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Environment, Planning and Sustainable Development Directorate

To:	Minister for Planning and Land Management	Tracking No.: 22/91258
Date:	17 August 2022	
From:	Executive Group Manager, Planning and Urban Policy	
Subject:	Eastern Broadacre Strategic Assessment	
Critical Date:	30 August 2022	
Critical Reason:	To inform negotiations with the Department of Defence on the degazettal of National Land	
	• DDG, Planning and Sustainable Development	18/08/22

Recommendations

That you:

1. **Agree** to next steps in progressing the Majura split blocks with the Department of Defence per the following actions:
 - a. EPSDD recommence degazettal discussions with Defence to confirm the Commonwealth's current expectations for the future use of the land.
 - b. EPSDD discuss and progress the degazettal process with the Department of Defence.
 - c. EPSDD indicate the ACT Government position with Defence of an intended outcome that tenure be provided to the lessees for a maximum of 25 years.
Agree / Not Agree / Please Discuss
2. **Agree** to:
 - a. The Eastern Broadacre Strategic Assessment being recommenced in 2022 with the split block sites identified for a range of uses including future employment (industrial) use.
 - b. The ACT Government confirm its position that granting long term tenure (beyond 25 years) to split block lessees is not supported due to the strategic importance of the land for future uses such as employment uses
Agree / Not Agree / Please Discuss
3. **Agree** that other options, including a commercial sale of the land to the ACT, be further explored if degazettal negotiations fail to achieve an agreement on land tenure.
Agree / Not Agree / Please Discuss

Mick Gentleman MLA



30/8/2022

Minister's Office Feedback

Further options will need to be explored should Defence negotiations on revocation fail.

Please share brief with CM and Minister for Environment.

Background

1. Officials from the Environment, Planning and Sustainable Development Directorate (EPSDD) and the Commonwealth Department of Defence (Defence) have met on several occasions this year to discuss the Majura split blocks, including the future use of the land and the Commonwealth's expectations with respect to a proposed degazettal and transfer of the land to the Territory.
2. Through these discussions, EPSDD has learned that Defence proposes to achieve the degazettal of the land through a revocation of the National Land status (at no cost to the Territory), rather than through a commercial, concessional or market value sale to the Territory.
3. Defence is seeking agreement to specific principles to finalise the negotiation of a transfer package, which includes agreement on future land use, the avoidance of future 'windfall gains' to the Territory through rezoning and development and providing some security and timing of tenure to the split block lessees.
4. The principles outlined by Defence would give the current lessees the long-term certainty they are seeking about the future use of the land. However, depending on the timeframe and approach to leases, this would prevent the use of the split blocks for employment (industrial) development in the short and medium term, which might constrain strategic land use outcomes for the Territory in the short-medium term and potentially longer term.
5. The split block parcels are listed below and provided at Attachment A:
 - Block 52 Majura;
 - Block 59 Majura – now referred to block 716 Majura;
 - Block 135 Majura – now referred to as block 718 Majura;
 - Block 138 Majura – now referred to as block 2 section 8 Pialligo; and
 - Block 139 Majura – now referred to as block 717 Majura.
6. The five split blocks are located within the Eastern Broadacre strategic assessment (SA) study area. However, only four blocks are identified for future employment (industrial) development in the current draft SA (Attachment B).

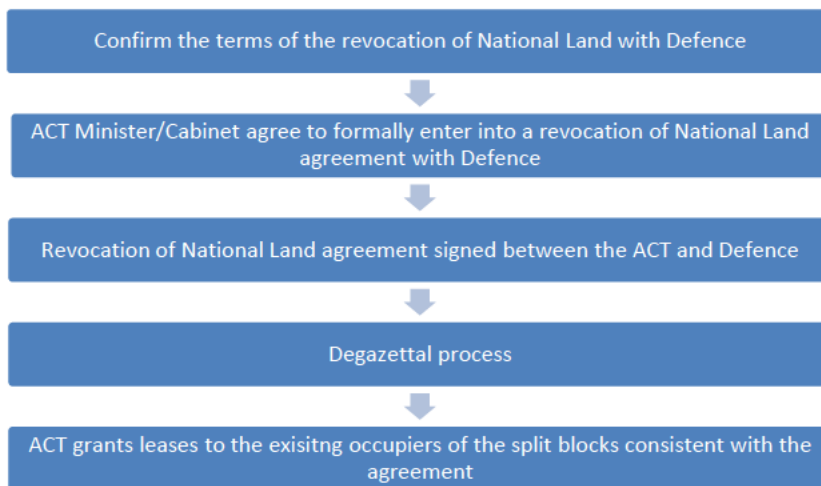
Issues

7. A number of matters have a bearing on your consideration in the Majura split block degazettal negotiations with the Commonwealth. These are discussed below.

