined in the Indigenous Participation Plan for this project.
 - Include a breakdown of the employment and supplier-use component of the target.
- Was the Indigenous participation target met? YES/NO
- What is the rationale / justification for progress made against targets?
- Has the above information been made public through the States' project reporting processes?

b. Variations

- If the Indigenous participation target was not met for this project, explain the variation from the target outlined in the Indigenous Participation Plan.
 - Include the planned vs actual results against the target.
 - Provide information about the issues faced by the contractor to fulfil the Indigenous employment and supplier-use requirements.
- If the Indigenous target was exceeded, explain the factors that encouraged or allowed the contractor to achieve this.
 - E.g. a result of supply side support and early engagement with the local community regarding opportunities.
 - E.g. a strong Indigenous labour force within the project locality.

c. Results for Indigenous employees

Mandatory: What was the number of Full Time Equivalent (FTE) Indigenous positions created for the duration of the project?

If available, include details about:²

- The number of Indigenous applicants for available positions.
- The aggregate income of total FTE Indigenous positions created in a local area.
 - Include a definition of the 'local area' (e.g. township, Indigenous nation, local government area, ABS data region).
- Indigenous employees' primary role (i.e. key job responsibilities), gender, age group, cultural group and disability (if relevant to employment).

[Note: the Australian Government recommends obtaining this information in a standard spreadsheet from the principal contractor. The information should de-identify individuals, and any corresponding personal information should not be traceable to an individual].

1. Results for Indigenous businesses

² The Australian Government is collecting this information to assess the impact of the Framework on Indigenous economic participation for Commonwealth funded or co-funded investment projects.

Mandatory: What was the total contract spend on Indigenous businesses in a local area?

If available, include details about:³

- Number of certified Indigenous businesses awarded a contract in a local area.
 - Include a definition of the 'local area'.
- Locality of the Indigenous businesses (e.g. office location, where they were sourced from).
- Size of Indigenous businesses contracted in this project (e.g. annual turnover, net income).
- If any new Indigenous businesses were established in response to market demand created by the project.

2. Supply side supports

- Type of employment and business support service accessed by Indigenous individuals, and Indigenous and non-Indigenous businesses.
- Type of resource/qualification obtained from the service provider (e.g. finance, capital investment, wage subsidy, cultural awareness training, and certifications).
- Date and duration of service access.
- Identify any gaps in services or any issues relating to accessing supply-side supports.

[Note: this feedback will be provided to relevant Australian Government agencies]

3. Risk mitigation

- Identify any project risks that eventuated as a result of the Indigenous participation requirements for this project and explain how they were managed.
- Were the risk mitigation strategies (including those outlined in the Indigenous Participation Plan) effective in treating these risks?

4. Unanticipated project costs

- Provide details of any additional unanticipated project costs resulting from the Australian Government's requirement for Indigenous economic participation, for this project, and how these costs were managed.

5. Public reporting requirements

³ The Australian Government is collecting this information to assess the impact of the Framework on Indigenous economic participation for Commonwealth funded or co-funded investment projects.

- Please advise location of public reporting on performance against Indigenous participation requirements including targets.

Bruce Fitzgerald

[Name]

Date

Executive Group Manager, TCCS Infrastructure Delivery and Waste

Position and organisation



Post-Completion Report

The Post-Completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: Road Safety Barriers

PROJECT NUMBER: 106646-19ACT-NP

FUNDING RECIPIENT: ACT Government – Transport Canberra and City Services (TCCS)

Scope

Provide details of all material changes to the scope following Project approval¹. For comparison purposes, including descriptions of the:

1. original Project scope approved
2. scope change
3. rationale for the change.

Original scope	Scope change	Rationale for change
<p>The project involves replacement or improvement of road safety barriers along Tuggeranong Parkway to comply with current standards and reduce the likelihood of fatal crashes caused by run off collisions.</p> <p>This comprises, more specifically, addressing the 'extreme risk' road barriers including end terminal treatment types, missing barriers, and support posts as well as inadequate barrier heights, along Tuggeranong Parkway, in Area A to Area G, as shown in the maps attached to the PPR.</p>	Nil scope change	N/a

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date
Jan 2021	June 2021	March 2021	May 2021

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed.

The construction tender occurred later than planned. The project was completed on time.

The physical construction completion date for the project occurred in May.

Physical construction completion is defined under the construction contract as occurring when the Certificate of Practical Completion (PC) is issued. The Defects Liability Period (DLP) of 12 months after PC, which is standard for this type of contract, applies.

¹ Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved

Cost

Provide a populated Project Cost Breakdown template detailing the actual Project costs. The template is available from the Department.

Not required for this project, due to value less than \$12.5m.

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

The project has delivered road safety barriers that are compliant with current design standards that provide for Safe, effective and well-designed road safety assets. These new barriers will minimise the impact of road accidents and fatalities, as well as and improve road safety.

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

Innovative delivery methods were utilised by the project:

Modification of existing concrete end posts on bridge structures to accommodate new design standards. This modification saved complete demolition of these end posts and hence save time and money on the overall project.

Use of precast concrete end posts where new end posts were necessary (& modification wasn't an option) that facilitated complete construction over a weekend road closure. This would not have been possible had traditional FRP techniques been used.

Indigenous employment and business participation targets

Provide:

1. Results against Indigenous participation target
2. Variations
3. Results for Indigenous job seekers
4. Results for Indigenous businesses
5. Supply-side supports
6. Risk mitigation
7. Unanticipated project costs

a. Results against Indigenous participation targets (to be made public)

Provide the Indigenous participation target outlined in the Indigenous Participation Plan for this project.

