



ACT
Government

Transport Canberra and
City Services

FREEDOM OF INFORMATION COVERSHEET

The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI reference: 21-122

Information to be published	Status
1. Access application	Published
2. Decision notice and schedule	Published
3. Documents	Published
4. Additional information identified	n/a
5. Fees	waived
6. Processing time (in working days)	22 days
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a



ACT
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Dear 

Freedom of Information Request - Reference 21-122

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 10 November 2021 under the *Freedom of Information Act 2016* (FOI Act). It is my understanding that you are seeking access to the following government information:

"Any ministerial briefs regarding the William Hovell Drive Duplication Project from 1 January 2018."

A decision was due on your application by 8 December 2021. Thank you for agreeing to an extension until 13 December 2021.

Authority

I am an Information Officer appointed by the Director-General under section 18 of the Act to deal with access applications made under Part 5 of the FOI Act.

Decision on access

In accordance with the FOI Act, a search was conducted of records held by TCCS. This search identified 4 records (25 pages) as relevant to your request. These records are detailed in the schedule at Attachment B.

In reviewing the information within these documents, I have decided to provide you with partial access to these records. This is because some of the information is outside of the scope of your request.

My decision is detailed in the below statement of reasons.

Statement of Reasons

In making my decision on disclosing government information, I must identify all relevant factors in schedule 2 of the FOI Act and determine, on balance, where the public interest lies. In reaching my access decision, I have taken the following into account:

Factors favouring disclosure in the public interest (Schedule 2, Section 2.1)

- Schedule 2.1(a)(i) - promote open discussion of public affairs and enhance the government's accountability;
- Schedule 2.1(a)(ii) - contribute to positive and informed debate on important issues or matters of public interest;
- Schedule 2.1(a)(iii) - inform the community of the government's operations, including the policies, guidelines and codes of conduct followed by the government in its dealings with members of the community;
- Schedule 2.1(a)(iv) - ensure effective oversight of expenditure of public funds; and
- Schedule 2.1(a)(viii) - reveal the reason for a government decision and any background or contextual information that informed the decision.

Factors favouring non-disclosure (Schedule 2, Section 2.2)

No factors favouring non-disclosure were identified as applicable to the information within the relevant records.

I consider that it is in the public interest to release most of this information found to be relevant to your application. However, in some instances, I have found disclosure of some information to be contrary to the public interest.

Charges

No fees are applicable to this application as the total number of pages are within the fee-free threshold.

Online publishing – disclosure log

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents will be published in the TCCS disclosure between 3 – 10 business days from the date of this decision.

Your personal contact details will not be published. You may view the TCCS' disclosure log at <https://www.cityservices.act.gov.au/about-us/freedom-of-information/disclosure-log>.

Ombudsman review

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek an Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in TCCS' disclosure log or a longer period allowed by the Ombudsman.

If you wish to request a review of my decision, you may write to the Ombudsman at:
The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601
Via email: actfoi@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review

Under section 84 of the Act, if a decision is made under section 82 on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from ACAT at:

ACT Civil and Administrative Tribunal
Level 4, 1 Moore Street
GPO Box 370
CANBERRA CITY ACT 2601
Telephone: (02) 6207 1740
www.acat.act.gov.au

If you have any queries concerning the directorate's processing of your request, or would like further information, please contact the TCCS FOI team on (02) 6207 2987 or email to tccs.foi@act.gov.au.

Yours sincerely



Meghan Oldfield
Information Officer

9 December 2021

FREEDOM OF INFORMATION REQUEST SCHEDULE

Please be aware that under the *Freedom of Information Act 2016*, some of the information provided to you will be released to the public through the ACT Government's Open Access Scheme. The Open Access release status column of the table below indicates what documents are intended for release online through open access.

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately.

Information about what is published on open access is available online at: https://www.cityservices.act.gov.au/about-us/freedom_of_information/disclosure-log

Factors favouring non-disclosure:

Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016*.

Reference Number	Description
21-122	WILLIAM HOVELL DRIVE DUPLIATION PROJECT

Reference number	Page number	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1 - 5	23. William Hovell Drive Duplication (specifically DA notification) - Jeremy Smith (Gerard Coffey) - To EGM and DDG (A30390827)	29 September 2021	Full disclosure	Not applicable	Information disclosed will be published on the TCCS Disclosure Log with the applicant's personal information redacted.
2	6 - 9	25. William Hovell Drive Duplication (specifically DA notification) - Jeremy Smith (Gerard Coffey) - To MSU 11_10 - CAC (A30756113)	12 October 2021	Full disclosure	Not applicable	

3	10 - 18	28. William Hovell Drive Duplication (specifically DA notification) - Jeremy Smith (Gerard Coffey) - updated_cleared by EGM 30_11 (A31724290)	19 November 2021	Full disclosure	Not applicable	
4	19 - 25	Advisory Note - MIN S2021_00903	July 2021	Partial access	Out of scope	

Total number of documents: 4

ISSUE: WILLIAM HOVELL DRIVE DUPLICATION (DEVELOPMENT APPLICATION/ACTIVE TRAVEL)

Talking Points

William Hovell Drive Detail Design (Planning better roads for our growing city initiative) – \$2.0 million

- The Government has committed funding for detailed design of the duplication of William Hovell Drive, from Drake-Brockman Drive to John Gorton Drive. This project will address the demonstrated crash history and alleviate traffic congestion for residents of West Belconnen and support future land release including the new suburbs of Strathnairn and Macnamara.
- The detail design has commenced, with the final Preliminary Sketch Plan design being received and the Final Design progressing.
- A referral under the EPBC Act has confirmed that this project is a controlled action that can be processed via the ACT bilateral development approval process. A draft EIS and Impact Track Development Application (DA) have been submitted for concurrent approval. The public notification period for the draft EIS has closed and is currently being assessed. All the supporting reports for the draft EIS and the DA (such as noise, environmental and other studies) were undertaken in accordance with current guidelines and standards.
- The DA number for the project is 202138722 – William Hovell Drive Duplication. The Project has a dedicated webpage with detailed information on the TCCS (City Services) website.
- Construction funding for \$63.25 million has been provisioned in the 2021-2022 ACT budget.

Community consultation

- TCCS Communications directly emailed 41 community and interest groups providing detailed project information and links to further information, including details of the draft EIS and DA and how to make a public submission.
- EPSDD mailed hardcopy letters to 216 residents adjacent to the project providing project information and links to the draft EIS and DA on the EPSD Directorate

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Contact Officer name: Jeremy Smith Ext: 72738
Lead Directorate: Transport Canberra and City Services

website. A total of five DA notification signs were also erected on the William Hovell Drive road reserve and adjacent to residences in Hawker.

- I have been advised that there was an issue with notifying the draft EIS and development application process by the Environment, Planning and Sustainable Development Directorate. I am further advised that to address this issue, an additional three development application notice signs have been erected.
- In response to the community's request for additional consultation, the notification period for the William Hovell Drive DA was extended twice and closed on 30 September 2021.
- TCCS project officer also fielded four phone calls from the public which were directed from Access Canberra and the Office of Minister Steel. Consultation and discussion on the off-road shared path were part of these liaisons, communications and discussions. The location of the off-road shared path adjacent to Hawker was to avoid conflict with equestrians using the Bicentennial National Trail and at the request of the ACT Equestrian Association.
- No pre-DA consultation was done for this project as it was not a requirement at the time the DA was lodged in May 2021.
- However, the ACT Government recognises the benefit of early consultation ahead of the DA process and so has recently begun to undertake pre-DA consultation on select largescale civil infrastructure projects.

Concerns raised by the community

- Through consultation, TCCS are aware of public concerns around the inclusion of noise mitigation, urban light spill and general impacts on adjacent and nearby properties. Feedback provided will be addressed as much as practicable during the detailed design process and in accordance with advice provided as part of the EIS final approval.
- Most of the issues you raised form part of the assessment that the Planning and Land Authority will undertake as part of the Environmental Impact Statement (EIS) assessment process.
- The EIS process has three stages: scoping, draft and revised. The scoping document outlines what the proponent must undertake to address environmental matters. The draft EIS is the proponent's initial submission against the scoping document. The draft EIS is placed on public notification and referred to entities (such as the Conservator of Flora and Fauna) for comment. If referral entities and the public raise

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additional matters, then the authority may request the proponent address these through a revised EIS. The authority may also request any matters not adequately addressed in the draft EIS to be addressed in a revised EIS.