Majura Split Block Degazetta

8. As discussions with Defence occurred prior to the recent Federal election, the position of the current Commonwealth Government on a degazettal process and the principles that will underpin their negotiations will need to be confirmed.
9. EPSDD proposes to meet with the nominated contacts in Defence to progress these discussions once the ACT's preferred approach is confirmed. The various options for progressing these discussions are outlined in this brief.
10. There are two broad processes for the degazettal of National Land. These are:
 - Revocation; or
 - Commercial, concessional or market value sale.
11. The revocation process is relatively simple, involves no payment to Defence for the land (but there will be some costs to the Territory such as surveys for the new blocks), and could possibly be completed in several months, subject to decision-making processes (a cabinet process may extend timeframes) (Figure 4). The tenure term would need to be confirmed in the agreement with Defence.

Figure 4 – Indicative Revocation Process



12. A sale process, in comparison, is far more complex, prolonged and costly in terms of required due diligence investigations and a commercial purchase (Figure 5). The ACT has already been exploring a sale process for the split blocks and Defence land at South Pialligo (south of the airport) for several years. This was because Defence had linked the sale of the split blocks with the constrained land at South Pialligo (more recently Defence indicated a willingness to separate them).

Figure 5 – Indicative Sale Process



13. The implications of the two degazettal options are:

- Revocation – the land becomes Territory land and leases granted as per the agreement with Defence. No valuation of the land is required as there is no “sale” to the Territory. It is assumed that any risk and liability with the land (such as the presence of unexploded ordinances) is transferred to the Territory. Due diligence investigations could be undertaken sometime in the future to support any subsequent negotiation for the purchase of the land from the lessee in the medium term and subsequent rezoning of the land.
- Sale – the Territory has already undertaken some due diligence investigations of the split blocks that identified a number of issues including unexploded ordinances and flooding. There is also a potential for Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS) on the land. Further investigation of these issues would be required prior to the sale and specific budget funding would be required to undertake all required due diligence site investigations to determine a valuation of the land.

Split Blocks Tenure

14. The future of the split blocks is directly linked to a decision on the degazettal process of the National Land.

15. If a decision is made that the land will be degazetted via revocation, the agreement with Defence will need to specify a tenure term for the subsequent leases. The tenure term options are:

- Sch 2, 2.2(a)(x) and Sch 2, 2.2(a)(xiii)

Sch 2, 2.2(a)(x) and Sch 2, 2.2(a)(xiii)

- Sch 2, 2.2(a)(x) and Sch 2, 2.2(a)(xiii)

- Sch 2, 2.2(a)(x) and Sch 2, 2.2(a)(xiii)

16. Sch 2, 2.2(a)(x) and Sch 2, 2.2(a)(xiii)

17. The ACT Government has also indicated the need to consider ongoing rural use and land availability to support food security and sustainability. The land in the Eastern Broadacre SA area has been flagged for this consideration. This presents a range of future uses to be considered in the context of future growth.

Eastern Broadacre Strategic Assessment

18. The ACT Planning Strategy 2018 identifies the Eastern Broadacre area for investigations into establishing new industrial and employment opportunities for the ACT. However, the area contains critically endangered flora and fauna, such as natural temperate grassland, striped legless lizard and the grassland earless dragon. As such, the ACT Government has entered into an agreement with the Commonwealth Government to undertake a strategic assessment under the Environment Protection and Biodiversity Conservation Act 1999.

19. A consultant has prepared the majority of the required SA documentation in consultation with EPSDD and the then Commonwealth Department of Agriculture, Water and the

Environment (now the Department of Climate Change, Energy and the Environment and Water). However, the project was paused in 2020 due to the Covid-19 pandemic, just prior to seeking final Commonwealth agreement to commence public consultation.

20. The contract with the consultant has now lapsed and a re-engagement process is required in order to resume the project. To complete the SA process and receive a determination from the Commonwealth may take up to 11 months, following the re-engagement of a consultant to finalise studies (Figure 1).