An indigenous participation plan is not required for this project because the Australian Government contribution of \$0.85 million falls under the \$7.5 million requirement threshold. The ACT Government follows its own policies and legislation to encourage indigenous participation in capital works projects including the Aboriginal and Torres Strait Islander Procurement Policy (ATSIPP), which supports the objectives of the ACT Aboriginal and Torres Strait Islander Agreement 2019-2028.

Jeremy
Smith

Digitally signed
by Jeremy Smith
Date: 2021.07.21
10:23:42 +10'00'

Jeremy Smith

July 2021

Executive Branch Manager, Infrastructure Delivery,
Transport Canberra and City Services.

B
14



Post-Completion Report

The Post-Completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: Road Safety Program Tranche 1

- **A** - Road Safety – LATM, Improving walking & cycling around schools, Road barrier replacements, Rural Fatal & Serious Injury – Barriers
- **B** - Road Safety – CCTV for Priority Intersections

PROJECT NUMBER: 30699, 30700, 30701, 30702, 30703, 30706, 30707, 30698

FUNDING RECIPIENT: Transport Canberra and City Services, ACT Government

Scope

Provide details of all material changes to the scope following Project approval¹. For comparison purposes, including descriptions of the:

1. original Project scope approved.
2. scope change.
3. rationale for the change.

A - Road Safety – LATM, Improving walking & cycling around schools, Road barrier replacements, Rural Fatal & Serious Injury – Barriers

Original scope	Scope change	Rationale for change
Road Safety - LATM Ginninderra Dr safe systems network Ginninderra Drive (between Tillyard Drive and Kerrigan Street), Dunlop – The installation of improved line marking, reduced speed limit signage and a traffic calming device. This is the recommended treatment following a Safe System Infrastructure assessment and will address speeding and other antisocial driving behaviour, improve the safety of turning movements into adjacent roads and improves the safety of any pedestrian movements crossing Ginninderra Drive.	No change	No change
Road Safety - LATM Copland Dr Verbrugghen St roundabout Conversion of the intersection from an uncontrolled intersection to a roundabout with associated median treatments. This treatment improves pedestrian safety and will address concerns relating to line of sight for vehicles turning right out of Verbrugghen Street.	No change	No change
Road Safety - LATM speed humps and pedestrian	No change	No change

¹ Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved.

<p>crossings Krefft St The installation of traffic calming treatments including lane narrowing, speed cushions and pedestrian crossing refuge island to discourage 'rat-running' activities and improve the safety for pedestrians needing to cross the road on Krefft Street and Ratcliffe Crescent. The design also improves access to amenities and properties.</p>		
<p>Road Safety - LATM speed humps Majura Av & Phillip Av The installation of traffic calming treatments including speed cushions on Majura Avenue and Phillip Avenue in the vicinity of Dickson College to improve safety around this busy and heavily pedestrianised school area.</p>	No change	No change
<p>Road Safety - Improving walking & cycling around schools The program would help to create adequate access with specific improvements that address how the school going children and the school patrons move around school environments. These improvements to meet the project objective will include, but not limited to the following:</p> <ul style="list-style-type: none"> • New raised pedestrian crossings and speed humps; • New footpaths assisting in connections; • New line markings with speed signages 	No change	No change
<p>Road Safety - Road barrier replacements The project involves design and construction of road safety barriers (bridge approach barriers) at 14 sites, and bridge barriers at 3 sites along Tuggeranong Parkway to comply with current standards.</p>	No change	No change
<p>Road Safety - Rural Fatal & Serious Injury – Barriers The current 2020-21 BIF project 'Reducing risk of fatal and serious injury crashes (delivering ANRAM) on arterial road' includes a design consultancy to progress the design work for many roads under this program, including the rural sites highlighted in this project plan for delivery. Refer to the outcomes of the consultancy study (as it progresses) to establish the priority for the rural roads and the distribution of the roadside barriers across the four roads nominated in this project plan. This project will deliver the construction of the barriers at the nominated locations.</p>	Stage 1 Kings Highway	<p>Delivery in 2 stages Stage 1 Kings Highway</p> <p>Stage 2 Monaro Highway, Tharwa drive, Brindabella Road.</p> <p>(Note: The project is a multi-year project. PCR applies to the Stage 1 works that were funded to completion by June 22.</p>

B - Road Safety – CCTV for Priority Intersections

Original scope

Installation of traffic monitoring and incident detection CCTV cameras at the following 20 high priority locations.

- Cotter Rd / Tuggeranong Parkes Way Southbound Ramp WESTON
- Canberra Av / Hindmarsh Dr / Newcastle Street FYSHWICK
- Ainslie Avenue / Cooyong St REID
- Belconnen Way / Caswell Dr ARANDA
- Belconnen Way / Haydon Dr BRUCE
- Drakeford Dr / Athllon Dr (North) GREENWAY
- Horse Park Dr / Mapleton Av / Dugong Way GUNGAHLIN
- Horse Park Dr / Bettong Av / Well Station Dr GUNGAHLIN
- VMS 4 - Yarra Glen app Adelaide Avenue DEAKIN
- Constitution Av / Coranderrk St CANBERRA
- Constitution Av/ Anzac Pde CANBERRA
- Ginninderra Dr / Gungahlin Dr BELCONNEN
- Gundaroo Dr / Horse Park Dr GUNGAHLIN
- Belconnen Way / Bindubi St / Eastern Valley Way ARANDA
- Belconnen Way / Coulter Dr BELCONNEN
- Ginninderra Dr / Ellenborough St / Mouat St LYNEHAM
- Drakeford Dr / Athllon Dr (South) KAMBAH
- Haydon Dr / Battye St BRUCE
- Haydon Dr / College St BRUCE
- Haydon Dr /Mary Potter Cct BRUCE

