



ACT
Government

Project Business Case

Project name:	Athllon Drive duplication (southern section) - construction
Tier:	Tier 1
Risk assessment (high/med/low):	Medium
Total estimated project capital cost (P90, \$'000, nominal):	\$82,224
Whole-of-life cashflow (P90, \$'000, nominal):	
Funding requested (\$'000):	Release of provisions - \$82,224
Recommended delivery model:	Open Tender Procurement
Sponsoring Agency:	TCCS and iCBR
Sponsoring Minister:	Minister Cheyne
Contact officer:	Sophie Clement, TCCS David Doctor, iCBR
Business Case advisors:	Nil

* Infrastructure Canberra has separately submitted a Budget Business Case in relation to its financial sustainability seeking funding for its non-appropriated corporate costs. If that Budget Business Case is not approved the funding requested through this Business Case will need to increase by 3% to cover a corporate contribution to cover Infrastructure Canberra's non-appropriated corporate costs.

This Business Case template should be completed using the [Guidelines](#) on developing each section of the Business Case.

Sign-off

Sponsoring Agency:

Print Name

Athllon Drive duplication (southern section) - construction

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Signature

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Basis of authority for consideration in 2025-26 Budget: The business case is included in the 2025-26 Budget authority letter.

Brief Description: The proposal would fund the construction of the duplication of the southern section of Athllon Drive and updates the provision for construction of the northern section.

Wellbeing domain 1: Access and connectivity

Wellbeing domain 2: Economy

Wellbeing domain 3: Health

Wellbeing domain 4: Housing and Home

Wellbeing Framework priority target group(s): (Multiple categories can be ticked)

- | | | | |
|--|--|---|--|
| ☒ Older Canberrans | ☒ Women and/or gender diverse people | ☒ LGBTIQ+ | ☒ Carers |
| ☒ Culturally and linguistically diverse people | ☒ Children and young people | ☒ Aboriginal and Torres Strait Islander Peoples | ☒ People with disability |

Priority alignment: (Multiple categories can be ticked)

- | | | | |
|--|---|---|--|
| ☒ Election commitment (2016 onwards) | ☐ <u>National Agreement on Closing the Gap</u> | ☐ <u>ACT Aboriginal and Torres Strait Islander Agreement 2019-2028</u> | ☐ <u>ACT Women's Plan 2016-2026</u> |
| ☐ Housing | ☐ Physical and mental health | ☐ Early years | ☐ Women |
| ☐ Cost of Living | ☐ Addressing marginalisation and disadvantage | | |

Electorate: Brindabella

Existing projects or program(s): Commencing the Athllon Drive duplication in the 2024-25 Budget (is the most recent ACT Budget funding provided for this project)

Year to cease funding or ongoing: 2029-30

Link to Budget consultation: No

Athllon Drive duplication (southern section) - construction

Budget implications

Table 6: Budget impacts summary (P90, \$'000, nominal)

	2025-26	2026-27	2027-28	2028-29	2029-30	Total
Capital impacts						
Capital funding required	9,615	33,374	36,070			79,064
iCBR fees (4%)	385	1,336	1,444			3,160
Total Project costs	10,000	34,710	37,514			82,224
Capital offset – existing provision (ACT)	(5,013)	(16,885)	(17,964)			(39,862)
Capital offset – existing provision (Commonwealth)	(4,987)	(17,825)	(19,550)			(42,362)
Net Capital	0	0	0			0
Expense impacts						
Repairs and Maintenance					■	■
Depreciation				1,096	1,096	2,192
Net Expense				■	■	■
Staffing impact						
Total additional FTEs (no.)	Nil	Nil	Nil	Nil	Nil	

*Infrastructure Canberra has separately submitted a Budget Business Case in relation to its financial sustainability seeking funding for its non-appropriated corporate costs. If that Budget Business Case is not approved the funding requested through this Business Case will need to increase by 3% to cover a corporate contribution to cover Infrastructure Canberra's non-appropriated corporate costs.

Business Case Authorisations

Lead Minister

Ministerial Endorsement	Signature and date of endorsement
Lead Minister: Cheyne Portfolio: City and Government Services	 15/2/25

Supporting Minister

Ministerial Endorsement	Signature and date of endorsement
Lead Minister: Steel Portfolio: Transport	

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1. Executive Summary

1.1 Introduction

The Athllon Drive duplication project will implement upgrades in this multi modal movement corridor for all transport modes. Since the 2016 Election the government has been committed to duplicating the southern and northern sections of Athllon Drive to ease congestion and improve safety. The southern section is the approximately 2.4 kilometre section between Sulwood Drive and Drakeford Drive, with the northern section being 1.1 kilometres from Hindmarsh Drive through Melrose Drive. Concept and detail design funding has been provided, and design and approval consultancies are underway for both sections of the project. Construction of enabling works for the southern section are in progress. This Business Case is to fund construction of the southern section of the duplication, and to update the government on the construction cost estimate of the northern section.

1.2 Needs Analysis

An Investment Logic Workshop (ILW) was held on 27 September 2018. The key problem identified was increasing volumes of traffic along Athllon Drive is impacting travel times and reducing amenity in the area. The design of the Athllon Drive duplication project needs to provide the opportunity for planned land release and growth in the area, to integrate the transport corridor and the adjacent land for release/development.

Traffic modelling for the project indicates that the road network including Athllon Drive will be highly congested in the near future.

The specific problem being addressed by this business case is the need for construction funding to build the southern section road duplication. This Business Case seeks to advise the construction estimate based on the Preliminary Sketch Plan design cost estimates in order to release the provisioned funds and seek additional funds to enable full delivery of the southern section of the duplication.

1.3 Strategic and Policy Alignment

The Athllon Drive duplication project aligns with several ACT Government commitments and policies. Duplication of the two sections of Athllon Drive is included as a road infrastructure improvement in the indicative project pipeline in the ACT Infrastructure Plan Update – Transport. Completing the duplication of the Athllon Drive corridor will provide improvements to the active travel and public transport networks, as well as increasing capacity and safety of the road network, which is consistent with the ACT Transport Strategy.

The Athllon Drive duplication project supports the ACT Government's commitment to Vision Zero and the ACT Road Safety Strategy 2020-2025 which aim for no deaths or serious injuries on the road network and have prioritised a Safe System approach to road safety. The Woden and Tuggeranong District Strategies include the duplication of Athllon Drive. The southern section of the Athllon Drive duplication project is an IS Essentials (Sustainability Council of Australia rating) project which is registered for a design and as-

built phase IS rating as required by Goal 5.6 of the ACT Climate Change Strategy 2019-2025.

Duplication of Athllon Drive has been an election commitment since 2016. A funding provision has been provided via the Commonwealth National Partnership Agreement for construction of the Athllon Drive duplication project.

1.4 Options Analysis

Construction of the Athllon Drive duplication project is the 'do minimum' Base Case approach. Not constructing the duplication of the road would result in increased congestion, delays and accidents on Athllon Drive, making both the road and public transport network less efficient and less safe. Detail design, environmental and planning approvals of both sections of the project are currently underway and are progressing well.

1.5 Project Scope

This Business Case is seeking release of provision for construction funding for the southern section of the Athllon Drive duplication project, largely based on the release of the ACT and Commonwealth funding provisions. Detailed design is to be completed, then the project will work to engage a site management team and construction contractor for construction of the southern section of the Athllon Drive duplication through an open tender process. Enabling works are being constructed now for the southern section of the Athllon Drive project to expedite and make safer the main construction works.

1.6 Risk Analysis

A Health Safety in Design (HSiD) workshop has been held for the project. Risk registers are being maintained as part of the main design work and also as part of the design IS Essentials sustainability rating. A copy of the current Risk Management Register is attached. A major key risk to this project is funding, particularly for the design of the Sulwood Drive underpass structure. Delaying progress on this element of the design will negatively impact on the overall program because construction of the Sulwood Drive underpass is assumed to be part of the first stage of the main construction works.

1.7 Delivery Model Analysis

The best delivery model for the Athllon Drive duplication project was decided when the detail design funding for the project was obtained in the 2020-21 ACT Budget. A detail design then construct only delivery model was the lowest risk and best value for money approach for the Territory. The delivery model for the separate construction phase of the project is to engage both a construction contractor and site management team including Principal's Authorised Person (PAP) via an open, public tender process. This will be reviewed by iCBR as part of the project transition.