Figure 1 – Eastern Broadacre Strategic Assessment Process (Indicative)

Activity	MONTHS											
	1	2	3	4	5	6	7	8	9	10	11	
Procure and re-engage consultant	█											
Consultant updates draft SA documents and internal EPSDD review		█	█	█								
EPSDD final review and Cth agreement to commence public consultation					█							
Public notification						█	█					
Consultation and supplementary reports by consultant								█				
Brief Minister and lodge with Cth for determination									█			
Cth review and determination										█	█	

Note: subject to funding and consultant availability.

21. EPSDD proposes to recommence the SA process. However, in order to update the SA and undertake public consultation, the ACT’s position on the degazettal process and the desired future use of the of the National Land needs be resolved.

Land Release in the Eastern Broadacre Study Area

22. Following the approval of the SA and with typical internal process timeframes, land release (other than for the split blocks) may take a further five to six years to occur. This is predominately due to the time required for relevant studies to inform rezonings to the Territory Plan and National Capital Plan and Suburban Land Agency (SLA) processes. These are indicated in Figure 2.

Figure 2 – Timeframe to Land Release (excluding Symonston) (Indicative)

Activity	Months	1 - 6	7-12	13-18	19-24	25-30	31-36	37-42	43-48	49-54	55-60	61-66	67-72	73-78	79-84
	Years	1	2	3	4	5	6	7							
Strategic assessment process		█													
Planning report and draft EIS preparation			█												
Territory Plan and National Capital Plan rezoning processes				█	█	█									
ACT EIS statutory process**					█	█	█								
Due diligence and assurance package processes							█	█	█						
SLA processes to land release										█	█	█	█	█	

Notes:

- Subject to funding and consultant availability.
- ** for known environmental values, not major infrastructure items.

23. While land release elsewhere in the Eastern Broadacre may take up to six years, land at Symonston is already zoned for industrial use and predominately only requires an ACT EIS and SLA processes for land release to occur (Figure 3). The draft Indicative Land Release Program 2022-23 to 2026-27 proposes Symonston land releases in 2023-24 and 2024-5.

Figure 3 – Timeframe for Symonston Land Release (Indicative)

Activity	Months	1 - 6	7-12	13-18	19-24	25-30	31-36
	Years	1		2		3	
Strategic assessment process							
Draft EIS process							
Due diligence and assurance package processes							
SLA processes to land release							

Note: subject to funding and consultant availability.

24. Taking into consideration the above steps, processes and the indicative timeframes, a possible land release and development sequence, could be:

- Short term – Symonston – land adjacent to Amtech estate, which is already zoned industrial;
- Medium Term – land to the west of Ikea and to the east of Fyshwick along Canberra Avenue to Queanbeyan. The land will need to be rezoned to industrial; and

• Sch 2, 2.2(a)(ii)

Sch 2, 2.2(a)(ii)

Financial Implications

26. Nil for the purpose of this Brief. Noting however that if certain work is required as described there may be need for budget.

Consultation

Internal

27. This brief was prepared in consultation with Development and Implementation Division.

Cross Directorate

28. Nil for the purpose of this Brief.

External

29. Nil for the purpose of this Brief.

Work Health and Safety

30. Nil for the purpose of this Brief.

Benefits/Sensitivities

- 31. Determining a position on the Majura split block degazettal will provide certainty to finalise the draft Eastern Broadacre strategic assessment for public notification and in ongoing negotiations with the Department of the Defence.
- 32. The split block land is strategically important to the Territory and the best long-term use of the land is for development to support economic growth and sustainable development. Without this land, land supply will be constrained in the medium term and other areas beyond Eastern Broadacre will need to be investigated for their development potential. However, the likelihood of finding additional industrial and employment land in close proximity to national freight routes is low.