Scope change

Due to priority change, the following sites were not delivered:

- Ainslie Avenue / Cooyong St
- Horse Park Dr / Bettong Av / Well Station Dr
- VMS 4 - Yarra Glen app Adelaide Avenue
- Constitution Av / Coranderrk St
- Constitution Av/ Anzac Pde
- Gundaroo Dr / Horse Park Dr
- Belconnen Way / Bindubi St / Eastern Valley Way
- Drakeford Dr / Athllon Dr (South)
- Haydon Dr /Mary Potter Cct

Total 47 cameras were installed at 42 locations. In addition to the 11 locations in the original scope, cameras were installed at the following locations:

- Hindmarsh Dr & Streeton Dr, WESTON
- Coulter Dr & Southern Cross Dr, BELCONNEN
- Flemington Rd & EPIC, MITCHELL
- Canberra Av & Captain Cook Cr & Manuka Cir, MANUKA
- Federal Hwy & Stirling St, MITCHELL
- Yamba Dr & Launceston St, PHILLIP
- Monaro Hwy & Sheppard St, HUME
- Anthony Rolfe Av & Gozzard St, GUNGAHLIN
- Athllon Dr & Soward Way, GREENWAY
- William Hovell Dr & Coulter Dr & John Gorton Drive, MOLONGLO
- Barton Hwy & Clarrie Hermes Dr, NICHOLLS
- Cotter Rd & Dargie St & Kirkpatrick St, WESTON
- Morsehead Dr & Monaro Hwy North Bound OFF-RAMP, CAMPBELL

- Fairbairn Av / Pialligo Ave / Beltana Rd, PIALLIGO
- Flemington Dr / Nullabor Ave, HARRISON
- Monaro Hwy / Morshead Dr / Pialligo Ave, CAMPBELL
- Flemington Rd/Sandford Rd/Morisset Rd, KENNY
- Cotter Rd / John Gorton Dr / Harold White Av, WRIGHT
- John Gorton Dr / Steve Urwin Av, WRIGHT
- Majura Pkwy / Federal Hwy, MAJURA
- Horse Park Dr / Federal Hwy (On Ramp), MAJURA
- Horse Park Dr / Federal Hwy (Off Ramp), MAJURA
- John Gorton Dr / Opperman Av, WRIGHT
- Flemington Rd / Kate Crace St / Hibberson St, GUNGAHLIN
- Ashley Dr / Clift Cr, RICHARDSON
- Limestone Ave/ Majura Ave / Wakefield Ave AINSLIE
- State Circle / Canberra Ave CAPITAL HILL
- Cotter Rd / Streeton Dr WESTON
- State Circle / Melbourne Ave CAPITAL HILL
- Northbourne Ave / Bunda St / Rudd St CANBERRA
- Fairbairn Ave / Majura Rd PIALLIGO

Rationale for change

Savings achieved as the project purchased the CCTV units directly from the manufacturer. Therefore, more sites can be delivered.

Roads ACT advised priority changes so some sites were replaced with other more urgent ones.

Schedule

A - Road Safety – LATM, Improving walking & cycling around schools, Road barrier replacements, Rural Fatal & Serious Injury – Barriers

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date
Road Safety - LATM Ginninderra Dr safe systems network 01/06/2021	30/06/2021	24/05/2021	25/06/2021
Road Safety - LATM Copland Dr Verbrugghen St roundabout 01/05/2021	30/06/2021	04/05/2021	23/07/2021
Road Safety - LATM speed humps and pedestrian crossings Krefft St 01/05/2021	30/06/2021	03/05/2021	30/06/2021
Road Safety - LATM speed humps Majura Av & Phillip Av 01/06/2021	30/06/2021	03/05/2021	24/05/2021
Road Safety - Improving walking & cycling around schools 01/05/2021	30/06/2021	24/05/2021	05/07/2021
Road Safety - road barrier replacements 30/01/2021	30/06/2021	01/03/2021	30/05/2021
Road Safety - Rural Fatal & Serious Injury – barriers 30/01/2021	30/06/2021 (Stage 1)	01/05/2021 (Stage 1) – Agreed 30/04/2021 (Stage 1) – Actual	10/07/2021 (Stage 1)

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed.

<p>Road Safety - LATM Ginninderra Dr safe systems network No change.</p>
<p>Road Safety - LATM Copland Dr Verbrugghen St roundabout Local construction industry pressure – industry was unable to meet the high demand due to a large amount of local projects. Specifically, asphalt and concrete subcontractors were not available prior to 30 June to complete the works.</p>

Wet weather – a large amount of local rainfall during the construction period which equated to one week of lost production. Works were 85% complete by 30 June 2021 deadline.
Road Safety - LATM speed humps and pedestrian crossings Krefft St No change.
Road Safety - LATM speed humps Majura Av & Phillip Av No change.
Road Safety - Improving walking & cycling around schools This project was practically complete in July 2021, 90% complete June 30. Remaining work complete during school holidays - this was due to the high demand for asphalt supply at the end of financial year. The asphalt was required to finish the pavement patches under the new speed humps.
Road Safety - road barrier replacements The construction tender occurred later than scheduled. The project was completed on time. The physical construction completion date (Certificate of Practical Completion) for the project occurred in May.
Road Safety - Rural Fatal & Serious Injury – barriers The project was subject to significant periods of wet weather and inclement weather conditions. This resulted in significant delays to the works and impacted adversely on the project completion dates.

B - Road Safety – CCTV for Priority Intersections

Project Period as agreed on approval of the Delivery Phase	
Construction Start Date	Physical Completion Date
February 2021	December 2021
Actual Project Period	
Construction Start Date	Physical Completion Date
June 2021	September 2022

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed.