1.8 Financial Analysis

Southern section

A P90 pre Draft DR construction cost estimate has been prepared by the Quantity Surveyor in the project's design team which was submitted to TCCS and ICBR January 2025 by the design consultant team engaged by the Territory for delivery of PSP through to DR. This

cost estimate applies a [REDACTED] contingency to the construction phase delivery totalling [REDACTED]

[REDACTED] The quantum of the contingency allowance will be reviewed after the William Hovell Drive construction tender closes on 7 February 2025 as this tender will provide a current picture of today's market pricing against recent P90 cost estimates. A total of [REDACTED] construction funding is required to deliver the current scope

The matching ACT and Commonwealth funding provisions of \$39.862m and \$42.362m respectively, totalling \$82.224m, are both being sought to be released. There will be a greater level of confidence in the funding required at the time of tender. If further funds are required for construction of the southern section, a funding request to both ACT and Commonwealth governments will be made at this time, or options will be provided for staging of works to support delivery within the budget.

Northern section

Based on the current design for the northern section, the cost estimate for construction of this stage is [REDACTED]. Based on the current design phasing the project will not be ready to commence construction until 2026-27 which will also support delivery of this section to match delayed land release in 2028-29. An updated cost estimate will be provided when the detailed design is further progressed during the 2025-26 FY.

1.9 Economic Appraisal

Duplication of Athllon Drive will reduce congestion and increase safety. Congestion results in costs to the community due to travel time delays. 910 crashes have occurred in the seven years between January 2013 and December 2019 on Athllon Drive between Hindmarsh Drive and Drakeford Drive. More than half of these crashes were rear-end collisions, which is a strong indicator of congestion related issues on a road. In May 2024 there was also a fatality on the southern section of Athllon Drive due to an errant vehicle crossing the median and colliding with an on-coming vehicle - duplication will prevent this type of accident from being able to occur again. Part-time signals are planned at the Sulwood Drive intersection to improve its performance. Further, the benefits to Active Travel outcomes will be significant with the new underpass of Sulwood Drive for this principle active travel route.

1.10 Project Governance

iCBR is currently refreshing Project governance for infrastructure projects. This project would have overarching governance from a Program Board for Transport and Civil projects. Specifically, a Project Control Group will be established for the construction phase of this project. This will include key Government stakeholders and agencies. Fortnightly site meetings will be held with the contractor and site management team as well as a weekly site walk. Civil assets will be inspected by the asset owners before they are determined to be complete and landscape assets will have two inspections with the asset owners (consolidation and hand over).

This project will be delivered by ICBR.

1.11 Stakeholder Engagement Plan

The project has two webpages (TCCS and Built for CBR) and a list of stakeholder email addresses. A copy of the Communications Plan is attached. Community engagement, including two drop-in style public information sessions, has occurred – a copy of the Engagement Report is attached. DA and Works Approval applications will be publicly notified. Signage and fence wrap designs have been approved for use by the Commonwealth.

The ICBR communication team will lead the communications and consultation.

1.12 Advisor Engagement Plan

This project is transferring to iCBR in accordance with the Administrative Arrangements 2024 No 1. A consultant team is undertaking the technical design and engineering work for this project – this team includes environmental, heritage, planning and sustainability rating specialists. Prior to calling the construction tender a Probity Advisor will be engaged.

1.13 Timeline

A copy of the project timeline is attached – this includes some program float. Releasing the provisioned funds for construction will enable the procurement processes to start for construction of the project. Based on the current cost estimates further funds may be required to support delivery of the full scope, however, as the design is not progressed to detailed design (Document Readiness) it is too early for the cost to be fully understood and to have a high level of confidence in the costings. In addition, based on recent market response iCBR will further interrogate the accuracy of the costings.

2. Introduction

Key messages

- The Athllon Drive duplication project will implement upgrades in this movement corridor for all transport modes.
- Since the 2016 Election the government has been committed to duplicating the southern and northern sections of Athllon Drive to ease congestion and improve safety.
- The southern section is the approximately 2.4 kilometre section between Sulwood Drive and Drakeford Drive, with the northern section being from Hindmarsh Drive through Melrose Drive.
- Concept and detail design funding has been provided, and design and approval consultancies are underway for both sections of the project.
- Construction of enabling works for the southern section are in progress.
- This Business Case is to fund construction of the southern section of the duplication, and to advise the government of the required provision for construction of the northern section.

2.1 Overview

Athllon Drive is an arterial road extending from Woden Town Centre, past Mawson Group Centre, to Tuggeranong Town Centre. This project is construction of the duplication and upgrade of the two remaining unduplicated sections of Athllon Drive:

- the southern section is between Sulwood Drive and Drakeford Drive in Tuggeranong, which is approximately 2.4 kilometres long.
- the northern section is from Hindmarsh Drive through Melrose Drive adjacent to the Phillip business district, which is approximately 1.1 kilometres long.

The two sections of this project are shown in Figure 1 below.



Figure 1 - Locality Plan

2.2 Project objectives

The Athllon Drive duplication project is a multi-modal project that will implement upgrades in this movement corridor for all transport modes including active travel, public transport and road vehicles, as well as light rail which is planned to be constructed in the corridor in the future. It will improve travel times and safety for the community.

This Business Case is specifically for release of the provisioned funds for construction.

The section of Athllon Drive between Sulwood Drive and Drakeford Drive will be duplicated to provide additional capacity. Traffic signals at the intersections of Atkins Street/Langdon Avenue, Vosper Street and Fincham Crescent will increase safety. Part-time signals at the Sulwood Drive intersection will improve safety and increase capacity. New bus stops are being provided as well as bus priority provisions at the Atkins Street/Langdon Avenue intersection.

The government has received requests from members of the public to improve safety for cyclists and pedestrians using Athllon Drive at the Sulwood Drive crossing. Provision of a grade separated crossing for cyclists and pedestrians is included as part of the southern section's detailed design.

Two fatalities have occurred on the section of Athllon Drive in the Tuggeranong area in 2024. One of these fatalities occurred within the southern section project area, and this accident would have been prevented if the road had been duplicated with a median and barriers. The other fatality was an e-cyclist at an underpass crossing under Athllon Drive, and this project includes improvements to the underpass crossings within the project site.

The northern section of the Athllon Drive duplication will continue to progress public transport improvements within the corridor with access having recently been provided for the new Woden Bus Depot. Transit lanes will be constructed in both directions and new bus stops south of the Melrose Drive intersection are planned.

This stage of works will be in advance of the planned land release in the Athllon Drive road corridor that is identified in the indicative Land Release Program in 2028-29, and the additional development that is planned adjacent to this arterial road corridor in the Southern Gateway Framework which is being progressed by EPSDD. These land use and zoning changes identify opportunities for high density residential development adjacent to the northern section of the Athllon Drive corridor. This future stage of development in the corridor could include realignment or some works to widen the Yarralumla Creek corridor, plus works to realign utility services including the primary gas main and associated infrastructure.

The project is working with SLA to identify the preferred location for a new intersection to provide access to new development areas on the eastern side of Athllon Drive. Active travel access across this arterial road corridor will also be improved, including via the new traffic signals at the Melrose Drive intersection, with shared path links being provided to the C4 primary cycle route along the eastern side of the corridor. Athllon Drive is an Inter-Town Public Transport route and has been identified as a future light rail corridor in the Light Rail Master Plan, the detail design of the duplication therefore does not preclude light rail being a future stage of development in this corridor.

2.3 Project background

Athllon Drive is a busy arterial road extending south from the Woden Town Centre, past the Mawson Group Centre, through to the Tuggeranong Town Centre. Two rapid bus routes, cyclists and nearly 2,000 vehicles currently use this road every hour during peak periods.

The current developments in Greenway and around Woden are generating additional demand within this arterial transport corridor. Future development in and around Athllon Drive is also identified in the Woden and Tuggeranong District Strategies. The residents who move into these areas of urban infill in the future will also generate additional demand within this arterial transport corridor.

The unduplicated sections of the road are bottlenecks which result in congestion, travel time delays and reduced safety and amenity in the area.