Communications, media and engagement implications

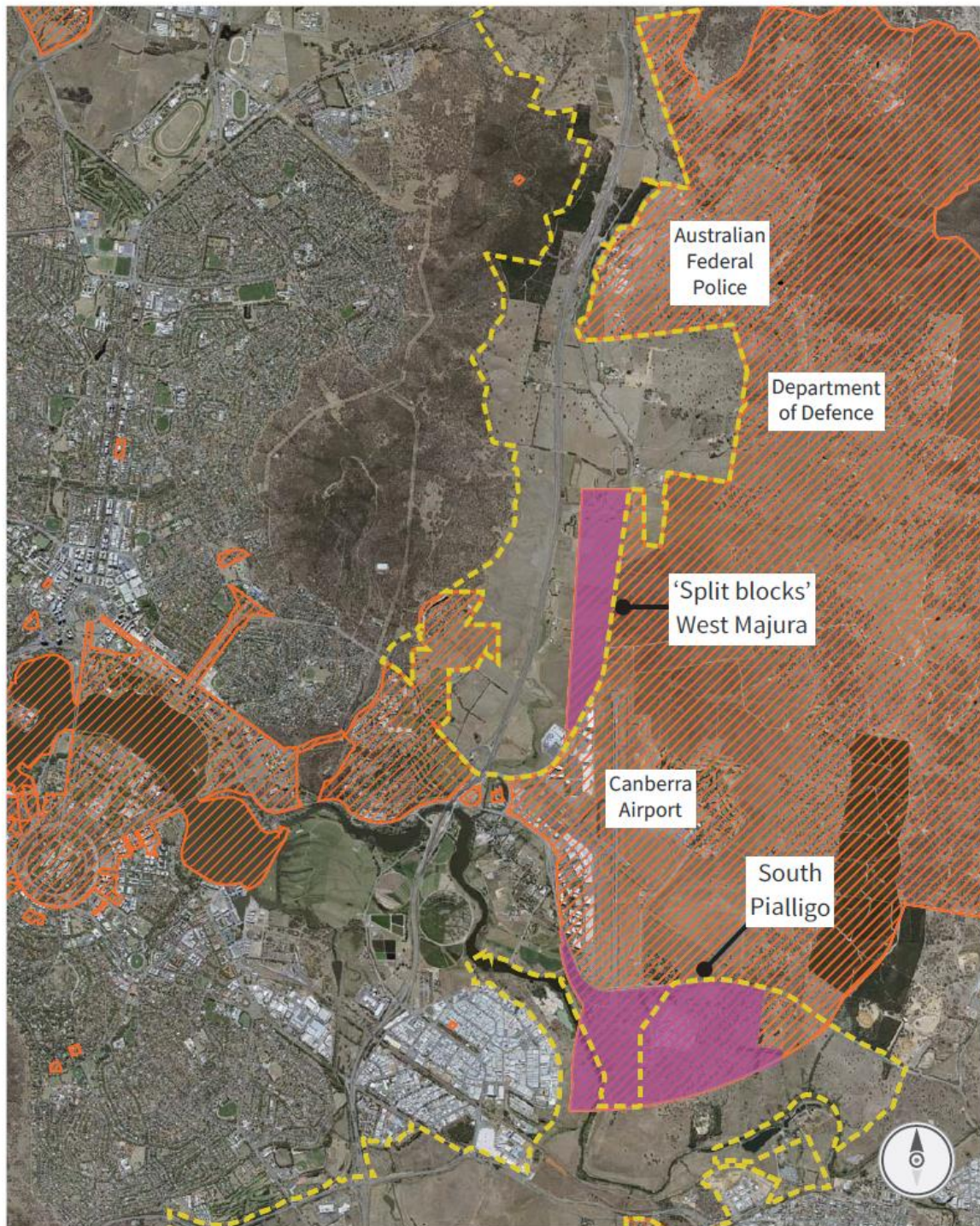
- 33. Nil for the purpose of this Brief.

Signatory Name: Lisa Teburea Phone: 78543
Action Officer: Steven Gianakis Phone: 71741

Attachments

Attachment	Title
Attachment A	National Land
Attachment B	Eastern Broadacre Recommendations
Attachment C	Eastern Broadacre development options

NATIONAL LAND



LEGEND

-  Strategic assessment boundary
-  National Land
-  Under negotiation with Department of Defence

Sch 1.6

Sch 1.6

Sch 1.6

Sch 1.6

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Environment, Planning and Sustainable Development Directorate

To:	Minister for Water, Energy and Emissions Reduction	Tracking No.: 22/118004
Cc:	Chief Minister Minister for Transport	
Date:	31 August 2022	
From:	Executive Branch Manager, Communications, Engagement and Media	
Subject:	Options to deliver Car Free Day	
Critical Date:	9 September 2022	
Critical Reason:	To allow sufficient time for event planning	
	<ul style="list-style-type: none">• DDG, Environment, Water and Emissions Reduction 30/08/22• DDG, Transport Canberra and Business Services 29/08/22• CEO, City Renewal Authority 29/08/22	

Recommendations

That you:

1. **Agree** to Option A, a staged implementation across 2022-2023.

Agreed / Not Agreed / Please Discuss

2. **Agree** that City Renewal Authority deliver the Car Free Day event design and implementation in collaboration with Environment, Planning and Sustainable Development (EPSDD) and Transport Canberra and City Services (TCCS).