Design work is required. There are not many contractors can deliver this type of work. Scope changes from the Client, Roads ACT. Long lead time due to COVID-19.

Cost

A - Road Safety – LATM, Improving walking & cycling around schools, Road barrier replacements, Rural Fatal & Serious Injury – Barriers

B - Road Safety – CCTV for Priority Intersections

Provide a populated Project Cost Breakdown template detailing the actual Project costs. The template is available from the Department.

Not required for this project, due to value less than \$12.5m.

Performance

A - Road Safety – LATM, Improving walking & cycling around schools, Road barrier replacements, Rural Fatal & Serious Injury – Barriers

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

<p>Road Safety - LATM Ginninderra Dr safe systems network</p> <p>The project has delivered local area traffic management devices and infrastructure that are compliant with current design standards that provide for Safe, effective and well-designed road safety assets. This new infrastructure will contribute to slower vehicle speeds on ACT roads reducing road accidents and fatalities, improving road safety for vehicles and adjacent active travel infrastructure.</p>
<p>Road Safety - LATM Copland Dr Verbrugghen St roundabout</p> <p>The project has delivered local area traffic management devices and infrastructure that are compliant with current design standards that provide for Safe, effective and well-designed road safety assets. This new infrastructure will contribute to slower vehicle speeds on ACT roads reducing road accidents and fatalities, improving road safety for vehicles and adjacent active travel infrastructure.</p>
<p>Road Safety - LATM speed humps and pedestrian crossings Krefft St</p> <p>The project has delivered local area traffic management devices and infrastructure that are compliant with current design standards that provide for Safe, effective and well-designed road safety assets. This new infrastructure will contribute to slower vehicle speeds on ACT roads reducing road accidents and fatalities, improving road safety for vehicles and adjacent active travel infrastructure.</p>
<p>Road Safety - LATM speed humps Majura Av & Phillip Av</p> <p>The project has delivered local area traffic management devices and infrastructure that are compliant with current design standards that provide for Safe, effective and well-designed road safety assets. This new infrastructure will contribute to slower vehicle speeds on ACT roads reducing road accidents and fatalities, improving road safety for vehicles and adjacent active travel infrastructure.</p>
<p>Road Safety - Improving walking & cycling around schools</p> <p>Physically complete in July. By 30 June we we're sitting around 90% complete, this was due to the high demand for asphalt supply at the end of financial year. The asphalt was required to finish the pavement patches under the new speed humps.</p>
<p>Road Safety - road barrier replacements</p> <p>The project has delivered road safety barriers and bridge barriers that are compliant with current design standards that provide for safe, effective and well-designed road safety assets. These new barriers will minimise the impact of road accidents and fatalities, as well as and improve road safety.</p>
<p>Road Safety - Rural Fatal & Serious Injury – barriers</p> <p>The project has delivered road safety barriers and bridge barriers that are compliant with current design standards that provide for safe, effective and well-designed road safety assets. These new barriers will minimise the impact of road accidents and fatalities, as well as and improve road safety.</p>

B - Road Safety – CCTV for Priority Intersections

The project has delivered traffic monitoring and incident detection CCTV cameras at various high priority locations within Canberra. This new infrastructure will contribute to improved monitoring of intersections and assist in road safety.

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models).

A - Road Safety – LATM, Improving walking & cycling around schools, Road barrier replacements, Rural Fatal & Serious Injury – Barriers

<p>Road Safety - LATM Ginninderra Dr safe systems network Improved project outcome through use of asphalt humps in place of previously specified rubber speed cushions which will reduce ongoing maintenance costs and reduce noise issues for surrounding residents.</p>
<p>Road Safety - LATM Copland Dr Verbrugghen St roundabout An integrated Traffic Control plan was implemented on the project to maintain continuity of bus services during full road closures. An escort system was implemented to maintain services to the public whilst providing safe work areas for the construction personnel.</p>
<p>Road Safety - LATM speed humps and pedestrian crossings Krefft St Improved project outcome through use of asphalt humps in place of previously specified rubber speed cushions which will reduce ongoing maintenance costs and reduce noise issues for surrounding residents.</p>
<p>Road Safety - LATM speed humps Majura Av & Phillip Av Project savings achieved through material selection of raised humps (asphalt in place of concrete).</p>
<p>Road Safety - Improving walking & cycling around schools Improved project outcome through use of asphalt humps in place of previously specified rubber speed cushions which will reduce ongoing maintenance costs and reduce noise issues for surrounding residents.</p>
<p>Road Safety - road barrier replacements Innovative delivery methods were utilised by the project: Modification of existing concrete end posts on bridge structures to accommodate new design standards. This modification saved complete demolition of these end posts and hence save time and money on the overall project. Use of precast concrete end posts where new end posts were necessary (& modification wasn't an option) that facilitated complete construction over a weekend road closure. This would not have been possible had traditional FRP techniques been used.</p>
<p>Road Safety - Rural Fatal & Serious Injury – barriers The project was procured in a manner that ensure the timely delivery and cost-effective outcomes. Controls were put in place to ensure that the disturbance to the surrounding natural environment was minimal. Barriers were procured in a manner that ensured that any supply chain issues were limited.</p>

B - Road Safety – CCTV for Priority Intersections

Two innovations delivered during the project including:

This project utilised a separate supply and installation methodology, whereby the project purchased the UPS units directly from the manufacturer. By separating the supply of goods from the installation contract, the goods could be purchased at an earlier stage in the project, which avoided several weeks of likely lead-time delays. Additionally, this methodology also provided an approximate saving of 10-12.5% by avoiding the typical handling mark-up from the installation contractor.