2.4 Current state

The ACT Government has recognised the importance of this transport improvement project and the duplication of Athllon Drive was included in two 2016 election commitments (EC LAB 058-1 and EC LAB 057) and was reaffirmed as LAB 064-e in Labour's 2020 election commitments as part of the Labour/Greens Parliamentary Agreement. In the recent 2024 election, Labor's Plan for Tuggeranong included duplicating Athllon Drive to improve safety, ease congestion and make the commute faster and Labor's Plan for Woden + Weston Creek included duplicating Athllon Drive to ease congestion, improve travel times between Woden and Tuggeranong and provide better public transport access to the new Woden Bus Depot.

The 2019/20 ACT Budget included funding for the Athllon Drive concept design, and the details of the concept design for both the northern and southern sections of Athllon Drive duplication were announced to the community by Minister Steel in August 2020.

The 2020/21 ACT Budget included funding for detail design of the unduplicated sections of Athllon Drive. Design and approvals for the duplication of Athllon Drive are currently underway with a design consultant having been engaged for both sections of the project. The 2020/21 Athllon Drive detail design funding business case is relied upon for aspects of background information for the Athllon Drive duplication project, including the original construction funding provision, and this is appended at **Appendix A**.

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The detail design of the southern section is currently in progress following community engagement for the preliminary design, including public information sessions, in May 2024. The Environmental Significance Opinion (ESO) for the southern section has been granted, and the Development Approval and NCA Works Approval applications will be lodged in early 2025. Construction of enabling works has commenced with the section of path that was upgraded in the first package of works reopening to the public in December 2024. The second package of enabling works went out to tender in early 2025.

The concept design for the northern section has been completed and preliminary design is currently being progressed. Community engagement for the preliminary design, including public information sessions, is currently planned to occur in early 2025. After this the Environmental Significance Opinion (ESO) and the Development Approval will be lodged, and detail design will be completed.

3. Needs Analysis

Key messages

- An Investment Logic Workshop (ILW) was held on 27 September 2018
- The key problem identified was increasing volumes of traffic along Athllon Drive is impacting travel times and reducing amenity in the area
- The design of the Athllon Drive duplication project needs to provide the opportunity for planned land release and growth in the area, in order to support a balance between the transport corridor and the adjacent land for release/development
- Traffic modelling for the project indicates that the road network including Athllon Drive will be highly congested in the near future
- The specific problem being addressed by this business case is the need for construction funding to build the road duplication and solve the identified problems with the funding initially being for the southern section of the Athllon Drive duplication

3.1 Problem and strategic responses

An Investment Logic Workshop (ILW) was held on 27 September 2018, involving participants from Treasury, Procurement Solutions, Roads ACT and the Land Development Agency. This workshop confirmed the 'problems' while also outlining the benefits to Government and the community by responding to these problems and identified the solutions. An Investment Logic Map (ILM) was produced and is attached at [Appendix B](#). The overarching and existing problems which required addressing are as detailed below and in Section 3.1 of the 2020/21 detail design business case which is appended at [Appendix A](#).

These problems were:

- The proposed land release will impact the viability and effectiveness of the road corridor
- Increasing volumes of traffic along Athllon Drive is impacting travel times and reducing amenity in the area
- Existing road infrastructure and space limits the movement to lower emission transport options

It is therefore clear the design of Athllon Drive duplication needs to provide the opportunity for planned land release and growth in the area, including improving access to identified development areas, in order to support a balance between the transport corridor and the adjacent land for release/development. The road duplication project also needs to plan for and support all current and planned future transport modes (including active travel, public transport and a future light rail corridor) as well providing greater capacity and improved safe movement along and across the transport corridor. Integrated land and transport development is therefore a critical part of the strategic response for this project, with the design process for the Athllon Drive duplication project involving a range of government stakeholders including EPSDD, SLA, Roads ACT, active travel and Transport Canberra.

Athllon Drive is subject to increasing volumes of traffic, particularly during peak periods, with current traffic volumes being in excess of 14,000 vehicles per day, with nearly 2,000 vehicles per hour in the peak periods. 910 crashes occurred on Athllon Drive between Hindmarsh Drive and Drakeford Drive in the seven years between January 2013 and December 2019 – with more than half of these accidents being rear-end collisions which indicates that the road is congested and operating over capacity.

Improved safety and increased capacity are therefore part of the solution with the strategic planning for this road to be fully duplicated between 2021 and 2031 as is reflected in the Canberra Strategic Transport Model and ACT Infrastructure Plan Update - Transport.

Traffic modelling for the project also indicates that from 2026, the road network around and through the Woden Town Centre (including Melrose Drive, Athllon Drive, Hindmarsh Drive and Tuggeranong Parkway) will be highly congested. This will result in network performance issues, increased intersection delays, and a reduced level of service for all transport modes due to capacity constraints with significant congestion and extensive queues. Currently congestion is experienced in both the morning and afternoon peak periods on Athllon Drive, with bottlenecks occurring in the unduplicated sections of the road.

These capacity failures and the high degree of congestion make it very challenging for any vehicles to get in and out of Woden Town Centre, including buses who will be experiencing significant delays when transporting public transport passengers to and from the future light rail station at the Woden transport interchange (ie to do their inter-modal transfer). The design of the northern section therefore includes transit lanes in both directions to assist bus movements along Athllon Drive. As Athllon Drive is an arterial road which is a B-double route linking between the Tuggeranong and Woden Town Centres this congestion will also impact on freight movements through and around the Woden Town Centre, as well as to/from the Mawson and Wanniassa Group Centres.

But Athllon Drive also needs to provide for and support the active travel network including the C4 principal cycle route that is within this corridor, plus the public transport network. It also needs to be able to cater for or be able to be adapted to support the development and land use changes that are planned to occur in the area in the future (including the new residential dwellings on the eastern side of Athllon Drive in 2028/29 in the indicative Land Release Program).

The specific problem being addressed by this business case is the need for construction funding to build the road duplication and solve the identified problems. This funding would initially be for the southern section of the Athllon Drive duplication, followed by the northern section.

3.2 Benefits

The concept design phase of Athllon Drive duplication project back in 2019-20 included an assessment of all current and future infrastructure requirements within the Athllon Drive road corridor to future proof the corridor, support land sales and housing supply, improve the transport network integration and enable mode shift by supporting/improving active travel and public transport. Detailed design has progressed this thinking further, particularly for the northern section of the project where multiple stages of development are anticipated within this corridor including the Southern Gateway planning, rezoning and development over the next 50 years.

Duplication of the unduplicated sections of Athllon Drive will support residential and commercial activity along the corridor. It will also increase capacity of the road, active travel and public transport networks whilst improving road efficiency and safety. The detail design includes improvements for the public transport and active travel corridors and will ensure future alternative transport options such as light rail are not precluded.

The specific benefits in providing construction funding for this project (including release of the provisions) includes:

- Progressing works to meet the Government's election and infrastructure commitments to duplicate the southern and northern sections of Athllon Drive.
- Reducing congestion.
- Improving road safety.
- Upgrading active travel and public transport infrastructure within this multi-modal movement corridor.

- Enabling planned growth, development and land release in the area.

The Project specific benefits are as outlined below and in Section 3.2 of the 2020/21 detail design business case which is appended at [Appendix A](#). The importance of these benefits for government are high.

The ACT Government's work is focussed on making Canberra a great city that works because it delivers essential services, is sustainable and is open to new ideas. Objectives and priorities include how we move around our city, seeing more Canberrans owning their own homes, investing in more and better services and infrastructure to ensure our city keeps getting better for everyone who lives here and a transport system that caters for a growing city.

This project delivers on the strategic priorities of suburban renewal and better transport. Duplication of Athllon Drive will improve the capacity and safety of the road, upgrade the active travel and public transport networks, and does not preclude the future light rail network. This road upgrade will also integrate land and transport policy.

This project delivers active travel and public transport upgrades along the road alignment including the Sulwood Drive underpass for pedestrians and cyclists, new bus stops, bus priority lanes and transit lanes in the northern section. Path connections will link across this arterial road corridor via existing underpasses, and include connections to new and existing bus stops and to the existing park and ride facilities at Wanniasa shops thus enabling multimodal journeys.