Active Travel associated with William Hovell Drive

- The planned duplication of William Hovell Drive will provide active travel infrastructure through the inclusion of:
 - 4.5 km of on road cycle lanes in both directions.
 - The replacement of the existing roundabout intersection at Drake-Brockman Drive and Kingsford Smith Drive with traffic signals to facilitate safe active travel movements for pedestrians and cyclists.
 - 7 km, three (3) metre wide shared path from the newly signalised intersection of William Hovell Drive and Drake-Brockman Drive through to Bindubi Street. This includes the inclusion of the approximately 2.5 km missing link between John Gorton Drive and Bindubi Street in the active travel network. The missing link design is at a final PSP and it is anticipated this section of shared path will be delivered as part of the William Hovell Drive construction.
- The new shared path will connect to the existing path network in the Molonglo Valley and Belconnen, including via:
 - Providing a direct link for residents from Hawker and West Belconnen to access the City;
 - Connecting to the existing shared path along John Gorton Drive providing access from the Molonglo Valley to the Belconnen Town Centre and to the City and following the construction of the John Gorton Drive bridge over the Molonglo Valley, a further connection into the suburbs of Coombs, Wright and Denman Prospect; and
 - Completing the missing link from William Hovell Drive onto Bindubi Street, providing access for residents of Cook and Aranda to access the City and the Molonglo Valley
- The shared path connection from Drake Brockman Drive to John Gorton Drive has been included in the current DA, however the additional connection from John Gorton Drive to Bindubi Street is not subject to DA requirements as it will be constructed entirely within the road reserve
- This additional link will be progressed separately, with construction to potentially take place in advance of the main road works

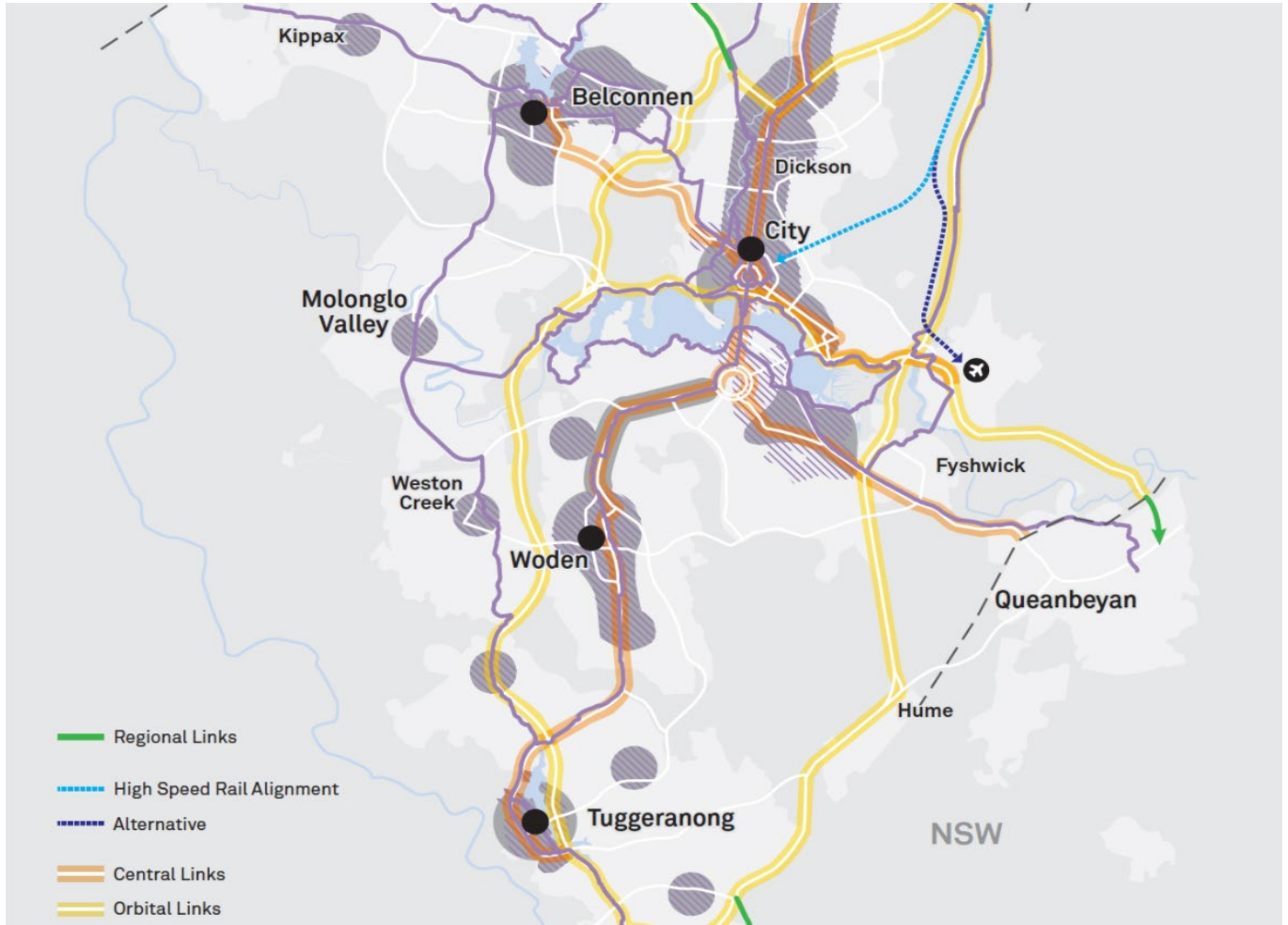
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Public transport associated with William Hovell Drive

- At present, there are no public transport routes planned along William Hovell Drive.
- Consideration was also given to the current ACT Transport Strategy when it was released to ensure that there were no inconsistencies between the design intention of the duplication and the strategy. The strategy in Map 1 – ACT Transport Policy Plan Map – Conceptual transport network 2045 (see Image 1 below), does not include William Hovell Drive as either a Central or Orbital Link within the network.
- Despite not being included in the ACT Transport Policy Plan Map, it is noted that should the decision be made to include William Hovell Drive as a Link in the future, the upgraded road will be able to support the inclusion of public transport.

Image 1 – Map 1 – ACT Transport Policy Plan Map - Conceptual transport network 2045

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ISSUE: WILLIAM HOVELL DRIVE DUPLICATION (DEVELOPMENT APPLICATION/ACTIVE TRAVEL)

Talking Points

William Hovell Drive Detail Design (Planning better roads for our growing city initiative) – \$2.0 million and Connected and sustainable Canberra – Constructing the William Hovell Drive duplication – \$63.25 million

- The Government has committed funding for detailed design of the duplication of William Hovell Drive, from Drake-Brockman Drive to John Gorton Drive. This project will address the demonstrated crash history and alleviate traffic congestion for residents of West Belconnen and support future land release including the new suburbs of Strathnairn and Macnamara.
- The detail design has commenced, with the final Preliminary Sketch Plan design being received and the Final Design progressing.
- A referral under the EPBC Act has confirmed that this project is a controlled action that can be processed via the ACT bilateral development approval process. A draft EIS and Impact Track Development Application (DA) have been submitted for concurrent approval. The public notification period for the draft EIS has closed and public submissions are currently being assessed. All the supporting reports for the draft EIS and the DA (such as noise, environmental and other studies) were undertaken in accordance with current guidelines and standards.
- The DA number for the project is 202138722 – William Hovell Drive Duplication. The Project has a dedicated webpage with detailed information on the TCCS (City Services) website.
- Construction funding for \$63.25 million was announced in the 2021-2022 ACT budget.
- Construction is scheduled to commence in the second half of 2022.

Community consultation

- TCCS Communications directly emailed 41 community and interest groups providing detailed project information and links to further information, including details of the draft EIS and DA and how to make a public submission.