Indigenous employment and business participation targets

A - Road Safety – LATM, Improving walking & cycling around schools, Road barrier replacements, Rural Fatal & Serious Injury – Barriers

B - Road Safety – CCTV for Priority Intersections

N/A as Tranche 1 is less than \$7.5m.



18/8/23

Sophie Clement

Date

A/g Executive Branch Manager, Infrastructure Delivery

Transport Canberra and City Services



Post-Completion Report

The Post-Completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: Road Safety Program Tranche 2 & 3
 A- Rural Fatal & Serious Injury – Pavement widening.
 B - Rural Fatal & Serious Injury – Barriers

PROJECT NUMBER: 30707, 30741

FUNDING RECIPIENT: Transport Canberra and City Services, ACT Government

Scope

Provide details of all material changes to the scope following Project approval¹. For comparison purposes, including descriptions of the:

1. original Project scope approved
2. scope change
3. rationale for the change.

A- Rural Fatal & Serious Injury – Pavement widening.

Original scope
This project will deliver the pavement widening including upgrading the water crossing at Holden Creek at Cotter Road between Swallowtail Road to Mt Stromlo Road The works will include associated safety barriers, Traffic Control Device (TCD) and Audio Tactile Line Marking (ATLM) and signage.
Scope change
No Changes
Rationale for change
No Changes
B - Rural Fatal & Serious Injury – Barriers
Original scope
This project comprises the construction of road safety barriers, lines and signs as developed under the Delivering ANRAM project (30490) at the following sites: • 30741-NCT-401 – Package 1 - Monaro Highway (Site 4) and Tharwa Drive (Site 6) • 30741-NCT-402 – Package 2 - Brindabella Road (Site 7)
Scope change
No Changes

¹ Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved.

Rationale for change
No Changes

Schedule

A- Rural Fatal & Serious Injury – Pavement widening.

Project Period as agreed on approval of the Delivery Phase	
Construction Start Date	Physical Completion Date
15 November 2021	30 June 2022
Actual Project Period	
Construction Start Date	Physical Completion Date
20 April 2022	5 December 2022

Schedule

B - Rural Fatal & Serious Injury – Barriers

Project Period as agreed on approval of the Delivery Phase	
Construction Start Date	Physical Completion Date
15 September 2021	23 December 2021
Actual Project Period	
Construction Start Date	Physical Completion Date
20 December 2021	11 March 2021

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed.

<p>A- Rural Fatal & Serious Injury – Pavement widening</p> <p>The project was subject to significant periods of wet weather and inclement weather conditions. This resulted in significant delays to the works and impacted adversely on the project completion dates.</p> <p>Unsuitable ground conditions</p> <p>Long lead time due to COVID-19</p> <p>Works Subject to DA approval delays</p> <p>B - Rural Fatal & Serious Injury – Barriers</p> <p>The Construction tender occurred later than scheduled. The project was completed on time.</p>

Cost

Provide a populated Project Cost Breakdown template detailing the actual Project costs. The template is available from the Department.

Not required for this project, due to value less than \$12.5m.

Date Defect Liability Period Completed
30/01/2024

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

A- Rural Fatal & Serious Injury – Pavement widening

The project has delivered Pavement widening as per current design standards that provide safe, effective movement of traffic along new cycle lane on both sides. These new works will minimise the impact of road accidents and fatalities, as well as and improve road safety and traffic flow.

B - Rural Fatal & Serious Injury – Barriers

The project has delivered road safety barriers and bridge barriers that are compliant with current design standards that provide for safe, effective, and well-designed road safety assets. These new barriers will minimise the impact of road accidents and fatalities, as well as and improve road safety.

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

Two innovations delivered during the project including:

A- Rural Fatal & Serious Injury – Pavement widening

The project was procured in a manner that ensure the timely delivery and cost-effective outcomes. Controls were put in place to ensure that the disturbance to the surrounding natural environment was minimal. Pavement widening was design for the existing ground conditions. Due to weather conditions ground material become unsuitable and new pavement design with subgrade material were used.

B - Rural Fatal & Serious Injury – Barriers

The project was procured in a manner that ensure the timely delivery and cost-effective outcomes. Controls were put in place to ensure that the disturbance to the surrounding natural environment was minimal. Barriers were procured in a manner that ensured that any supply chain issues were limited.

Indigenous employment and business participation targets

Provide:

1. Results against Indigenous participation target
2. Variations
3. Results for Indigenous job seekers
4. Results for Indigenous businesses
5. Supply-side supports
6. Risk mitigation
7. Unanticipated project costs

N/A - Tranche 2 & 3 is less than \$7.5m.

Sophie Clement

[Name]

Date

A/g Executive Branch Manager

Position and organisation



Appendix D3 – Post Completion Report

The Post-completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: **Strengthening of bridges on the B-double network**

PROJECT NUMBER: **BA-01**

FUNDING RECIPIENT: **Roads ACT**

Scope

Provide details of all changes to the scope following Project approval* for comparison purposes, including descriptions of the:

- original Project scope approved
- scope change
- rational for the change

Original Scope	Scope change	Rational for change
<p>Bridge 2074 –strengthen to SM1600 by installing steel beams beneath each planks supported from cleats fixed to the abutments. All work will be undertaken from beneath the bridge.</p>	NIL	NA
<p>Bridge 3170 –strengthen to SM1600 by installing carbon fibre reinforced plastic strips bonded to the underside of the crown of each unit and the addition of 120mm of reinforced concrete to the lower sections of the arch. All work is undertaken inside the arches without interfering with traffic.</p>		
<p>Bridge 3171 - Strengthen to SM1600 by installing carbon fibre reinforced plastic strips bonded to the underside of the crown of each unit and the addition of 120mm of reinforced concrete to the</p>		

lower sections of the arch. All work is undertaken inside the arches without interfering with traffic.

*Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved.

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date
Bridges 3070 & 3071 - 21 May 2015	10 September 2015	21 May 2015	28 August 2015
Bridge 2074 - 18 May 2015	31 August 2015	18 May 2015	28 August 2015

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes were managed.

NA

Cost

Please provide details of the finalised project costs below.

Project Cost Category	Cost	Comments
Client Management and Oversight Costs		
Project management	\$10,625	
Design & investigation	\$204,185	
Applicant supplied insurances, fees, levies	\$6,662	
Property purchase price		
Property purchase transaction costs		
Environmental offsets		
Construction Costs		
Environmental works	\$13,675	
Traffic Management and temporary works	\$39,540	
Bulk earthworks		
Retaining walls		
Drainage		
Bridge costs	\$617,755	
Pavements		
Finishing works		
Traffic signage, signals, signals and controls		
Design (if by contractor)		
Supplementary items	\$91,420	
TOTAL PROJECT COST	\$983,862	

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

See table on page 4

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

Bridges 3070/3071 the designer SMEC made use carbon fibre strips to strengthen the top section of the arches instead of reinforced concrete and provided a considerable saving ±\$100K

Indigenous Strategy

Was an Indigenous workforce strategy incorporated into the delivery of the Project? YES/NO
IF Yes - What were the Indigenous employment outcomes under that strategy?

Additional Project Data

Relevant data should be provided for the purposes of evaluating the programme by the Department.

Bridge Name		Bridge 2074	Bridge 3070	Bridge 3071	
Bridge Dimensions	Bridge length	2 span (8.16 / 8.26)	9	9	metres
	Bridge width prior to project	10.4	19.8	19.8	metres
	Bridge width following project	10.4	19.8	19.8	metres
	Number of lanes prior to project	2	2	2	
	Number of lanes following project	2	2	2	
Load Limits	Load limit of bridge prior to project	T44	T44/ HML	T44/ HML	tonnes
	Load limit of bridge following project	SM1600	SM1600	SM1600	tonnes
Traffic volumes	Traffic volume prior to the project.	3894	18410	19060	Annual average daily traffic (AADT)
	Traffic volume following project	11414	20290	21410	AADT
Heavy Vehicles	Heavy vehicle traffic prior to the project	391	1845	1910	AADT
	Heavy vehicle traffic following project	1142	2031	2145	AADT
Detour	Length of any detour removed	0	0	0	km
High Mass Limits	Length of any additional heavy vehicle access opened up	0	0	0	km
If the project sought to address flooding	How many days on average <u>WAS</u> the bridge closed by floods each year prior to the project	0	0	0	Days per year
	Estimate the number of days the bridge could be affected by floods following the project	0	0	0	Days per year
Construction Timing	Date Construction started	18/05/2015	21/05/2015	21/05/2015	(MM / YYYY)
	Date Construction completed	28/08/2015	28/08/2015	28/08/2015	(MM / YYYY)

Any other information that demonstrates increased productivity and/or improved access as an outcome of this project?

Access from Majura Parkway by heavy vehicles to the commercial zone of the Airport and to Queanbeyan over Bridge 2074 can now safely be done using Fairbairn Avenue and the Monaro Highway over bridges 3070/3071 through to the southern suburbs of Canberra and the Hume industrial suburb, as well as providing access through the ACT to NSW, as part of the National Freight Route Tier 1.

Post Completion Report Certification

By signing below you confirm that all information provided in this report is true and correct.

Signature:.....  **Date: 10/03/2016**

Name: Alvaro Amorim

Position: Senior Project Manager



Post-Completion Report

The Post-Completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: Traffic Signal Uninterrupted Power Supply (UPS)

PROJECT NUMBER: 106645-19ACT-NP

FUNDING RECIPIENT: Jointly Funded by the Australian and ACT Governments with a 50:50 split

Scope

Provide details of all material changes to the scope following Project approval¹. For comparison purposes, including descriptions of the:

Original scope	Scope change	Rationale for change
1. Original Project scope approved		
The project delivers the upgrade of priority traffic signal sites throughout Canberra with Uninterrupted Power Supply (UPS), to support the function of traffic signals in a power outage.		
Specifically, the project involved the supply and installation of 20 UPS units to the following identified priority intersections across the ACT:		
Set ID	Intersection	
49	Northbourne/ Swinden, Lyneham	
84	Flemington/ Lysaght, Mitchell	
125	Northbourne/ Girrahween, Turner	
127	Northbourne/ Bunda, City	
154	Federal/ Flemington, Watson	
173	Northbourne/ Eloura, Braddon	
244	Flemington/ Wizard, Gungahlin	
172	Federal/ Phillip, Watson	
221	Flemington/ Well Station, Harrison	
230	Flemington/ Mapleton, Franklin	
233	Flemington/ Manning Clark, Gungahlin	
13	Northbourne/ Condamine, Turner	
9	Northbourne/ Macarthur	
14	Northbourne/ Mouat	
26	Northbourne/ Morphett	
190	William Hovell/ Coulter/ John Gorton, Belconnen	
177	Gungahlin/ Gundaroo, Palmerston	
64	Drakeford/ Sulwood, Kambah	
111	Drakeford/ Athllon (North), Kambah	
100	Drakeford/ Erindale, Greenway	

¹ Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved

The project involves the construction of a new concrete plinth, cabling to the traffic signal controllers and the installation of a new micro pillar.