Not undertaking these works would mean that congestion along the Athllon Drive corridor will impact all road users, increasing travel times and detracting from the use of the public transport system due to travel time delays. This delay will become more of an issue for public transport users on the two rapid and one local bus routes that travel along Athllon Drive when light rail stage 2b opens and commuters using public transport have to transfer between busses and light rail at Woden - a delay they do not currently experience on their commute to the City. It is therefore imperative to have the northern section of Athllon Drive duplicated with the planned transit lanes prior to light rail stage 2b progressing.

This project also supports the delivery of suburban renewal and infill development along the Athllon Drive road corridor and within the surrounding area as future stages of development. Access for the new development area on the eastern side of Athllon Drive is being considered as part of the duplication detail design for the northern section of the project, in coordination with SLA and EPSDD's master planning and design work for this area.

4. Strategic and Policy Alignment

Key messages

- The Athllon Drive duplication project aligns with several ACT Government commitments and policies
- Duplication of two sections of Athllon Drive is included as a road infrastructure improvement in the indicative project pipeline in the ACT Infrastructure Plan Update – Transport
- Completing the duplication of the Athllon Drive corridor will provide improvements to the active travel and public transport networks, as well as increasing capacity and safety of the road network, which is consistent with the ACT Transport Strategy
- The Athllon Drive duplication project supports the ACT Government's commitment to Vision Zero and the ACT Road Safety Strategy 2020-2025 which aim for no deaths or serious injuries on the road network and have prioritised a Safe System approach to road safety
- The Woden and Tuggeranong District Strategies include the duplication of Athllon Drive
- The southern section of the Athllon Drive duplication project is an IS Essentials project which is registered for a design and as-built phase IS rating as required by Goal 5.6 of the ACT Climate Change Strategy 2019-2025
- Duplication of Athllon Drive has been an election commitment since 2016
- A funding provision has been provided via the Commonwealth National Partnership Agreement for construction of the Athllon Drive duplication project

4.1 Alignment with Government commitments and policies

The Athllon Drive duplication project aligns with a number of ACT Government commitments and policies as outlined below:

- **ACT Infrastructure Plan Update - Transport**

The 2024 ACT Infrastructure Plan Update - Transport sets out a long-term vision for the transport sector to build Canberra's future. The plan outlines the ACT Government's delivery of infrastructure that is built for Canberra, to ensure that we continue to be one of the most liveable cities in Australia and the world. The government's transport plan lays the foundation for a modern and growing city, with the government wanting Canberra's transport network to give Canberrans time back in their day, by providing more journey options.

The 2024 update of the ACT Infrastructure Plan reflects the government's commitment to delivering the infrastructure required to support a growing city. The plan outlines how the government is preparing for the delivery of new and improved infrastructure across the city for the next 5 years and beyond.

Key priority investment areas are identified including transport and city planning and land release. Priorities are identified for the next five years and the longer term, with an indicative project pipeline outlined. Duplication of two sections of Athllon Drive is included as a road infrastructure improvement in the indicative project pipeline. The estimated total cost is noted as being [REDACTED] with funding over the next 7 years and works on the Athllon Drive duplication commencing

in 2024. Construction of this project is noted as being jointly funded by the ACT and Australian Governments under the Commonwealth's Infrastructure Investment Program.

- **ACT Transport Strategy**

Our vision for transport as outlined in the ACT Transport Strategy 2020 is for a world class system that supports a compact, sustainable and vibrant city. This means providing flexible, reliable and sustainable options for Canberrans to make their journeys. Convenient and connected public transport; high quality environments for walking and cycling; and a road network that allows us to move people and goods safely and reliably across the city. Canberra's future transport system will give people greater choice over how and when they travel and contribute to our city's status as one of the most liveable in the world. It will operate as one connected transport network, where people can move between transport modes seamlessly and access transport easily, regardless of where they live, disability or background. It will create a compact liveable city by supporting the delivery of new homes, jobs and services in accessible locations across the city.

Completing the duplication of the Athllon Drive corridor will provide improvements to the active travel and public transport networks, as well as increasing capacity and safety of the road network. The design of this upgraded arterial road has been integrated with the planned changes to land use in the area as the first stage of EPSDD's Southern Gateway and SLA's planned land release.

- **Vision Zero and the ACT Road Safety Strategy 2020-2025**

The Athllon Drive duplication project supports the ACT Government's commitment to Vision Zero and the ACT Road Safety Strategy 2020-2025 which aim for no deaths or serious injuries on the road network and have prioritised a Safe System approach to road safety. The road duplication has a median separating opposing directions of traffic and installation of traffic signals at the intersections will improve road safety and is part of the Safe Systems approach. As part of the design process a safety star rating has also been prepared for the project and discussed with Roads ACT.

- **ACT Territory Plan**

The new ACT Territory Plan came into effect on 27 September 2024, including the Woden and Tuggeranong District Strategies. These District Strategies include the duplication of Athllon Drive noting that it will function as an efficient movement corridor for all forms of transport and be integrated with quality urban design outcomes.

- **2024-25 to 2028-29 Indicative Land Release Program**

The Land Release Program includes that further land releases are planned along Athllon Drive. This was 580 dwellings, and SLA have recently advised the first stage of release may be a block for 500 dwellings in 2028-29.

- **ACT Climate Change Strategy 2019-2025**

The Climate Change Strategy includes Goal 5.6 which is to ensure that all new Government capital works with a budget of more than \$10 million either seek or are consistent with an independent sustainability rating such as an Infrastructure Sustainability rating from the Infrastructure Sustainability Council of Australia (ISCA), or a Greenstar rating from the Green Building Council of Australia or equivalent, and review ratings at least every five years.

The southern section of the Athllon Drive duplication project is an IS Essentials project which is registered for a design and as-built phase IS rating. The northern section of the project is also registered for an IS Essentials rating.

- **TCCS Stretch Reconciliation Action Plan 2023-26 (RAP)**

One of the core roles of Transport Canberra and City Services is the management of land. In acknowledging and recognising that this is the land of Aboriginal and Torres Strait Islander people, our aim is to strengthen and maintain relationships with the Traditional Custodians and facilitate open communication with Aboriginal and Torres Strait Islander communities. These practices are essential to ensure our work relating to the management, governance and developing of the land is conducted ethically. The Stretch RAP focuses on embedding reconciliation initiatives across TCCS so they become business as usual.

The Athllon Drive duplication project is working with a Ngunnawal cultural consultant to identify opportunities and feasibility of several types and scope of works which would help demonstrate appreciation of the local Aboriginal-Ngunnawal culture and community, including undertaking First Nations community engagement with local Ngunnawal People to identify cultural feedback. A Cultural Recommendation Report will be prepared including identification of design works and development of concept designs for incorporation of the local Aboriginal culture within the project.

- **Government election commitments**

The ACT Government has recognised the importance of this transport improvement project and the duplication of Athllon Drive was included in two 2016 election commitments (EC LAB 058-1 and EC LAB 057) and was reaffirmed as LAB 064-e in Labour's 2020 election commitments as part of the Labour/Greens Parliamentary Agreement. In the recent 2024 election, Labor's Plan for Tuggeranong included duplicating Athllon Drive to improve safety, ease congestion and make the commute faster and Labor's Plan for Woden + Weston Creek included duplicating Athllon Drive to ease congestion, improve travel times between Woden and Tuggeranong and provide better public transport access to the new Woden Bus Depot.

4.2 Wellbeing Impact Assessment

The Wellbeing Impact Assessment for the Athllon Drive duplication project has been prepared and is appended at **Appendix C**. The primary wellbeing domain is Access and Connectivity, with other domains being Economy, Health, Housing and Home.

The project will have:

- Major positive impacts to vehicular traffic due to improved safety and reduced congestion noting that the Tuggeranong end of Athllon Drive has experienced 2 fatalities in the last 12 months;
- Major positive impacts on the ACT community who use the public transport network as bus priority measures and new bus stops are planned to be constructed as part of this project. Transit lanes are also planned on the northern section;
- Major positive impacts on the ACT community for active travel opportunities from the Tuggeranong region, plus adjacent residents and those commuting between Tuggeranong and Woden and the City along Athllon Drive;
- Major positive impact on the operations of the new Woden Bus Depot and the businesses located in the Phillip precinct with improved and safer intersections providing access off Athllon Drive, including Parramatta Street which will improve the access arrangements for the new Woden Bus Depot;

- Medium impact to the future southern gateway and Light Rail projects as the alignment of Yarralumla Creek and the primary gas main will need to be resolved in those future stages of work in the northern end of this corridor; and
- Medium impact on the people currently travelling along Athllon Drive, due to the construction works causing some delays. Specific safety measures, such as the use of concrete barriers to protect the general public and the construction workers, are being considered for incorporation into the detailed design documentation, to enable the minimum traffic speed to be 60km/h during construction, especially during travel in peak periods.