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- EPSDD mailed hardcopy letters to 216 residents adjacent to the project providing project information and links to the draft EIS and DA on the EPSD Directorate website. A total of five DA notification signs were also erected on the William Hovell Drive road reserve and adjacent to residences in Hawker.
- Originally there was an issue with the lack of DA signage for notifying the draft EIS and DA by the EPSD Directorate. To address this, an additional three development application notice signs were erected near Hawker (making a total of five).
- The notification period for the William Hovell Drive draft EIS and DA was extended twice. The first extension was in response to the community's request for additional consultation time due to the COVID-19 lockdown, and the second was due to the EPSD Directorate missing notifying some of the adjacent residences with their mail-out. Ultimately the notification period for the William Hovell Drive draft EIS and DA closed on 30 September 2021.
- The TCCS project officer fielded four phone calls from the public which were directed from Access Canberra and the Office of Minister Steel. Consultation and discussion of the off-road shared path were part of these liaisons, communications and discussions. The location of the off-road shared path adjacent to Hawker was to avoid conflict with equestrians using the Bicentennial National Trail (particularly in the underpass) and was at the request of the ACT Equestrian Association.
- No pre-DA consultation was done for this project as it was not a requirement at the time the DA was lodged in May 2021.
- However, the ACT Government recognises the benefit of early consultation ahead of the DA process and so has recently begun to undertake pre-DA consultation on select largescale civil infrastructure projects.

Concerns raised by the community

- Through consultation, TCCS are aware of public concerns around the inclusion of noise mitigation, urban light spill and general impacts on adjacent and nearby properties. Feedback provided will be addressed as much as practicable during the detailed design process and in accordance with advice provided as part of the EIS final approval.
- Most of the issues raised will form part of the assessment that the EPSD Directorate will undertake as part of the draft EIS assessment process and these will be incorporated into the final revised EIS.

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- The EIS process has three stages: scoping, draft and revised. The scoping document outlines what the proponent must undertake to address environmental matters. The draft EIS is the proponent's initial submission against the scoping document. The draft EIS is placed on public notification and referred to entities (such as the Conservator of Flora and Fauna) for comment. If referral entities and the public raise additional matters, then the authority may request the proponent address these through a revised EIS. The authority may also request any matters not adequately addressed in the draft EIS to be addressed in a revised EIS.

Active Travel associated with William Hovell Drive

- The planned duplication of William Hovell Drive will provide active travel infrastructure through the inclusion of:
 - 4.5 km of on road cycle lanes in both directions.
 - The replacement of the existing roundabout intersection at Drake-Brockman Drive and Kingsford Smith Drive with traffic signals to facilitate safe active travel movements for pedestrians and cyclists.
 - 7 km, three (3) metre wide shared path from the newly signalised intersection of William Hovell Drive and Drake-Brockman Drive through to Bindubi Street. This includes the inclusion of the approximately 2.5 km missing link between John Gorton Drive and Bindubi Street in the active travel network. The missing link design is at a final PSP and it is anticipated this section of shared path will be delivered as part of the William Hovell Drive construction.
- The new shared path will connect to the existing path network in the Molonglo Valley and Belconnen, including via:
 - Providing a direct link for residents from Hawker and West Belconnen to access the City;
 - Connecting to the existing shared path along John Gorton Drive providing access from the Molonglo Valley to the Belconnen Town Centre and to the City and following the construction of the John Gorton Drive bridge over the Molonglo Valley, a further connection into the suburbs of Coombs, Wright and Denman Prospect; and
 - Completing the missing link from William Hovell Drive onto Bindubi Street, providing access for residents of Cook and Aranda to access the City and the Molonglo Valley

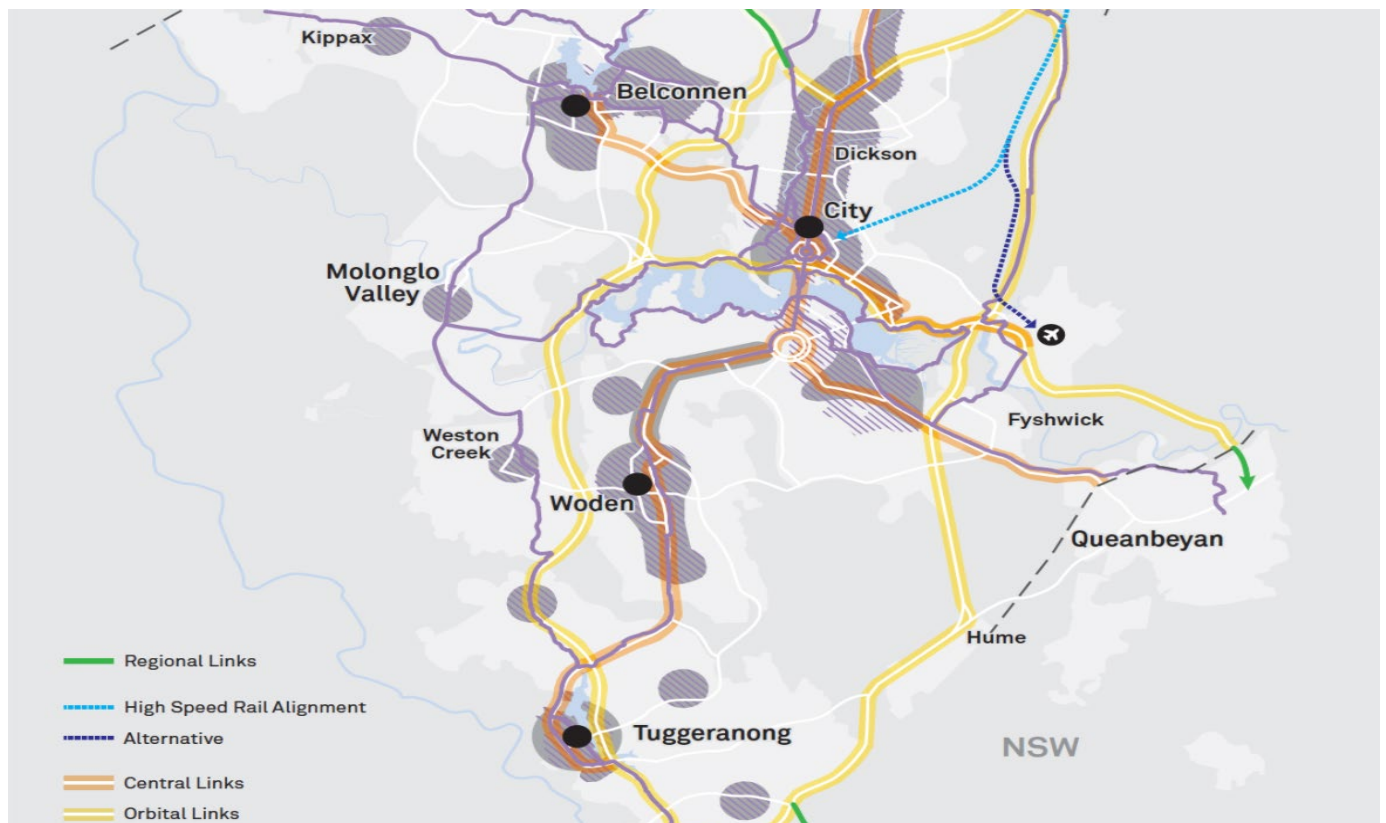
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- The shared path connection from Drake-Brockman Drive to John Gorton Drive has been included in the current draft EIS and DA, however the additional connection from John Gorton Drive to Bindubi Street may not be subject to DA requirements as it will be constructed entirely within the road reserve
- This additional link will be progressed separately, with construction to potentially take place in advance of the main road works

Public transport associated with William Hovell Drive

- At present, there are no public transport routes planned along William Hovell Drive.
- Consideration was also given to the current ACT Transport Strategy when it was released to ensure that there were no inconsistencies between the design intention of the duplication and the strategy. The strategy in Map 1 – ACT Transport Policy Plan Map – Conceptual transport network 2045 (see Image 1 below), does not include William Hovell Drive as either a Central or Orbital Link within the network.
- Despite not being included in the ACT Transport Policy Plan Map, it is noted that should the decision be made to include William Hovell Drive as a Link in the future, the upgraded road will be able to support the inclusion of public transport.