Agreed / Not Agreed / Please Discuss

3. **Note** that stages 2 and 3 of Option A are currently unfunded and that a decision to implement Option A will need to include a direction to fund and the funding source.

Noted / Please Discuss

4. **Note** that Options B and C are not funded.

Noted / Please Discuss

Shane Rattenbury MLA 18/9/22

Minister's Office Feedback

Background

1. On 18 April 2022, you agreed to the staging of a car-free day event in the city centre to deliver Action 3.13 of the *ACT Climate Change Strategy 2019-25 (22/25683)*.
2. On 23 June 2022, representatives from Environment, Planning and Sustainable Development Directorate (EPSDD), the City Renewal Authority (CRA) and Transport Canberra and City Services (TCCS) met with representatives from your Office and the Chief Minister's Office where the Chief Minister's Office requested that work being prepared for a September event be paused citing concerns about the timing to deliver a sizable event, and the approach to appoint Pedal Power to facilitate the event.
3. During this meeting, the Chief Minister's Office requested that the City Renewal Authority lead an ACT Government led single day event in the city centre that is large and festival-like to showcase a variety of initiatives and stallholders. EPSDD and TCCS are to provide support as the coordinating Directorates.
4. To ensure that a proposed event is a success, objectives from across government have been considered and integrated into the proposed design of such a day. Objectives to be considered include the activities of the Disruption Taskforce ahead of several large infrastructure projects in the city precinct, including works associated with light rail stage 2A, and to support the delivery of the 'Rethink your routine' behaviour change campaign being developed to encourage the Canberra community to help alleviate pressure on the road network and by choosing a different travel mode.
5. The objectives of the event and the proposed communications activities to support the event are as follows:
 - a) Deliver a large, single-day festival celebrating alternative and non-car-based transport options. Potential food and entertainment should feature as part of the festival
 - b) Give people a chance to experience the joy of car free streets
 - c) Engage Canberrans on how they can make small steps to tackle climate action through their transport choices
 - d) Support business activations in the city following the COVID-19 pandemic
 - e) Support the TCCS "Rethink your routine" campaign encouraging Canberrans to consider alternative means of transport to travel in and around the city. The campaign objectives are to;
 - a. **Encourage** travel behaviour change in the lead up to major construction in the city to help ease congestion on our roads notably;
 - i. Travel outside peaks/work from home.
 - ii. Active travel (walk, ride, scoot – all or part way)
 - iii. Public transport use
 - iv. Park and Ride.
 - b. **Attract** new users to public transport and active travel with regionalised and suburb level travel options and information.
 - c. **Promote** the use of access to 'interventions' including tools, resources and programs developed by the ACT Government to assist with people's commutes (e.g. improved wayfinding, pop up cycle ways)

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- f) Closure of ACT roads to coordinate a 'try before you buy' initiative and encourage people to have a go at walking, cycling and scooting in a safe environment, with other people
- g) Encourage Canberrans to visit and spend time in the city following the commencement of construction in the city precinct; and
- h) Encourage alternate transport modes other than the car.

Issues

- 6. This is currently an unfunded initiative from the *ACT Climate Change Strategy 2019-25*. EPSDD was going to absorb the cost of a modest event to the value of \$25,000.
- 7. To deliver on the objectives of the proposed event, and the expectations that were discussed on 23 June 2022, the CRA has developed 3 options for consideration.
- 8. Options for how to deliver the event are:
 - a) **Option A** – Staged program of activity (stages 1-3)
 - b) **Option B** – Delivery of a small Car Free Day event
 - c) **Option C** – Delivery of a large Car Free Day event
- 9. The scalability of the event will be defined by the timings for delivery and the associated costs. Stages 2 and 3 of Option A, and Options B and C additional funding will be required to allow CRA to deliver an event that meets the objectives outlined above.
- 10. Delivery of Options B and C (and stages 2 and 3 of Option A) would be facilitated through the CRA's Place Management services provider, Dionysus. Funding associated with this engagement would be included in the overall event budget.
- 11. A proposed list of invited participants to have a kiosk or presence at the event is provided at Attachment B. Only a limited number of participants would be invited to participate in Option B, or stage 2 of Option A.

Financial Implications

- 15. Stages 2 and 3 of Option A as well as Options B and C cannot be delivered within existing EPSDD, TCCS or CRA budget allocations.
- 16. Budget will need to be provided to the CRA to curate and deliver stages 2 and 3 of Option A or either Option B or C.
- 17. To deliver stages 2 and 3 of Option A, an estimated additional \$275,000 is required.