Existing residents in a number of communities will be affected by this proposed road duplication, including the residents of Wanniasa, Pearce, Kambah and Mawson. Broader impacts will be experienced by the Tuggeranong and Phillip communities. Commuters along this critical movement corridor (which is an arterial road and a B-double route) will affect those who use Athllon Drive and surrounding roads on their daily commute. It will also affect the public transport and active travel routes during construction, with improvements being delivered in the interim and in the long term. A package of enabling works, including active travel path improvements, is currently underway to reduce this impact and to make the construction works safer for both travellers and workers.

During construction, access along Athllon Drive is expected to be maintained, although there will be delays due to the temporary traffic management requirements and some short duration road closures may be required to complete some aspects of the construction work safely. This is expected to result in some minor increases in travel times along Athllon Drive as well as increased noise and reduced access between the Tuggeranong and Woden regions, during the construction works. These impacts of the project will be proactively managed and communicated to ensure positive community engagement is maintained throughout the construction works.

4.3 Alignment with other projects and programs

The Athllon Drive duplication project provides synergies, benefits and efficiencies with a number of other existing and planned projects and programs as outlined below:

- it provides additional public transport improvements and priority measures between Tuggeranong and Woden, supporting both the new Woden bus depot project and light rail stage 2B;
- it provides improved active travel facilities along and across Athllon Drive which supports the program of active travel improvements being delivered by TCCS; and
- it integrates with land planning within the corridor essentially delivering the first stage of the Southern Gateway Framework and measures to support the land release program.

4.4 Consideration of Commonwealth Government policies and priorities

The Australian and ACT Governments have a National Partnership Agreement (NPA). The NPA sets out how the Australian and ACT Governments will work together to deliver infrastructure projects for the benefit and wellbeing of Australians, and it also provides financial support via the Federal Budget for the delivery of infrastructure projects in the ACT. A matched funding provision has been provided via the NPA for construction of the Athllon Drive duplication project. This funding is project 117872-21ACT-NP.

5. Options Analysis

Key messages

- Construction of the Athllon Drive duplication project is the 'do minimum' Base Case approach
- Not constructing the duplication of the road would result in increased congestion, delays and accidents on Athllon Drive, making both the road and public transport network less efficient and less safe
- Detail design, environmental and planning approvals of both sections of the project are currently underway and are progressing well
- A preferred alignment was agreed with all government stakeholders which minimised impacts on high value and significant trees, including potential Gang Gang habitat and registered heritage trees
- A plank bridge including a structure to support the existing HV conduits/cables is the recommended option for the Sulwood Drive underpass structure
- Options to stage construction of this project are limited as the alignment of the southern section is complicated, includes works on multiple bridges and traffic signals at intersections
- The best staging option is to progress construction of the southern section of Athllon Drive duplication first, and deliver the northern section to align with the land release timing

5.1 'Do minimum' Base Case

A 'do nothing' approach is not possible as it will negatively impact on the capacity and safety of Athllon Drive for road and bus users, pedestrians and cyclists with increasing congestion and delays. It will also restrict development in the Athllon Drive road corridor. The commitments made in the last three ACT Elections would also not be delivered if the construction of the project is not progressed.

Construction of the Athllon Drive duplication project is therefore the 'do minimum' Base Case approach.

5.2 Strategic solutions

A 'do nothing' approach would result in the full requirements for the duplication of the Athllon Drive road corridor not being delivered. The safety and capacity of the road corridor, active travel and public transport network between Tuggeranong and Woden would therefore be compromised and reduced, and the opportunity for growth will not be able to be fully realised as the balance between transport corridor and land for release requires the road duplication to proceed and access to be provided. Not constructing the duplication of the road would result in increased congestion, delays and accidents on Athllon Drive, making both the road and public transport network less efficient and less safe. The opportunity for alternative transport modes would also be negatively impacted.

Not funding construction of the duplication of Athllon Drive would halt progress on the project as the detail design, environmental and planning approvals of both sections of the project are currently underway and are progressing well. The detail design is underway for the southern section of the project, with the Environmental Significance Opinion (ESO) granted and the Development Approval and NCA Works Approval applications being lodged in early 2025. Concept design of the northern

section has been completed and the preliminary design is underway, with the Environmental Significance Opinion (ESO) and Development Approval applications planned to be lodged in late 2025.

If construction is not progressed the 2016, 2020 and 2024 election commitments to duplicate Athllon Drive would also not be delivered.

Recommended strategic solution

The project to construct the duplication of Athllon Drive is therefore the 'do minimum' approach and strategic solution that best addresses the problems, and realises the benefits, identified in the ILM and associated Needs Analysis.

5.3 Project options

Options for elements of the design of the southern and northern sections of the Athllon Drive duplication have been considered in detail during the detail design phase of this project.

Project options

Options for the alignment of the duplicated road pavement were considered and evaluated with the design team, ACT Heritage, Urban Treespaces, Parks and Conservation Service, Bushfire Management, and Fire and Rescue in ESA during the preliminary design for the southern section of the Athllon Drive duplication.

A multi-criteria analysis was undertaken for the options for the Sulwood Drive underpass structure during the preliminary design for the southern section of the Athllon Drive duplication. A number of structures were considered including a box culvert, bepo arch and a plank bridge. Information obtained during on-site location of the HV conduits/cables in this vicinity was also taken into consideration as part of this analysis, along with the advice provided by the Evo Energy staff during this on-site work.

During the concept design for the northern section of the Athllon Drive duplication a multi-criteria analysis was undertaken with key government stakeholders to confirm the preferred option to be progressed into preliminary and detail design. The options considered were as detailed in the Cabinet submission and the Cabinet decision that was made on 28 August 2023. These were the duplication being a transit lane in both directions, and incorporating a dedicated bus lane northbound to the Hindmarsh Drive intersection, in addition to two general traffic lanes, within reasonable cost estimates.

Recommended project option(s)

A preferred alignment for the southern section was agreed with all government stakeholders which minimised impacts on high value and significant trees, including potential Gang Gang habitat and registered heritage trees. This alignment was the basis of the design presented in the Environmental Significance Opinion, and the Conservator of Flora and Fauna's decision to grant this included a note that he would "like to acknowledge the proponent and the project team for their efforts to minimise the removal of mature native, and hollow bearing trees".

A plank bridge including a structure to support the existing HV conduits/cables is the recommended option for the Sulwood Drive underpass structure being constructed as part of the southern section of the Athllon Drive duplication.

The recommended option for the northern section of Athllon Drive duplication is transit lane in both directions. Preliminary design of this option is currently being progressed.

5.4 Staging analysis

Options to stage construction of this project are limited.

The alignment of the southern section is complicated as it is based on minimising impacts on the trees. It is therefore not solely located on one side or the other of the existing road pavement. Three bridges need to be widened and upgraded and a new bridge needs to be constructed for the road duplication. A number of intersections will be upgraded to include traffic signals. The existing road pavement is in poor condition with many maintenance patches having come to the end of its design life. Staging construction of the southern section of the duplication and the numerous temporary tie-ins this would require would therefore require significant complicated redesign, and would result in considerable areas of construction work that would become redundant when the full road duplication design was constructed.

However, a staging option would be to progress construction of the southern section of Athllon Drive duplication first. Design and approvals of this section of the project is approximately 12 months ahead of the northern section. Additionally, the land release adjacent to Athllon Drive near Phillip is now likely to occur in 2028/29, having been delayed by 2-3 years whilst some of the planning and rezoning associated with the Southern Gateway is progressed. For this reason, the construction funding being sought in this Business Case is for the southern section, with advice on the required provision being provided for construction of the northern section.