Image 1 – Map 1 – ACT Transport Policy Plan Map - Conceptual transport network 2045



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ISSUE: WILLIAM HOVELL DRIVE DUPLICATION**Talking Points**

- The Government has committed funding for the duplication of William Hovell Drive (the project), from Drake-Brockman Drive to John Gorton Drive to support the growing communities in West Belconnen and the Molonglo Valley. This will include an upgrade to the roundabout intersection with Drake-Brockman Drive and Kingsford Smith Drive to be signalised and the construction of a new seven-kilometre off-road shared path providing a new cycle link to Bindubi Street and then onto the City.
- A referral under the *Environment Protection and Biodiversity Conservation (EPBC) Act* has confirmed this project is a controlled action and can be processed via the ACT bilateral agreement as part of the development approval process. A draft Environmental Impact Statement (EIS) and Impact Track Development Application (DA) have been submitted for concurrent approval. The public notification period for the draft EIS has closed and public submissions have been forwarded from the Environment, Planning and Sustainable Development Directorate (EPSDD) and are currently being assessed. When comments from EPSDD have been addressed, a revised EIS will be submitted.
- The project is currently in its detail design and development approval phase, with the Development Application (DA) and Environmental Impact Statement (EIS) recently considered by the independent Planning and Land Authority (the Authority) following a period of extended public consultation. Construction funding for \$63.25 million was announced in the 2021-2022 ACT budget. Construction is scheduled to commence in the second half of 2022.
- The revised EIS will support an Impact Track DA to provide a Notice of Decision from EPSDD. Consent conditions will be addressed by TCCS, the design consultant or construction contractor as required.

Community consultation

- Following initial consideration of the draft EIS, the Government has announced a new period of public consultation for this project which commenced on Monday 8 November and runs until 11.59 pm on Sunday 19 December.

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- Consultation is being conducted via the YourSay page with feedback also welcomed via email to communityengagement@act.gov.au and at two pop-up sessions at the Kippax Group Centre and on-site at the off-leash dog walking area adjacent to Hawker.
- The first pop-up session at Kippax Group Centre occurred Saturday 27 November 2021. The following is a summary:
 - Information session went from 10am to 12:40pm.
 - There were two presenters; the TCCS Project Manager from Infrastructure Delivery and the Project Manager design consultancy.
 - There were about 30 community members who asked questions or provided comment.
 - Engagement was constant and busy.
 - Engagement times ranged from a few minutes to over an hour, with some community members staying for most of the pop-up session.
 - Most common questions / discussion points (in approximate priority order) were:
 - When will construction commence?
 - What will the construction stages be?
 - What will be the traffic arrangements be with regard to AM / PM?
 - Options regarding the shared path location.
 - The methodology of the noise monitoring and how the noise modelling was undertaken.
 - Traffic issues associated with the other sections and intersections further along Kingsford Smith Drive.
 - Access to Kama and The Pinnacles Nature Reserves.
 - Project cost.
 - General project questions.
 - The majority of community members engaged positively with the presentation team and listened to answers and information provided in a rational and appreciative manner.
 - Peter Cain MLA introduced himself and was present for much of the pop-up.
 - There was one contentious member of the public who made the following claims and accusations:
 - The location that the pop-up session was deliberately chosen to avoid engaging with the public (Note: The location was approved by TCCS Comms).
 - The Belconnen Community Council presentation “is full of lies” (no details provided).
 - The YourSay webpage “is full of lies” (no details provided).

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- The Government is deliberately hiding information and telling lies (eg. that's why notification letters weren't sent out to all residents).
 - The YourSay engagement was only happening because this person spoke personally with the DDG of TCCS.
 - There were claims regarding EPSDDs role in consultation, including that the small project information signs were to avoid providing project information.
 - Attempts by the presentation team to engage were mostly in vain because the information provided wasn't believed.
 - The presentation team ended up just listening to this member of public so not to appear rude or aggressive.
 - This member of the public was present for about two hours and tried to dominate discussion.
- The second pop-up session at the off-leash dog walking area adjacent to Hawker occurred Monday 29 November, 2021. The following is a summary:
 - Information session went from 4pm to 6:50pm.
 - The primary focus of the drop-in was on the location of the shared path.
 - There were three presenters; the EBM from Infrastructure Delivery, the TCCS Project Manager from Infrastructure Delivery and the Project Manager design consultancy.
 - There were about 30 community members who asked questions or provided comment.
 - Engagement mostly occurred in small teams of a presenter and two to five community members.
 - This less formal engagement method provided a more relaxed and effective interaction and discussion with community members.
 - Engagement was constant and busy.
 - Engagement times ranged from a few minutes to over an hour, with some community members staying for most of the pop-up session, moving between groups.
 - Most common questions / discussion points (in approximate priority order) were:
 - What location options for the shared path were considered to reduce, or eliminate, impact on the off-leash dog walking area?
 - The methodology of the noise monitoring and how the noise modelling was undertaken.
 - Traffic issues associated with the other sections and intersections further along Kingsford Smith Drive and access into Higgins.

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- General project questions.
 - The majority of community members engaged positively with the presentation teams.
 - Peter Cain MLA was present for much of the drop-in session
- The key outcome from the drop-in session was to investigate opportunities to move the shared path to the western side of William Hovel Drive. This proposal has the following advantages:
 - Eliminates conflict between the shared path and the off-leash dog walking area in this location.
 - Eliminates the need for vegetation removal north of the underpass.
 - Removes the shared path from the back of six Hawker residences.
- The main disadvantage is that equestrians and shared path users would share the underpass. This could be mitigated by investigating the relocation of the Bicentennial National Trail into the adjacent rural block (owned by the SLA) and using advisory signs to provide equestrians priority.
- Promotion of the consultation has included:
 - a letterbox drop to approximately 2000 residential properties including the entire Hawker suburb and sections of Higgins and Scullin.
 - erection of four information signs in select locations including at the existing Pinnacle Nature Reserve carpark.
 - an email to 48 community and stakeholder groups as well as those who had previously contacted the Directorate and Minister's Office.
 - digital Our Canberra content.
 - social media.
- On the YourSay page there is a section of frequently asked questions and an opportunity to publicly ask questions of the project team via a live Q&A section. Also uploaded are a range of technical and community friendly design drawings along with the noise and biodiversity studies which have been the subject of enquiries.
- In addition to providing feedback via email and the Q&A section, there is also a short survey with questions focused on use of the green space adjacent to William Hovell Drive behind Hawker and the alignment of the shared path (specifically where it interacts with the off-leash dog area).
- This is not the first time we have engaged with the community and stakeholders on this project, and we will continue to engage as the project progresses.
- This project has exceeded all legislative requirements for public notification.

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- The requirements for this particular proposal were a notification period of 35 working days, the erection of one sign, and writing to 116 affected residents. In total, the Authority has notified this proposal for more than 60 working days, has erected five signs, and written to 216 residents and eight community groups.
- EPSDD mailed hardcopy letters to 216 residents adjacent to the project providing project information and links to the draft EIS and DA on their website. There was a delay in sending these letters due to the COVID-19 lockdown, however in response, the Authority extended the public notification period until 30 September 2021 to allow residents additional time to provide comments on the proposal.
- A total of five DA notification signs were also erected on the William Hovell Drive road reserve and adjacent to residences in Hawker.
Earlier this year, TCCS Communications directly emailed 41 community and interest groups providing detailed project information and links to further information, including details of the draft EIS and DA and how to make a public submission.
- The TCCS project officer responded to four phone calls from the public. Consultation and discussion of the off-road shared path were part of these liaisons, communications and discussions. The location of the off-road shared path adjacent to Hawker was to avoid conflict with equestrians using the Bicentennial National Trail (particularly in the underpass) and was at the request of the ACT Equestrian Association.
- TCCS gave a presentation to the Belconnen Community Council (BCC) on 19 October 2021. The presentation covered all key aspects of the project including project overview, benefits, development approval process, draft EIS details (noise, environment, consultation), shared path details, current status and next steps.
 - The written and verbal questions raised at the BCC meeting, along with responses, have been captured and will be incorporated into the consultation process.
 - The presentation to the BCC also established a line of communication for residents of Hawker, Weetangera and Belconnen generally via the TCCS Community Engagement email (CommunityEngagement@act.gov.au).
 - Feedback from this email is being received, assessed and incorporated into the revised EIS as required.

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- No pre-DA consultation was done for this project as it was not a requirement at the time the DA was lodged in May 2021.

Concerns raised by the community

- Through consultation, TCCS are aware of public concerns around the inclusion of further community engagement, noise mitigation, urban light spill and general impacts on adjacent and nearby properties. Feedback provided will be addressed as much as practicable during the detailed design process and in accordance with advice provided as part of the EIS final approval.
- All relevant issues raised will form part of the assessment that EPSDD will undertake as part of the draft EIS assessment process, and these will be incorporated into the final revised EIS.