Consultation

Internal

- 18. Communications, Engagement and Media and Climate Change and Energy teams have been consulted with on this.
- 19. City Renewal Authority have been consulted with, including the CEO has cleared this brief.

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Cross Directorate

20. TCCS have been consulted with, including the DDG, Transport Canberra and Business Services has cleared this brief.
21. Major Projects Canberra have been consulted with on this.

External

22. TCCS has discussed the original event concept with the following non-government organisations:
 - a. Pedal Power
 - b. Amy Gillet Foundation
23. The CRA has flagged the possibility of supporting a Car Free Day event through its Place Management services provider, Dionysus.

Benefits/Sensitivities

24. The original event date was slated for **Sunday, 18 September 2022**. This date aligned with World Car Free Day (22 September 2022). This date has now been cancelled; however, Sunday is still the preferred date to hold a 'car-free' event to minimise traffic disruption for the city, and to ensure the community can attend outside of work commitments.
25. A new event date will need to be confirmed for delivery of stages 2 and 3 of Option A, or for delivery of Option B or C once a decision has been made.
26. Option A, stage 1 would initially align with Phase 1 of the 'Rethink your Routine' TCCS campaign to raise awareness of upcoming construction work and to encourage the community to consider their travel options. This date does not allow for an event with the proposed scale to be delivered.
27. Hosting the Option A, stage 2 small event, or Option B small event in February/March 2023 will align with and strengthen Phase 2 of the 'Rethink your routine' campaign which coincides with major construction work in the city precinct as well as a new bus timetable. A February/March event date will also coincide with other events including Enlighten Festival and the National Multicultural Festival that will require road closures and activations.
28. A February/March event will need to factor in construction work that will be undertaken in the precinct to ensure optimal location for attracting event attendees.
29. It is recommended Option A be pursued.

Communications, media and engagement implications

30. The event will provide an opportunity to engage with the Canberra community about transport options ahead of upcoming disruption associated with raising London Circuit construction in the city precinct.
31. Option A will allow a multi-phased communications approach to deliver a range of

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communications activities to support the work of EPSDD and TCCS including those that focus on zero emissions vehicles, and active travel.

32. Option A will provide various event and media opportunities throughout implementation.

33. All directorates with a vested interest in the delivery of Option A, including EPSDD, TCCS, MPC and CMTEDD would support the delivery of communications and promotions. The CRA Will be responsible for event production and delivery.

Signatory Name: Alexandra Magee

Phone: 02 6207 2136

Action Officer: Sally-Anne Clark

Phone: 02 6207 0825

Attachments


Attachment	Title
Attachment A	Options Matrix
Attachment B	List of stakeholders

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Attachment A: Options Matrix

Option A - Staged program of delivery commencing late 2022				
Activity	Further details	Cost	Benefits	Risks
Stage 1 <ul style="list-style-type: none"> • Implementation of a behaviour change campaign developed to encourage active travel (Rethink your routine). • Program would be developed to align with the work of the Disruption Taskforce. • Pop-up information sites would appear at existing ACT Government led activities that will be impacted by construction/disruption due to Light Rail Stage 2 construction such as the National Multicultural Festival and Enlighten. • Potential alignments may include provision and promotion of free public transport for Gov led events such as National Multicultural Festival (if this aspect is included in the festival). 	<ul style="list-style-type: none"> • Implementation Q2 -Q4 2022/23 • Cross government aligning with key activities and events. • CRA would offer support/advice on logistics of pop-up activities. 	\$25,000 Funded within existing EPSDD appropriation. This funding will be used to support cross government behaviour change activities such as boosting social media posts to encourage alternate modes of transportation to activities and major events. The Rethink your routine campaign is funded by TCCS.	<ul style="list-style-type: none"> • Meets commitment (Climate Change Strategy) to deliver multiple “events”. • Initial stage (stage 1) can be delivered within existing EPSDD budget. • Would allow for incremental integration of lessons learnt from construction/disruption activities. • Implementation of Stages 2 and 3 at a later date would help mitigate the risk of compounding negative community sentiment around 	<ul style="list-style-type: none"> • Large scale “festival” would not be delivered until final year of program. • Initial activity (Stage 1) may not meet expectations. • Negative public perception of closing city streets during an already disruptive period. • May not meet the timing commitments in PAGA/Climate Change Strategy.