2. Scope change

N/A

3. Rationale for the change

N/A

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date
03/2021	06/2021	08/04/2021	17/12/2021

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed

The 6-month delay in construction completion was due to COVID-19 restrictions and lockdowns in NSW and the ACT preventing a South-Western Sydney contractor from entering the ACT to complete contracted package of works. TCCS attempted to mitigate this by finding a local contractor during this period, however, due to the specialised nature of the project, limited suitably qualified local contractors were available and therefore was unsuccessful in finding someone suitable. Once lockdowns ended in December 2021, the contractor travelled to the ACT and completed the remaining construction works.

Cost

Provide a populated Project Cost Breakdown template detailing the actual Project costs. The template is available from the Department.

Not required for this project, due to value less than \$12.5m.

Savings

Project #	Name	ACT Budget	Commonwealth Budget	ACT Spend	Commonwealth Spend	ACT Savings	Commonwealth Savings
30391	Traffic Signal Uninterrupted Power Supply (UPS)	\$400,000.00	\$400,000.00	\$398,998.00	\$398,998.00	\$1,002.00	\$1,002.00
	Totals:	\$400,000.00	\$400,000.00	\$398,998.00	\$398,998.00	\$1,002.00	\$1,002.00

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

The project has delivered the following:

Improved the resilience of traffic signal operation across the Territory's traffic signals through the provision of Uninterrupted Power Supply (UPS) units, which can provide continuous power supply to the traffic signals in the event of a power outage for a period of approximately four hours.

Increased safety for all road users, especially for vulnerable road users through reducing the likelihood of crashes

Improved the efficiency of travel for all road users (individual vehicles, public transport and cyclists)

Reduced likelihood of crashes and serious injuries occurring

Improved network resilience by reducing the requirement for ACT Police resources to manually direct traffic safely through intersections in the event of a power outage.

As a small territory, Transport Canberra and City Services (TCCS) often doesn't have the resources to conduct studies into new and emerging technologies such as UPS. As an active Austroads member, TCCS typically relies on the Austroads guides and reports, as well as the reports and studies of other Road Authorities, such as RMS and VicRoads. In the absence of these guides and reports, TCCS has taken a first principles approach, based on the anticipated reduction of down time of traffic signals, into adopting UPS units into the ACT road network. At this stage, TCCS does not intend to undertake a study into the benefits of UPS, additionally TCCS is not aware of any upcoming studies by others in the near future. TCCS will however continue to review the effectiveness of the UPS units installed through this project.

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

This project utilised a separate supply and installation methodology, whereby the project purchased the UPS units directly from the manufacturer. By separating the supply of goods from the installation contract, the goods could be purchased at an earlier stage in the project, which avoided several weeks of likely lead-time delays. Additionally, this methodology also provided an approximate saving of 10-12.5% by avoiding the typical handling mark-up from the installation contractor. These savings ensured the project could be delivered within the available budget.

To increase delivery efficiency the project divided the installation works into multiple construction packages, to be delivered concurrently. This methodology helped managed the risk of covid-19 and accelerated project delivery.

Indigenous employment and business participation targets N/A

Provide:

1. Results against Indigenous participation target
2. Variations
3. Results for Indigenous job seekers
4. Results for Indigenous businesses
5. Supply-side supports
6. Risk mitigation
7. Unanticipated project costs

a. Results against Indigenous participation targets (to be made public) N/A

N/A – project is under the \$7.5 million Australian Government contribution threshold

31/03/2022

Sophie Clement

Date

A/g Executive Branch Manager, Infrastructure Delivery

Transport Canberra and City Services

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Post-Completion Report

The Post-Completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT: **Variable Speed Limit System**

PROJECT NUMBER: **106647-19ACT-NP**

FUNDING RECIPIENT: **ACT Government through Transport Canberra and City Services**

Scope

Provide details of all material changes to the scope following Project approval¹. For comparison purposes, including descriptions of the:

1. original Project scope approved
2. scope change
3. rationale for the change.

Original scope	Scope change	Rationale for change
The project involves the design and installation of a variable speed limit system on the Tuggeranong Parkway between Cotter Road and the Glenloch Interchange to allow Transport Canberra City Services to vary speeds to manage traffic congestion. This includes VMS signs, communication connections, CCTV cameras and speed and volume detectors.	The project involves the planning work around viability of a variable speed limit system on the Tuggeranong Parkway between Cotter Road and the Glenloch Interchange to allow Transport Canberra City Services to vary speeds to manage traffic congestion.	At the construction tender stage, a significant budget expectation gap was identified and as a result, the contract was not awarded and resulting in a shortfall for the project. Through discussions, the ACT Government and Department identified a project scope change was needed. Project was re-scoped at MYEFO 2021-22 to become a planning only project that is assisting the broader Canberra South West Corridor Package project. As a result, the project scope was limited to a planning stage initiative.

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Construction finish date	Planning start date	Planning finish date
April 2021	June 2021	November 2020	January 2021

¹ Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed

The planning stage of the project proceeded as scheduled as indicated above in the actual project period. When the tender was released at construction stage, the market provided significantly higher prices for construction than estimated by the planning/design stage consultants. The scope of the project was consequently changed to a planning stage initiative, and the Planning dates reflect this revision.

Cost

Provide a populated Project Cost Breakdown template detailing the actual Project costs. The template is available from the Department.