Shared path alignment and active travel infrastructure

- The planned duplication of William Hovell Drive will provide active travel infrastructure through the inclusion of:
 - 4.5 kilometres of on-road cycle lanes in both directions
 - replacement of the existing roundabout intersection at Drake-Brockman Drive and Kingsford Smith Drive/William Hovell Drive with traffic signals to facilitate safe active travel movements for pedestrians and cyclists
 - a seven-kilometre, three (3) metre wide shared path from the newly signalised intersection of William Hovell Drive and Drake-Brockman Drive through to Bindubi Street. This includes the inclusion of the approximately 2.5-kilometre missing link between John Gorton Drive and Bindubi Street in the active travel network. The missing link design is at a final preliminary sketch plan (PSP) and it is anticipated this section of shared path will be delivered as part of the William Hovell Drive construction.
- The new shared path will connect to the existing path network in the Molonglo Valley and Belconnen, including via:
 - providing a direct link for residents from Hawker, Scullin, Higgins and west Belconnen to the City.
 - connecting to the existing shared path along John Gorton Drive providing access from the Molonglo Valley to the Belconnen Town Centre and onto the City. Following the construction of the John Gorton Drive bridge over the Molonglo Valley there will be a further connection south into the suburbs of Coombs, Wright and Denman Prospect; and

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- completing the missing shared path link from William Hovell Drive onto Bindubi Street, providing access for residents of Cook and Aranda to access the City and the Molonglo Valley.
- The proposed alignment of the shared path has been designed to minimise conflict with the existing alignment of the Bicentennial National Trail at the north-western end of the road.
- The location at which the shared path will cross the Bicentennial National Trail will reduce the risk of conflict between equestrian riders, cyclists and pedestrians. The crossing locations will have advisory signs advising of the paths ahead.

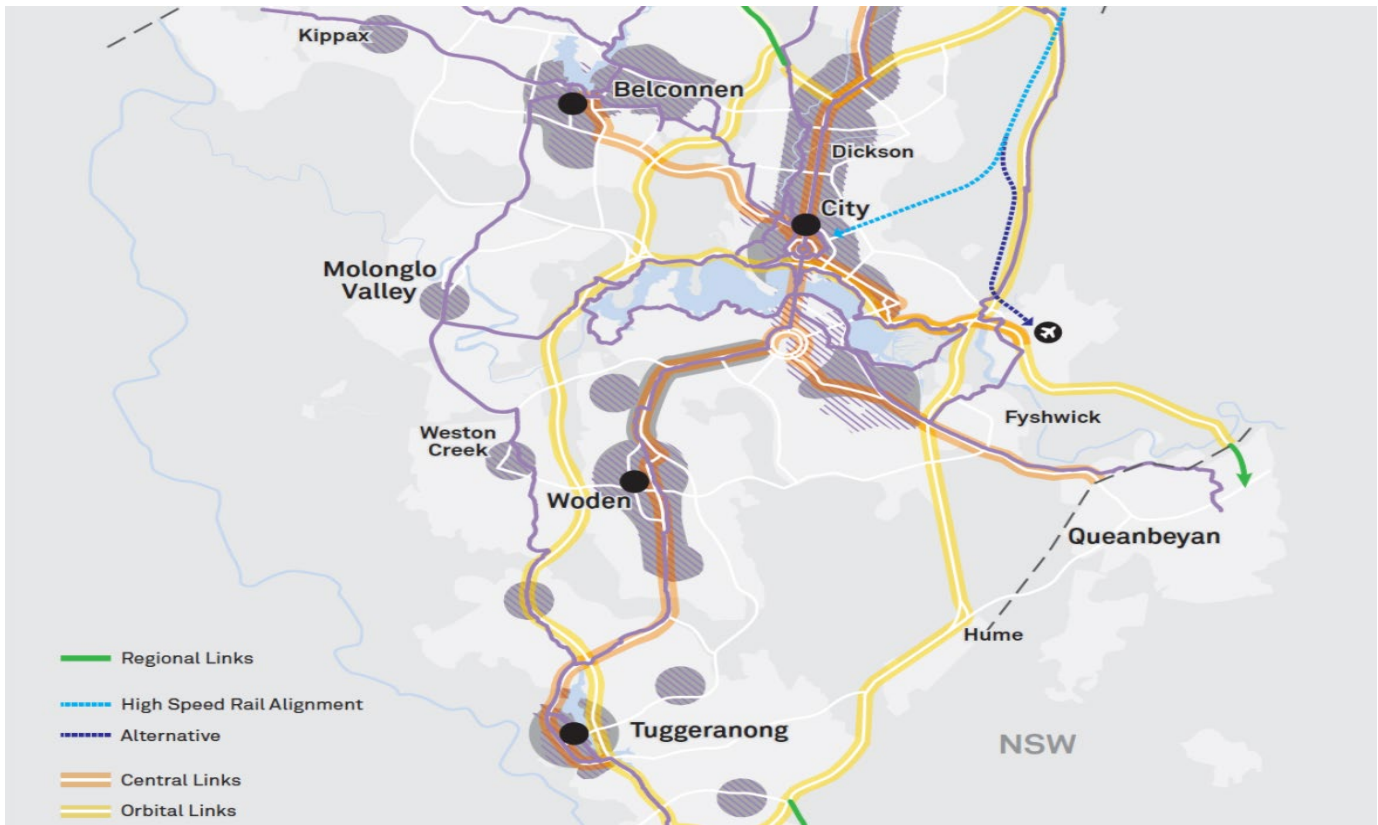
Off-leash dog area

- There is a designated off-leash dog area to the east of William Hovell Drive and south of Drake-Brockman Drive.
- We know the community use this area for recreation and it may be impacted by the construction of the shared path.
- A focus of the current consultation is asking the community how they use this area and how they would like it to be considered during design of the road duplication and shared path construction.

Public transport associated with William Hovell Drive

- At present there are no public transport routes planned along William Hovell Drive.
- Consideration was also given to the current ACT Transport Strategy when it was released to ensure that there were no inconsistencies between the design intention of the duplication and the strategy. The strategy in Map 1 – ACT Transport Policy Plan Map – Conceptual transport network 2045 (see Image 1 below), does not include William Hovell Drive as either a Central or Orbital Link within the network.
- Despite not being included in the ACT Transport Policy Plan Map, it is noted that should the decision be made to include William Hovell Drive as a Link in the future, the upgraded road will be able to support the inclusion of public transport.

Image 1 – Map 1 – ACT Transport Policy Plan Map - Conceptual transport network 2045



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Image 2 – Map 2 – Shared path alignment along William Hovell Drive between Drake-Brockman Drive and John Gorton Drive.



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Cleared by:	Deputy Director-General	75819
Contact Officer name:	Jeremy Smith	Ext: 72738
Lead Directorate:	Transport Canberra and City Services	

ADVISORY NOTE

Minister for Transport and City Services

Subject	Summary of Commonwealth funded Infrastructure Investment Program projects	
Critical Date	In the normal course of business	
Director-General	Alison Playford	26/07/2021
Deputy Director-General	Jim Corrigan	23/07/2021
Executive Branch Manager, Infrastructure Delivery	Jeremy Smith	22/07/2021

Minister's question:

Provide an update on current Infrastructure Investment Program projects that receive Commonwealth funding, with an emphasis on current project status, communication opportunities and further Commonwealth investment opportunities