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<p>Stage 2</p> <ul style="list-style-type: none"> • Activity details same as Option B. 	<ul style="list-style-type: none"> • Implementation 2023/24 to align with World Car Free Day, September. • Objectives and communications coordinated between EPSDD, TCCS, CRA, CMTEDD and MPC • Development, curation and implementation of activity led by CRA. 	<p>\$75,000 approx. Not yet funded</p>	<p>construction/disruption in the Canberra City.</p> <ul style="list-style-type: none"> • Can be delivered within desired timeframes prior to November 2023. • Leverages existing ACT Government activity e.g. National Multicultural Festival, Enlighten, Kinetic Sculpture Race. • Leverages existing investment in free public transport e.g. Floriade shuttle bus. • Integrated communication (Disruption Taskforce/Rethink Your Route). 	
<p>Stage 3</p> <ul style="list-style-type: none"> • Activity details same as Option C. 	<ul style="list-style-type: none"> • Implementation 2024/25 • Objectives and communications coordinated between EPSDD, TCCS, CRA, CMTEDD and MPC • Development and implementation of activity led by CRA. 	<p>\$200,000 approx. Not yet funded</p>		
<p>Option B – Delivery of low-cost, small-scale Car Free Day Event in early 2023 (not before February)</p>				
<ul style="list-style-type: none"> • Low impact small/simple road closure or section of a road or use of existing pedestrianised space.  • Inclusion of a limited number of stalls for community groups and peak bodies. • Small program of entertainment. • Potential for some food and beverage aspect. 	<ul style="list-style-type: none"> • Would take approximately 3 months to plan and deliver. Could be delivered in Q3 2022/23. • Objectives and communications led by EPSDD and TCCS. • Development and implementation of activity 	<p>\$75,000 approx. Not yet funded</p>	<ul style="list-style-type: none"> • Implementation of a small-scale event would provide an opportunity to trial aspects of Option C. 	<ul style="list-style-type: none"> • Not yet funded. • May not be necessary if large-scale event goes ahead in late 2023.

Stage 2023. Or if it would be lower cost Option B

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	<ul style="list-style-type: none"> • Approximately 20% of the budget would be used to fund development. 			
Option C – Delivery of high cost, large-scale Car Free Day “festival like” event in late 2023				
<ul style="list-style-type: none"> • Closure of a large road or multiple roads. • Large “festival” style hub would provide a large number of stalls for community groups, peak bodies and commercial providers. • Inclusion of food and beverage aspects. • Festival style entertainment program utilising closed roads as performance spaces including static and roving performances. <p>Proposals for further development</p> <ul style="list-style-type: none"> • Administer an EOI program for community to propose ideas for activities to be held on the closed road/s. Potentially provide grant funding. • Used closed roads to host various “races” of different lengths and mode of transport. • Large scale “scavenger hunt” across the city that includes closed roads and pedestrianised spaces to encourage community to explore the city and maximise use of road closures. 	<ul style="list-style-type: none"> • Would take approximately 12 months to plan and deliver. Could be delivered in Q1/2 2023/24. • Objectives and communications coordinated between EPSDD, TCCS, CRA, CMTEDD and MPC • Development, curation and implementation of activity led by CRA. • Approximately 20% of the budget would be used to fund development. 	<p>\$200,000 approx. Not yet funded</p>		<ul style="list-style-type: none"> • Development and planning necessary for an activity of this scale requires significant time. • There is significant risk of further compounding negative community sentiment regarding construction/disruption if not adequately scoped. • Not yet funded.

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Attachment B: List of Stakeholders

Name	Priority contacts	Rationale	Notes
SEE-Change	High	Delivers sustainability information, activities and programs. Already partners with ACT Govt.	They previously submitted a grant proposal through the Community Zero Emissions Grants Program to run a Car Free Day which was not successful. There could be some sensitivity in contacting them for this event.
Conservation Council	High	Peak body for environmental groups in the ACT. Already partners with ACT Govt.	
Canberra Environment Centre	High	Not for profit environmental education centre that empowers people to create a sustainable future for the Canberra community by supporting lifelong behavioural change. Already partners with ACT Govt.	
Communities at Work	High	Canberra's largest not-for-profit community organisation. They run the 'Infusion' mobile café that was designed to start conversations with community members to discover their needs, empower residents and connect with them. They appeal to a very broad spectrum of the community and are widely known by those beyond our usual sustainability crowd. Karen has spoken with CCP about community raising issues of congestion within suburbs and this could provide a pathway forward.	High degree of interest in connecting with Government through an existing relationship with the Climate Change and Energy Division within EPSDD via Infusion mobile café/Scalable Solutions. Karen Jessen used to be a member of the ACT Climate Change Council.
Localjinni	High	Localjinni screens virtual exhibitions on the street, lighting up park benches, walls, paths and buildings. They could be engaged to promote ways of reinvigorated shared spaces or potentially to run a screening where the event occurs.	
One Small Step	High	Small group of highly experienced grassroots people who could promote the neighbourhood effect and benefits of a zero-vehicle street to everyday Canberrans.	Received a CZEG Grant to produce the Neighbourhood Effect in 2018.
United Ngunnawal Elders Council (UNEC)	High	A group to help people to connect with spaces in a more culturally sensitive way and enjoy the connections that we	Including OATSIA in our planning also ensures we are taking steps to be more inclusive and thoughtful in our actions as