6. Project Scope

Key messages

- Seeking construction funding for the southern section of the Athllon Drive duplication project, largely based on the release of the ACT and Commonwealth funding provisions
- Upon completion of design, to engage a site management team and construction contractor to provide value for money delivery through an open tender process for construction of the southern section of the Athllon Drive duplication project
- Enabling works are being constructed now for the southern section of the Athllon Drive project to expedite and make safer the main construction works

6.1 Scope of works

This Business Case seeks construction funding for the southern section of the Athllon Drive duplication project, based on the release of the ACT and Commonwealth funding provisions. It also provides advice on the cost for construction of the northern section of the Athllon Drive duplication project which is currently at the draft preliminary sketch plan stage.

In addition to duplicating the southern section of Athllon Drive to provide 2 lanes in both directions, construction of this project would deliver the following features:

- A new underpass to provide a free-flowing active travel route via the C4 walking and cycling path under Sulwood Drive.
- Part-time traffic lights on the Athllon Drive/Sulwood Drive roundabout to improve traffic flow.
- New bus stops in the vicinity of the underpasses between the Sulwood Drive and Langdon Avenue/Atkins Street intersections to improve public transport access.
- New traffic lights at the Athllon Drive/Langdon Avenue/Atkins Street intersection.
- The southbound Park and Ride bus stop will be rebuilt on the new duplicated carriageway, and the northbound stop will be retained.
- New traffic lights at the Athllon Drive/Vosper Street and Athllon Drive/Fincham Crescent intersections.
- Widening and upgrade of existing underpass bridges and construction of a new bridge for the duplicated carriageway.
- Improvements to the C4 walking and cycling path and connecting paths.
- Water quality measures to reduce pollution from water run-off from Athllon Drive to Lake Tuggeranong.

6.2 Scope of services

The scope of services for this project will be to engage a suitably experienced, appropriately resourced and prequalified construction contractor to provide value for money delivery through an open tender process for construction of the southern section of the Athllon Drive duplication project. The tenders will be publicly advertised on the TendersACT website. The contractor will undertake the works outlined in the project brief and Request for Tender (RFT) documentation. It is anticipated that this will be a GC21 contract.

Prequalified and experienced consultants will also be engaged via an open tender process to provide site management team (including PAP) services. This will be advertised through a public tender process.

6.3 Project interdependencies

Construction of the southern section of the Athllon Drive duplication project will affect and depend on the following other projects:

- 1) The Sulwood Drive shared path project is currently being constructed. The extent of these works abuts the northern end of the southern section of the Athllon Drive project site at the Sulwood Drive intersection, including the Sulwood Drive pedestrian underpass. However, construction of the Sulwood Drive shared path is anticipated to be complete in early 2025. These two construction projects will therefore not overlap and no coordination will be required.
- 2) Two packages of enabling works are being constructed for the southern section of the Athllon Drive project. These construction works are progressing now to expedite delivery of the main construction project. These active travel improvements and utility services relocations will also improve safety for path users and workers during the stages of the main construction works, mitigate the impact to the travelling public during the main works and enable more appropriate risk management and mitigation, as well as improved temporary traffic management arrangements during the main construction works. The first package of these works is largely complete with the widened section of path reopened to the public prior to Christmas and the path lighting to be completed in early 2025. The superintendency package for the second package of enabling works is currently out to tender and closes on 30 January, and the construction works will be tendered in January 2025. Construction of package 2 is anticipated to commence in early 2025 and will be complete prior to the main construction works commencing.

7. Risk Analysis

Key messages

- A Health Safety in Design (HSiD) workshop has been held for the project
- Risk registers are being maintained as part of the main design work and also as part of the design IS Essentials sustainability rating
- A copy of the current Risk Management Register is attached
- A major key risk to this project is funding, particularly for the design of the Sulwood Drive underpass structure
- Delaying progress on this element of the design will negatively impact on the overall program because construction of the Sulwood Drive underpass is assumed to be part of the first stage of the main construction works

7.1 Risk analysis process

Project risks are being considered during every phase of this project. They were identified during the concept design and continue to be identified during the current detail design and environmental and planning approval phase of the project. Environmental and climate change risks have been taken into consideration as part of the design, and also in the IS Essentials sustainability rating being developed for this project. The project team will also consider and identify risks to the project associated with the construction procurement processes. This will build on the risk plan that was developed during the enabling works procurement process.

Government stakeholders have been involved in many discussions during the detail design process including undertaking design reviews, attending design workshops and participating in the Health Safety in Design (HSiD) workshop. The HSiD workshop was held prior to the draft Preliminary Sketch Plan workshop and involved identifying and considering project risks associated with the construction, operations, maintenance and demolition phases of this road duplication project. This risk register has continued to be updated and developed as the detail design for the project has been progressed, and is therefore a live document that includes all risks identified for the project. A copy of the current Risk Management Register for the design of the southern section of the Athllon Drive duplication is attached as **Appendix D**.

On a quarterly basis as part of the process to prepare the documentation for the design IS Essentials sustainability rating the sustainability risks (including Climate Change and Natural Hazard Risks) and opportunities are reviewed. These risks and opportunities are formally reported on in each Quarterly Sustainability Report (IS Management Report) for the project. This report includes the action items that need to be attended to and resolved to progress the project's IS rating as well as documenting any agreed revisions to the sustainability credits and SMART targets.

The risk registers developed during the design phase of the project, including the Health Safety in Design workshop, are passed on to the construction contractor as part of the tender documentation. The contractor will further explore and develop this as part of their construction methodology and also with the project team at the construction start up workshop.

This multistage process allows all current, anticipated and emerging risks to be identified, assessed, allocated, resolved (if possible) and monitored during the lifecycle of the project.

The key design risks for the project are outlined below.

[illegible]

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Risk	Resolved?	Notes
[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED]	[REDACTED] [REDACTED] [REDACTED]
[REDACTED]	[REDACTED]	[REDACTED] [REDACTED]
[REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED]	[REDACTED] [REDACTED] [REDACTED]
[REDACTED] [REDACTED]	[REDACTED]	[REDACTED] [REDACTED]
[REDACTED]	[REDACTED]	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED]	[REDACTED] [REDACTED]

A number of construction phase risks and opportunities have been identified by the design team. The risk registers will therefore be included in the tender documentation to ensure all construction contractors are made fully aware of them. The risks identified in association with the construction procurement processes are expected to result in a Probity Advisor being appointed for these procurement processes for the project. An industry briefing will also be held for the construction and site management tenders to ensure all potential tenderers are fully aware of the scope and requirements of the project, as well as the project risks. This will be very important as the staging of the project is complicated, it is expected there will be conditions of the heritage, environmental and planning approvals that will need to be well understood and this will be the first road construction phase project in the ACT that will be working to obtain an as-built IS rating (based on the verified design rating).

[REDACTED]

[REDACTED]

[REDACTED]

This construction business case is seeking more funding than the existing ACT plus Commonwealth provisions to address these increased costs as detailed above. Further, the road duplication has a complicated alignment as it is based on minimising impacts on the trees. It is therefore not solely located on one side or the other of the existing road pavement. Also, for the road duplication three bridges need to be widened and upgraded plus a new bridge needs to be constructed. Several intersections are being upgraded to include traffic signals. The existing road pavement is in poor condition with many maintenance patches and is at the end of its design life, the design therefore includes rehabilitation of most of the existing pavement. Staging construction of the southern section of the duplication (i.e. delivering in separate sections to stay within the current provision) and the numerous temporary tie-ins would therefore require significant complicated and expensive redesign work and would result in considerable areas of construction work that would become redundant when the full road duplication design was constructed. The funds sought in addition to the provisioned amount will address these additional costs.

8. Delivery Model Analysis

Key messages

- The best delivery model for the Athllon Drive duplication project was decided when the detail design funding for the project was obtained in the 2020-21 ACT Budget
- A detail design then construction delivery model was the lowest risk and best value for money approach for the Territory
- The delivery model for the separate construction phase of the project is to engage both a construction contractor and site management team including Principal's Authorised Person (PAP) via an open, public tender process

8.1 Overview of delivery model assessment process

The delivery model assessment has been undertaken. Decisions about the best delivery model for the Athllon Drive duplication project were made in January 2020 when the Business Case was being prepared seeking the detail design funding for the project in the 2020-21 ACT Budget. At that time, it was decided that a detail design then construction delivery model was the lowest risk and best value for money approach for the Territory.