- There are no savings for the project.
- A project cost breakdown template is not required for this project, due to value less than \$12.5m.
- Originally, the construction project for the delivery of variable speed limit system on the Tuggeranong Parkway was budgeted at costing \$700,000 with the Australian and ACT Governments committing \$350,000 each on a 50:50 split. Once the ACT Government identified a budget expectation gap, a request for additional funding was made to increase the budget for the project. At Budget 2021-22 the Australian Government approved increasing its commitment by the requested \$750,000 to \$1.1 million with the ACT Government agreeing to cover the remaining costs. Following a decision between the Australian and ACT Governments the project was de-scoped at MYEFO 2021-22 to a planning only project and the project costings was adjusted accordingly.
- The project costs, once the project was de-scoped to a planning project is as follows:
 - The total project cost for this planning project is: \$127,834 (AG – DITRD&C)
 - The planning project AG contribution is: \$55,000
 - The planning project ACTG contribution is: \$72,834
 - The new split is: 57:43 ACTG:AG (AG being the lower)

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

The project involves planning work around viability of a variable speed limit system on the Tuggeranong Parkway between Cotter Road and the Glenloch Interchange to allow Transport Canberra City Services to vary speed limits to manage traffic congestion and used at times when prevailing road and traffic conditions pose an increased safety risk.

The project delivered preliminary planning and an options assessment. The project was re-scoped at MYEFO 2021-22 to become a planning only project that is assisting the broader **Canberra – South-West Corridor package** project.

Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

This planning/design project has been for the first Variable Speed Limit System (VLS) Intelligent Traffic System in the ACT, and the project delivery approach involved inclusion of specialist ITS consultants (Sydney-based) with national expertise in similar ITS infrastructure.

Indigenous employment and business participation targets

Provide:

1. Results against Indigenous participation target
2. Variations
3. Results for Indigenous job seekers
4. Results for Indigenous businesses
5. Supply-side supports
6. Risk mitigation
7. Unanticipated project costs

a. Results against Indigenous participation targets (to be made public)

An indigenous participation plan is not required for this project because the Australian Government contribution falls under the \$7.5 million requirement threshold. The ACT Government follows its own policies and legislation to encourage indigenous participation in capital works projects including the [Aboriginal and Torres Strait Islander Procurement Policy \(ATSIPP\)](#), which supports the objectives of the [ACT Aboriginal and Torres Strait Islander Agreement 2019-2028](#).

Jeremy Smith

Date

Executive Branch Manager, Infrastructure Delivery,
Transport Canberra and City Services.

Project Title	Project Area	Milestone Date	Milestone Status	Comments	Overall Project Status
Winnunga Facility Upgrade	<u>Key Milestones</u>		Use drop down menu		Use drop down menu
	Level 1 fitout and external works completed	30/09/2020	Completed		Completed
	Capital build complete	14/01/2021	Completed	Completion was delayed until 15 February 2020	
	Commissioning and Handover	22/01/2021	Completed	Handover was delayed until 15 February 2020	
	Certification - Certificate of Occupancy	15/02/2021	Completed	Note there are some minor items to be addressed by the builder , including defects identified as part of the practical completion.	
	Project Completion / Go Live	15 /02/2021	Completed	Construction completed 15 February 2021.	
	Cost		Completed		
	Compliance		Completed		
	Scope		Completed		
	Risk		Completed		
	Slippage Comments	n/a			
	Corrective Action Taken	n/a			
Key Activities Undertaken since last report Completion of the Winnunga facility upgrade. Staff commenced moving into the new building on 4 March 2021					
Significant Achievements in the Next 6 months An official opening will be held at a future date - to be determined by the Winnunga board					

Notes:

Milestone Dates: Should reflect the completion of a phase of the project.
Compliance: Where applicable to the projects, ensuring that only a builder or builders accredited under the Australian Government Building and Construction WHS Accreditation Scheme is contracted, and providing the necessary assurances to the Commonwealth.
 Ensuring that compliance with the Building Code 2016 is made a condition of tender for and performance of building work by all contractors and subcontractors, and providing the necessary assurances to the Commonwealth.

Additional Reporting for Capital Works:
 The Australian Capital Territory will provide bi-annual project status reports with photographs in February and August each year via the Commonwealth Department of Health's Capital Works Portal system.
 The Australian Capital Territory will also provide a final report including a description of the project, opening dates and a Certificate of Practical Completion for each project.

Project Manager: SAFM Solutions

Project Title	Project Area	Milestone Date	Milestone Status	Comments	Overall Project Status
Intensive Care Unit (ICU) Expansion at Canberra Hospital	Key Milestones		Use drop-down menu		Use drop-down menu
	Preliminary Sketch Plan design	Apr-20	Completed		Completed
	Development Approval	Jun-20	Completed		
	Appoint Head Contractor	Sep-20	Completed		
	Final Sketch Plan design	Nov-20	Completed		
	Construction Commence	Nov-20	Completed		
	Construction complete	Aug-21	Completed		
	Project Completion	Sep-21	Completed	Main construction works are complete.	
	Project Schedule		Completed		
	Cost		Completed		
	Compliance		Completed		
	Risk		Completed		
	Slippage Comments				
	Corrective Action Taken	N/A			
		Key Activities Undertaken since last report	On 22 March 2022, the main construction works were completed, the Certificate of Occupancy and Use (CoU) was issued and building handover occurred. The project has been delivered and ICU beds are now open.		
	Significant Achievement in the Next 6 months				

Notes:

Milestone Dates:

Compliance:

Should reflect the completion of a phase of the project.
Where applicable to the projects, ensuring that only a builder or builders accredited under the Australian Government Building and Construction WHS Accreditation Scheme is contracted, and providing the necessary assurances to the Commonwealth.
Ensuring that compliance with the Building Code 2016 is made a condition of tender for and performance of building work by all contractors and subcontractors, and providing the necessary assurances to the Commonwealth.

Additional Reporting for Capital Works:

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The Australian Capital Territory will also provide a final report including a description of the project, opening dates and a Certificate of Practical Completion for each project.

Project Manager:

Dave Gilbert, Canberra Health Services, ACT