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Name	Priority contacts	Rationale	Notes
		all have with our land. Given they are the significant Aboriginal body providing ACT Govt advice on the heritage and connection to land matters, I could imagine them hosting a stall to promote the connection to land and benefits of activating spaces within the city.	Govt when it comes to Ngunnawal country. Their participation would also present an opportunity to help people with their reconciliation pathways.
The ANU Below Zero Emissions initiative	High	The ANU partnership deed includes activities on reducing emissions from transport and this event would directly align with this.	Proposal for ANU stall was agreed to by Minister.
City businesses and residents	High	Once the location is determined engagement with surrounding businesses and residents will be critical to their partnership, realise benefits to local businesses from the event, and minimise disruption.	
CCMIL Advisory Group	Medium	The CRA's City Centre Marketing and Improvements Levy (CCMIL) Advisory Group is comprised of around 10 city and Braddon property owners and businesses who provide advice on levy-funded activities such as events and activations.	This group should be informed of the plans. The Authority can facilitate discussions with them via email and/or the group's quarterly meetings.
Living Streets	High	Walking/Riding advocacy in Canberra	
The ANU Environment Collective	Medium	Runs University-wide campaigns, including fossil free ANU. They could talk to students about the benefits of not using cars on campus, as well as promoting their university led sustainability campaigns. Providing a mechanism for students to feel supported and not excluded.	ANU have expressed their concerns about the equity issues of a car free day. CCP has an existing relationship with ANU through our partnerships arrangement. The ANU collective might have interest in a Car Free day event to promote the benefits to students.
Pedal Power	Medium	Peak body for cycling in the ACT. Could engage to talk about the benefits of riding, how easy it is to do in Canberra.	Recently engaged to deliver the car free day event on behalf of the ACT Government and submitted a separate grant request to deliver the event.
Beam	Medium	One of the two e-scooter scheme providers in the ACT.	ACT Gov works in close collaboration with Beam to improve e-scooter safety and to expand their network.

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Name	Priority contacts	Rationale	Notes
Neuron	Medium	One of the two e-scooter scheme providers in the ACT.	ACT Gov works in close collaboration with Neuron to improve e-scooter safety and to expand their network.
Airbike	Medium	AirBike operates a dockless bike sharing service in central Canberra suburbs.	Their fleet of 200 bikes is used mainly across the ANU, civic area and Parliamentary zone.
Australian Electric Vehicle Association (AEVA) Act Branch	Medium	Not-for-profit organisation dedicated to the cause of switching Australia's transport networks to electric drive. Could engage to promote the benefit of ZEVs	Climate Change and Energy Division has an existing relationship with AEVA through our sponsorship of their Electric Vehicle Conference and Expo 2022.
Electric vehicles Canberra	Medium	Member of the Australian Electric Vehicle Association. Could engage to promote benefit of ZEVs.	
National Heart Foundation	Low	National movement of a free program to motivate Aussies to get moving. Could engage to promote the health benefits of ZEVs and walking or riding.	ACT Health might have a more updated contact for us. Consider also inviting Physical Activity Foundation for kids to expand the reach/engagement.
VDI Australia	Low	The supplier for the ACT's electric bus trial in 2020.	They are supplying 8 Yutong E12 electric buses to the ACT Gov
Custom Bus Group	Low	Australian made electric buses.	They are supplying 4 Custom Denning Element zero emission buses to the ACT Gov.
Scania Bustech	Low	Produce low-emission buses needed to immediately phase out the ACT's remaining Renault buses before they are replaced by fully electric buses.	ACT Gov has engaged in a short-term lease for 26 of their low-emission buses.