A decision was made in 2024 to progress enabling works for the southern section, in advance of the main construction works. This decision was documented in the Business Case that obtained funding for these works in the 2024-25 ACT Budget, noting that these works were jointly funded with the Commonwealth. Delivering enabling construction works was considered important to mitigate some of the potential and significant risks in the main construction package, thereby reducing the risk associated with the main construction works. Potential main construction tenderers would then be able to reduce contingency and best value for money could be achieved by the Territory. This was particularly important considering the availability of appropriately prequalified contractors and the volatility of the construction market post covid, including the higher market costs being experienced.

8.2 Project delivery model

Detail design and the environmental and planning approval processes for the duplication of Athllon Drive are a separate phase of the project and are currently in progress with a consultant engaged to deliver this work for the Territory. This consultant's engagement includes the preparation of the tender drawings, bill of quantities and technical exception clauses for inclusion in the construction contract. This consultant will also prepare the construction drawing set, and respond to RFI during the construction works.

Construction of enabling works for the southern section of the project is currently in progress during the final stages of design for this section of the project. A contractor and superintendent are being engaged to undertake two separate packages of enabling works which will be completed before the main construction works commence.

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The delivery model for the separate construction phase of the project is to engage both a construction contractor and site management team including Principal's Authorised Person (PAP) via an open, public tender process.

9. Financial Analysis

Key messages

- A P90 pre-Draft DR construction cost estimate has been prepared by the Quantity Surveyor in the project's design team.
- The current estimated total construction budget required is [REDACTED]
- The requested funds for construction delivery are for release of the provisioned funds only. Further work is required to confirm the construction cost and required contingency.
- The quantum of the contingency allowance will be informed by the William Hovell Drive construction tender.
- The ACT and Commonwealth funding provisions of \$39.862m and \$42.362m respectively (totalling \$82.224m) are being sought to be released.
- A future Business Case may be required to seek further construction funds to support delivery of the southern section construction and for the northern section delivery.

9.1 Estimated project capital cost

A construction estimate has been prepared by the Quantity Surveyor in the project's design team. This is a P90 pre Draft DR (i.e. final design) cost estimate which is included as [Appendix E](#).

Additional allowances have been added for the site management team fees, authorities fees and [REDACTED] overheads (being internal staff costs, training levy, insurance and an allowance for a Probity Advisor and communications activities). The cost estimate is as outlined below.

However, this Business Case requests release of the existing provisioned funds only to support construction tendering. Further confidence in the costings is required to support a request for additional funds, if required to support delivery of construction of the southern section.

Table 2: Project Cost Estimate

Cost item	Current Project Cost estimate (\$million)
Capital costs	
Total Construction Estimate	[REDACTED]
Contingency	[REDACTED]
Site management team	[REDACTED]
Authorities' fees	[REDACTED]
Total nominal capital costs	[REDACTED]
TCCS Project Management fee (5%)	[REDACTED]
Insurance fees (1%)	[REDACTED]

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ID training Levy (0.2%)	
Communications activities (0.455%)	
Total estimated capital funds required	
ICBR Fees (4%)	
Total estimated project capital cost	

9.2 Whole-of-life cashflows

The completed road construction will be depreciated at 2% per annum after completion of construction, giving the arterial road an economic life of 75 years. The depreciation for this project is therefore \$1.096m per annum.

In the first year after completion of construction the project is in the post-completion maintenance period, as such no allowance is made for routine maintenance. In the second year a nominal allowance is made and in the years thereafter an allowance of is made for routine maintenance.

The built road and related infrastructure will be a TCCS asset managed by the Roads ACT asset management system and will not result in the requirement for additional maintenance staff or equipment. The duplicated road will not generate any revenue.

9.3 Project contingency

The requested budget includes a contingency totalling . This is because the structural design for the Sulwood Drive underpass is currently not as progressed as the rest of the design. As no road duplication construction projects have been tendered in the ACT post-covid which is resulting in some additional cost uncertainty for the project. For this reason, the quantum of the contingency allowance should be reviewed after the William Hovell Drive construction tender closes in late January and those construction tender prices become available. The pricing on this project will provide a picture of the current market to check the cost estimate against. The contingency should also be reviewed after the Sulwood Drive underpass design is complete, which is when a full DR cost estimate will be available.

The other element of this costing which is a risk is cost escalation. It is advised that there could be up to a 3% cost increase per annum if the construction stage is not tendered in 2025. The cost estimates are provided in today's costs because this project is planned to go to construction tender in 2025.

9.4 Budget implications

The summary of budget impacts is included in **Table 6** above. This table outlines the capital impacts, expense impacts and staffing impacts. It should be noted that no additional FTEs are anticipated to be required for this project. If the staffing costs are not funded under this business case there will not be sufficient resources within ICBR to deliver the project.

9.5 Funding and financing strategy

The 2020/21 Interim Supply Bill included detail design funding for Athllon Drive duplication and a construction provision of \$73.95m. The 2022-23 Commonwealth Budget National Partnership Agreement Schedule included \$46.665m funding for the construction of Athllon Drive duplication. In mid-2024 Treasury and TCCS Finance agreed to reduce the ACT Budget provision to \$46.665m to match the Commonwealth funding. A total of \$82.224m in provisioned funding is therefore currently available for the construction of the Athllon Drive duplication project, the total of which this Business Case is seeking to have released for construction of the southern section. Noting that a portion of the provision was released previously to support the enabling works for the southern section.

This provision funding(\$million) is as outlined below.

	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000	2029-30 \$'000	Total \$'000
Capital funding required (excl iCBR fees)	9.615	33.374	36.070			79.064
iCBR fees (4%)	0.385	1.336	1.444			3.160
Total Project costs	10.000	34.710	37.514			82.224
Capital Offset - Existing ACT Budget provision	(5.013)	(16.885)	(17.964)	0	0	(39.862)
Capital Offset - Existing Commonwealth provision	(4.987)	(17.825)	(19.550)	0	0	(42.362)
Net capital	0	0	0	0	0	0
Expense impacts						
Repairs and Maintenance						
Depreciation				1,096	1,096	2,192
Net Expense	0	0	0			

9.6 Assumptions

The financial analysis is based on the pre-draft DR (i.e. final design) bill of quantities, which has been measured off the design drawings. It is a P90 cost estimate which is a risk-based approach that has been applied by the Quantity Surveyor. As noted in section 9.3 above a contingency has been added as well as other delivery costs which are outlined in section 9.1 and [Appendix E](#).

9.7 Future provision

This Business Case notes there may be future requirement for future funds for construction of the northern section between Shea Street and Melrose Drive. This section of the project is about 12

months behind the southern section in the design and approvals process a preliminary P90 cost estimate has been prepared by the Quantity Surveyor to estimate the quantum of the required funds to construct the northern section of this project for advice to Government within this Business Case.

The P90 cost estimate for the northern section is [REDACTED]. This includes the site management team fees, plus authorities fees and charges, and 5% client project management fees. An additional 7% needs to be added to cover the remainder of the overheads, this includes the 4% iCBR fee, training levy, insurance, Probity Advisor and communications activities. **Therefore the total construction budget estimate for the northern section is \$82.225m.** However, it should be noted that this is in 2025 dollars and no allowance has been made for escalation which is nominally 3% cost increase per annum. A future Business Case will be required to seek these funds for delivery of construction of the northern section. In parallel Commonwealth funding will also be sought.

If detail design and the environmental and planning approvals for the northern section of Athllon Drive duplication continue to progress as planned final design and the approvals will be complete in late 2026. However, the land release adjacent to Athllon Drive is now likely to occur in 2028/29, having been delayed by up to 2 years whilst some of the planning and rezoning associated with the Southern Gateway is progressed.

Construction of the northern section of Athllon Drive duplication could be programmed to match this timing. Noting that construction of the southern section of the Athllon Drive duplication is anticipated to be complete in 2029 not undertaking these two construction contracts at the same time would reduce the impacts on travellers between Tuggeranong and Woden, which could be seen as a good outcome by the community. This slightly delayed timing for the construction of the northern section of the Athllon Drive duplication would also spread the construction funding requirements for this project.