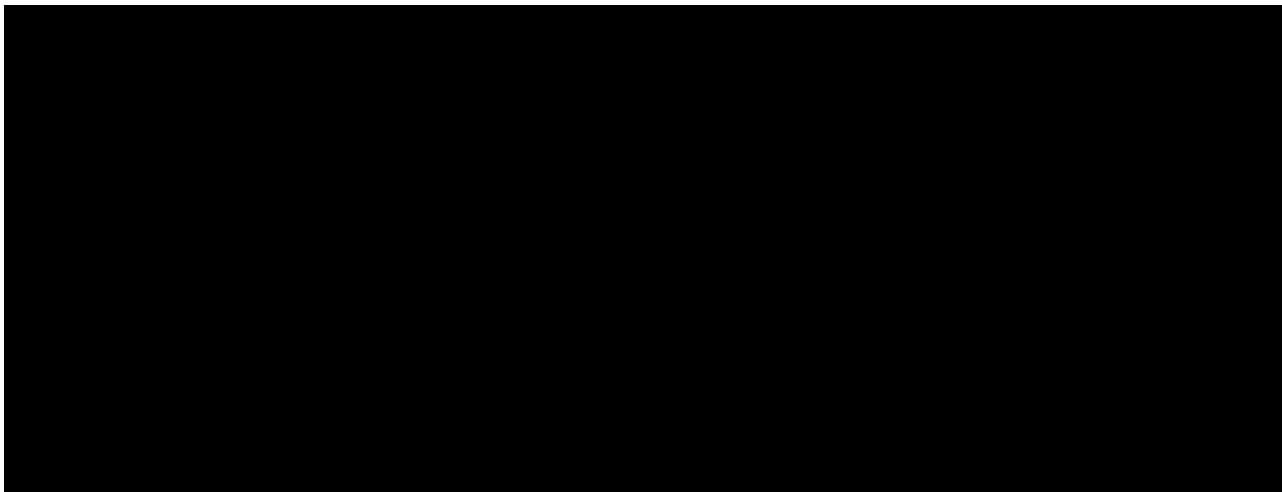
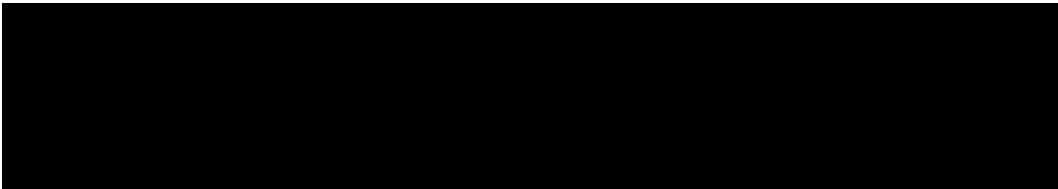
Response:

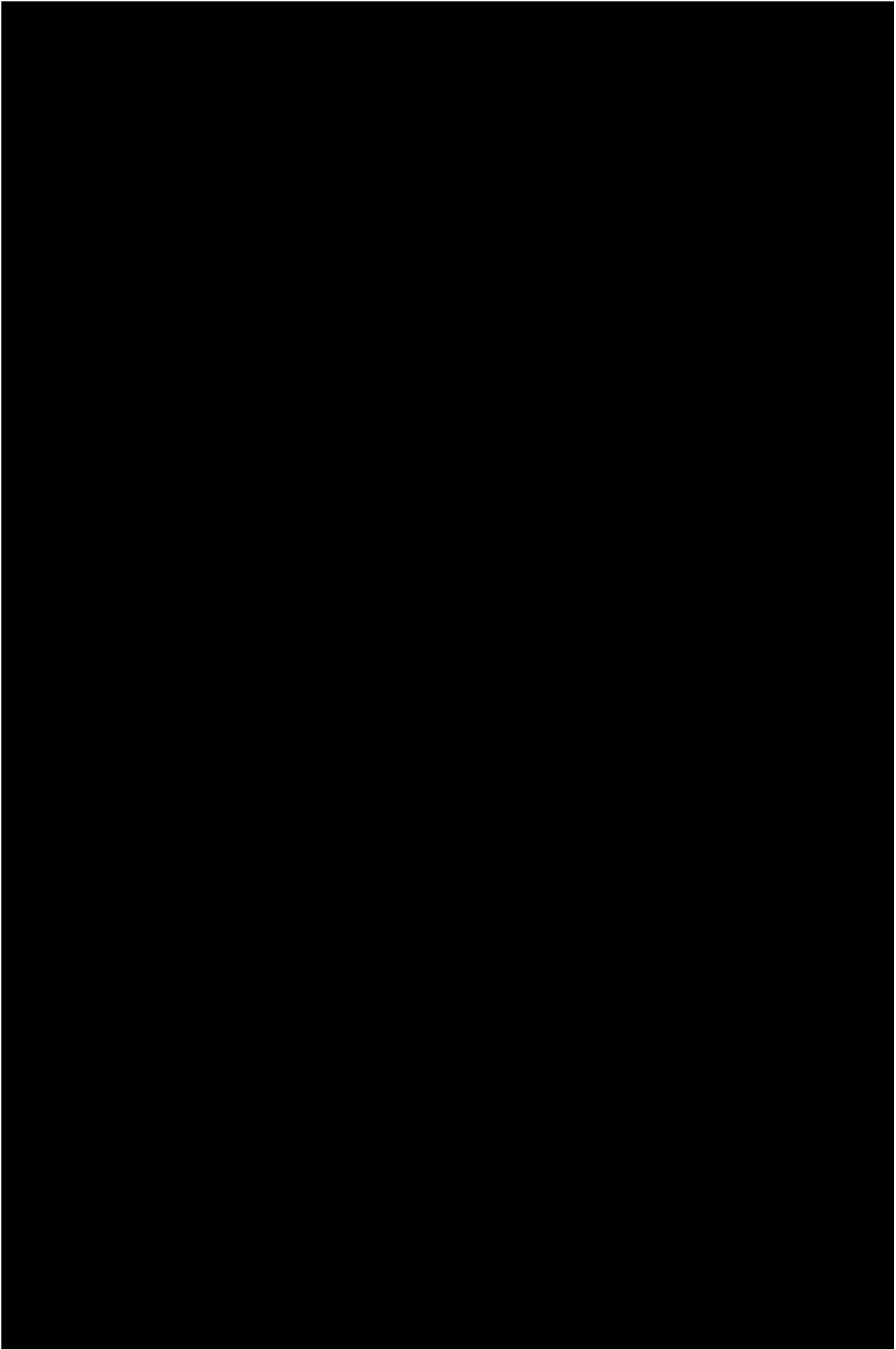
Infrastructure Delivery within Transport Canberra and City Services (TCCS) manages a large annual capital works program, with some of the works being funded jointly between the ACT Government and the Commonwealth.

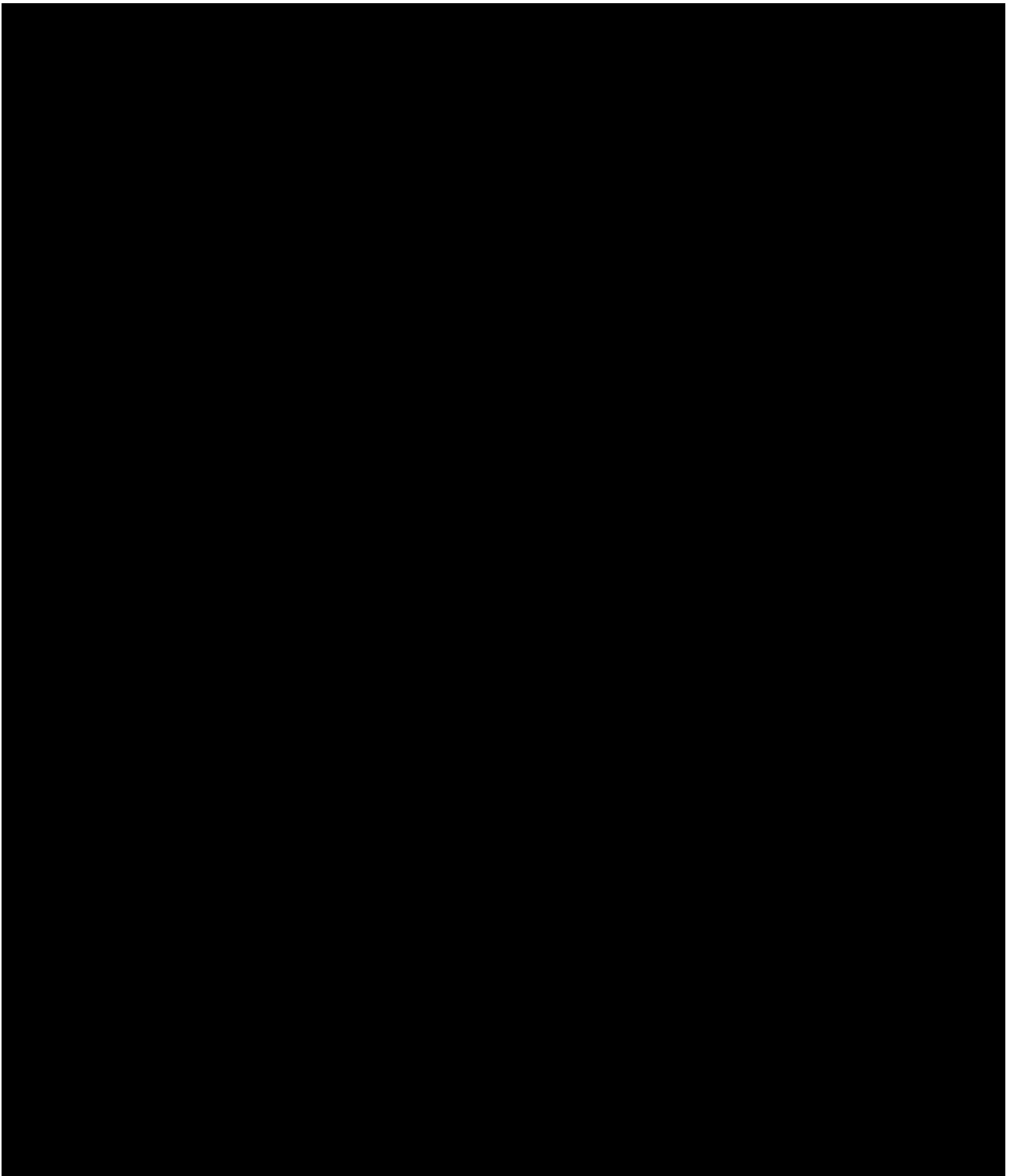
A summary of some of the following projects is included in the tables below:



3. William Hovell Drive



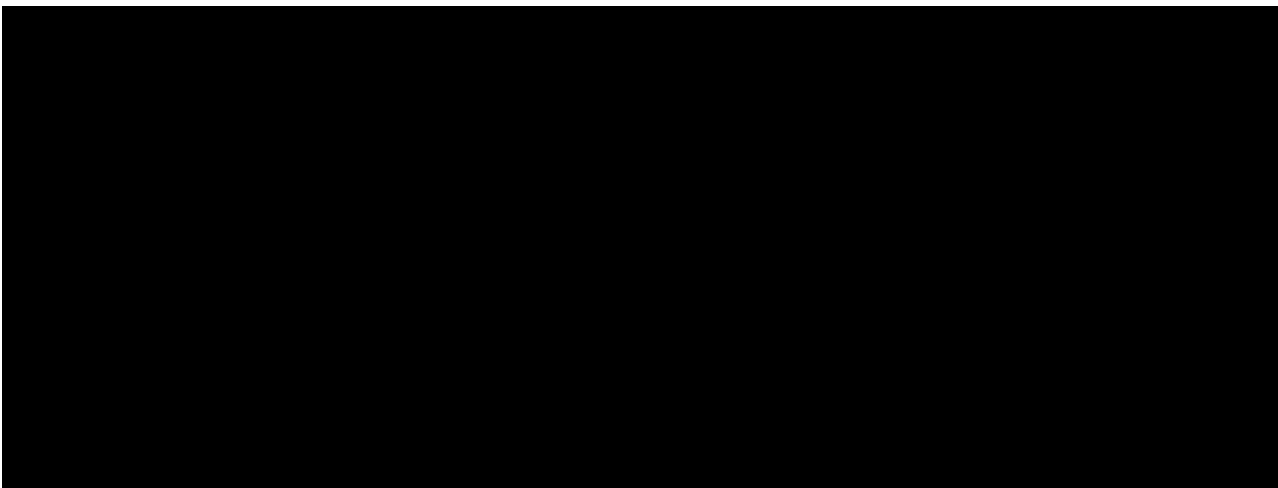


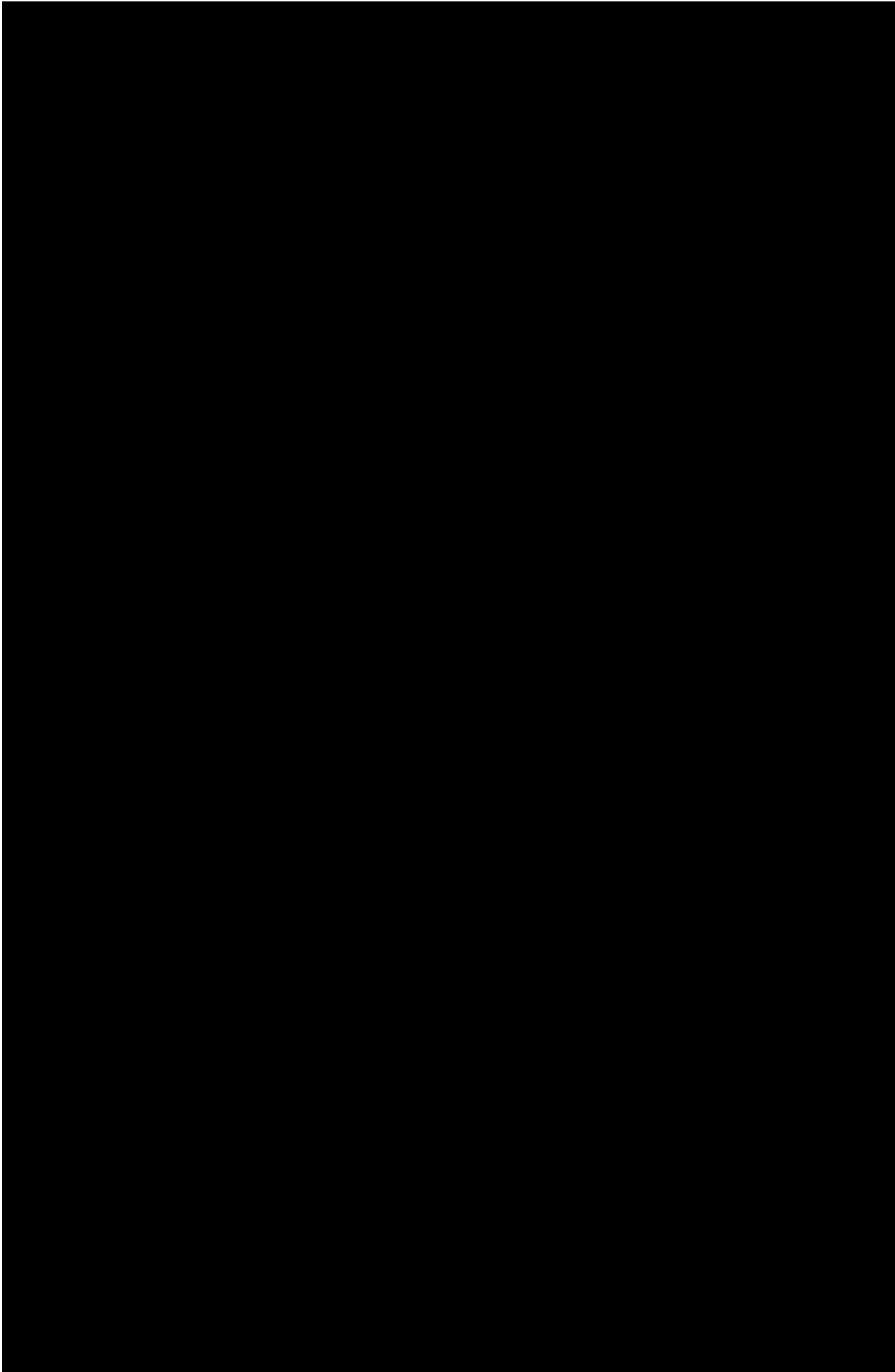


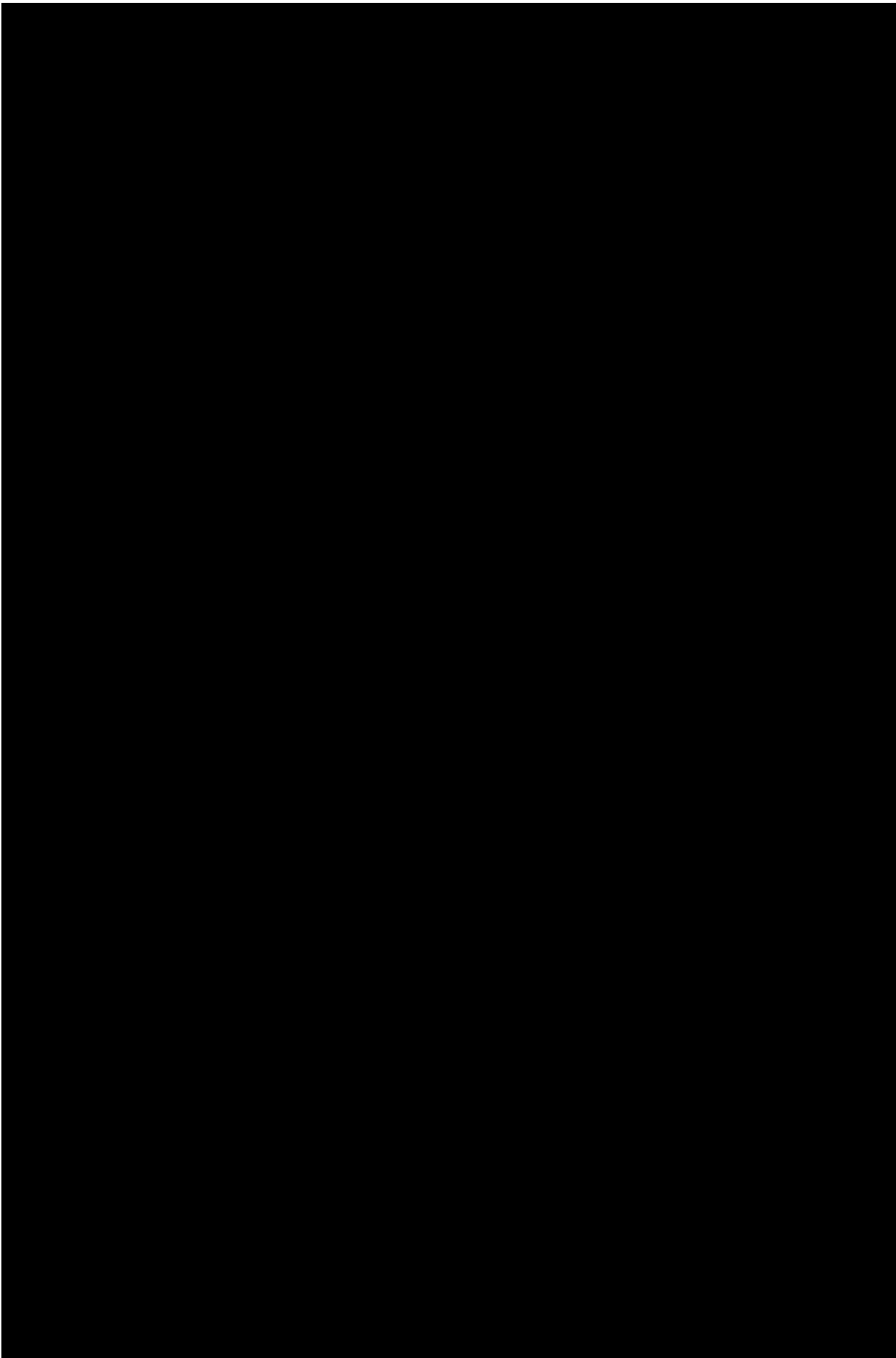
Project Name	William Hovell Drive
Budget	Currently \$2 million for the detail design. Additional funding of \$63.25 million is expected in the upcoming ACT Government budget on 31 August 2021. Advice has been received that Commonwealth funding will be circa \$25 million.
Further Commonwealth Investment Opportunities?	There is an opportunity to request that the Commonwealth fully match fund this project by increasing their current investment under the National Partnership on Land Transport to the value of \$31.6 million being half of the current cost estimate for remaining project costs of \$63.25 million.

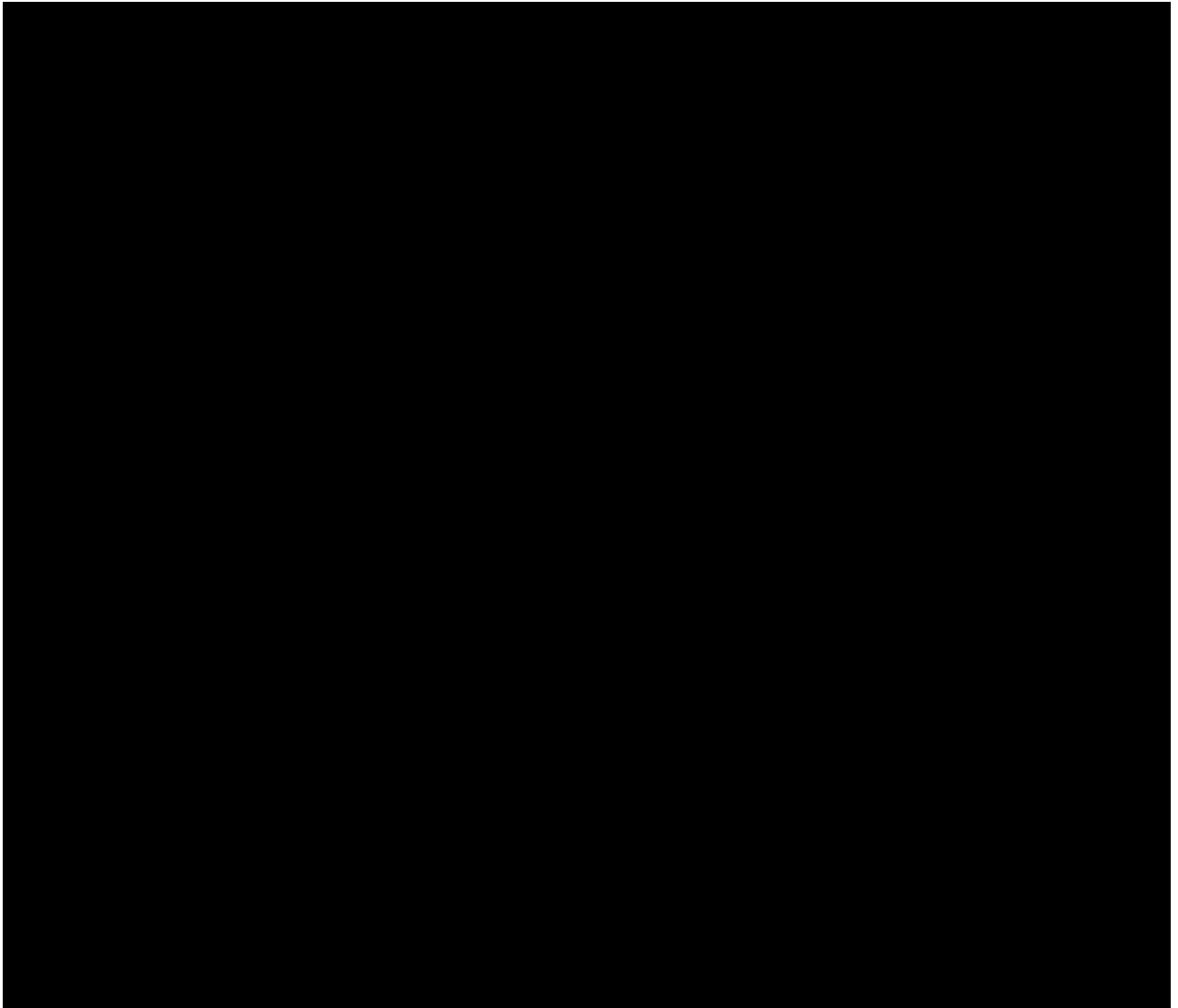
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	When the project was originally proposed for match funding, the estimated project cost was \$53 million. The addition of the shared cycleway and environmental conditions have seen the current increase in project costs.
Scope	Construct 4.5 kilometres of dual carriageway arterial road from John Gorton Drive to Drake-Brockman Drive. The project will include active travel infrastructure, including a dedicated off-road shared path.
Progress – current status of the project	A final PSP design has been delivered. Currently a draft EIS and concurrent Impact Track development application is being assessed. Once the development approvals are received the detail design will be finalised. The detail design includes tender phase documents for construction tendering.
High level dates for delivery	<p>Indicative dates:</p> <ul style="list-style-type: none"> • November 2020 – final PSP design accepted • June 2021 – draft EIS and Impact Track DA submitted • November 2021 – EIS finalised • December 2021 – Notice of Decision for development approval • February 2022 – final DR design • March 2022 – submit contract and tender documents for construction • May 2022 – call construction tender • August 2022 – commence construction <p>*Project team are exploring opportunities to accelerate.</p>
Communication opportunities	<p>There is an immediate opportunity with the DA and EIS currently out for public comment – open until 20th August 2021.</p> <p>Further opportunities: Match funding announcement – post release of ACT Government budget - around 30 August 2021. Release of construction tender – June 2022.</p> <p>Following this:</p> <ul style="list-style-type: none"> • award construction contract • start of construction <p>completion of construction</p>









Noted / Please Discuss

**Chris Steel MLA
Minister for Transport and City Services**

.../.../...