10. Economic Appraisal

Key messages

- Duplication of Athllon Drive will reduce congestion and increase safety
- Congestion results in costs to the community due to travel time delays
- 910 crashes having occurred in the seven years between January 2013 and December 2019 on Athllon Drive between Hindmarsh Drive and Drakeford Drive
- More than half of these crashes were rear-end collisions, which is a strong indicator of congestion related issues on a road
- In May 2024 there was also a fatality on the southern section of Athllon Drive due to an errant vehicle crossing the median and colliding with an on-coming vehicle - duplication will prevent this type of accident from being able to occur again
- Part-time signals are planned at the Sulwood Drive intersection to improve it's performance

10.1 Project Case

In the 2020/21 Interim Supply Bill which funded the detail design of this project the Project Case was to build the duplication of the unduplicated sections of Athllon Drive. This included the southern section between Sulwood Drive and Drakeford Drive which will deliver the highest net benefit to the ACT community, and more specifically to the Tuggeranong community, on the basis of reduced congestion and increased safety.

10.2 Benefits

Athllon Drive is a busy arterial road with two rapid bus routes, cyclists and nearly 2,000 vehicles using the road every hour during peak periods. The developments in Greenway and around Woden are generating additional demand within this arterial transport corridor. Future development in and around Athllon Drive is also identified in the Woden and Tuggeranong District Strategies. The residents who move into these areas of urban infill in the future will also generate additional demand within this arterial transport corridor. In their Economic Assessments Transport for New South Wales use a value-of-time parameter ranging between \$17/hr to \$57/hr in 2020, thus congestion results in large economic losses to the community because of travel time delays.

The unduplicated sections of Athllon Drive result in congestion, travel time delays and reduced safety and amenity in the area. Evidenced by a total of 910 crashes having occurred in the seven years between January 2013 and December 2019 on Athllon Drive between Hindmarsh Drive and Drakeford Drive. More than half of these crashes were rear-end, a strong indicator of congestion related issues on a road. In May 2024 there was also a fatality on the southern section of Athllon Drive at an uncontrolled intersection. The traffic studies undertaken as part of the detail design for this section of Athllon Drive duplication show a Level of Service F by 2041 with a queue length of up to 1,370m on one leg at the Sulwood Drive roundabout if no improvements are constructed. Part-time signals are therefore planned at this intersection to improve it's performance.

11. Project Governance

Key messages

- A Project Control Group or Steering Committee would be established for the construction phase of this project
- This will include key Government stakeholders and agencies
- Fortnightly site meetings will be held with the contractor and site management team as well as a weekly site walk
- Civil assets will be inspected by the asset owners before they are determined to be complete and landscape assets will have two inspections with the asset owners (consolidation and hand over)

11.1 Project governance structure

The Athllon Drive duplication project will be delivered by iCBR in an appropriated model, with TCCS (Roads ACT) being the ultimate asset owner and manager. The governance structure for the construction phase of this project will be established by iCBR.

- ICBR are establishing governance structures to support delivery of projects that now sit with their Directorate for delivery on behalf of the asset owner. This will likely include Boards under relevant stream with representation from the relevant Directorate and Project Sponsor. There will then be further structures to support project delivery input and decision making on the project. Roads ACT – asset requirements and TTMs;
- Transport Canberra Operations - asset requirements and operational bus requirements during construction;
- City Management and Urban Treescapes – asset requirements;
- EPSDD, EPA, PACS and ACT Heritage - project approval construction requirements
- Treasury – project funding; and EPSDD (including SLA) – land development and planning.

There will be regular project/ site/ construction meetings to be established in accordance with project phase.

The construction and site management team's contracts will also include Contractual Authorities for the PAP who is managing the contract on behalf of the Territory.

The new civil assets will be inspected by the asset owners before they are determined to have achieved defect free completion (operational acceptance and final acceptance).. The soft and hard landscape assets will have two inspections with the asset owners (consolidation and acceptance), the first being when they are placed onto consolidation and the second when the consolidation period is complete, and they are being handed over.

12. Stakeholder Engagement Plan

Key messages

- The project has two webpages - TCCS and Built for CBR (these may transition to an ICBR webpage)
- A list of stakeholder email addresses has been compiled
- A copy of the Communications Plan is attached
- Community engagement, including two drop-in style public information sessions, have occurred – a copy of the Engagement Report is attached
- DA and Works Approval applications will be publicly notified
- Signage and fence wrap designs have been approved for use by the Commonwealth

12.1 Stakeholder identification

Community engagement has occurred for the preliminary design of the southern section of Athllon Drive duplication. The DA and Works Approval applications that are being lodged in early February 2025 will also have been publicly notified as per EPSDD and the NCA's requirements.

Liaison and communication with businesses, community and interest groups who are involved in activities adjacent to the project site will be part of the requirements for the construction phase of this project. Communications with members of the public will be required.

The iCBR Communications Team will coordinate and manage all of the ACT Government's community and stakeholder liaison and communications activities during the construction phase of the project. The contractor will liaise directly with members of the community and the project's stakeholders for day-to-day construction related matters. The contractor will also need to liaise with sensitive receptors in relation to the noise and vibration monitoring required for the project's IS rating, in addition to residents likely to be immediately affected by different phases of the construction works. Notification of traffic switches, and any out of hours and weekend works that is required (ie activities that directly impact on the broader community) will be communicated to the community and project stakeholders via the iCBR Communications Team.

Signage and fence wrap designs have already been prepared by TCCS Communications and approved by Commonwealth for use during construction of this project's enabling works. The project signs that were erected in 2019/20 were updated in September 2024, and now also include the Commonwealth logo.

12.2 Outcome of stakeholder engagement to date

Community engagement sessions were held in May 2024 to discuss the preliminary design for this project with the community.

A range of stakeholders were engaged with, including:

- Kambah and Wanniasa residents
- Pedal Power
- Public Transport Association of Canberra
- Tuggeranong Community Council

- Woden Valley Community Council.

In May 2024, a letter was distributed to around 4,000 households in the suburbs of Kambah and Wanniassa neighbouring the southern section of Athllon Drive and an email was sent to around 50 stakeholders to update them about the project. Two face-to-face drop-in information sessions were also held in May 2024.

The Athllon Drive duplication (southern section) Engagement Report is attached as **Appendix F**. This report summarises the community engagement undertaken for the preliminary design. Overall stakeholders and community members expressed support for the duplication of the southern section of Athllon Drive. They saw benefits in providing increased capacity and improving safety on Athllon Drive, and noted a fatal head-on collision had occurred on this section of the road on Friday 24 May 2024. Concerns were raised by some members of the community about the number of intersections proposed to have traffic lights installed. There was a larger proportion, however, who supported these changes with some strongly supporting the increased safety and improved access for vehicles utilising these intersections, and improved pedestrian safety and access, which traffic lights would provide at these intersections. A table in the Engagement Report outlines detailed feedback received during the engagement and the ACT Government's response, noting that the issues raised related to project delivery, intersection treatments, active travel and public transport.

12.3 Communication Strategy

The Communications Plan developed for this project by TCCS Communications team is attached as **Appendix G**. In the future it is likely the iCBR Communications team will review and update this document so that it reflects their procedures and processes when they take over this aspect of the project. This may also affect the Ministerial requirements in relation to some communications activities, including via social media.

The project has a webpage on the City Services website <https://www.cityservices.act.gov.au/Infrastructure-Projects/tuggeranong/athllon-drive> as well as the Built for CBR website <https://www.builtforcbr.act.gov.au/projects/transport/athllon-drive-duplication>.

13. Advisor Engagement Plan

Key messages

- A consultant team is undertaking the technical design and engineering work for this project – this team includes environmental, heritage, planning and sustainability rating specialists
- Prior to calling the construction tender a Probity Advisor is likely to be engaged
- IDP are currently the delivery partners working with TCCS on this project, but this project is transferring to iCBR as determined under the Administrative Arrangements 2024 (No 1).

13.1 Technical design and engineering

The project is currently being project managed by TCCS staff in the Land Release Civil team, this team will transfer into iCBR as determined under the Administrative Arrangements 2024 (No 1). iCBR will continue delivery of the project retaining detailed project knowledge and ensuring continuity of delivery.

A consultant team has been engaged to undertake the technical design and engineering work for this project. This team includes civil and structural designers and peer reviewers, a Road Safety Auditor, landscape designers, environmental, heritage, planning and sustainability rating specialists. The consultant team also includes a quantity surveyor to prepare the P50/P90 cost estimates.

Technical design reviews for the project are being undertaken by TCCS staff including those in the Land Release Infrastructure team and stakeholders in Roads ACT, including the Director of Roads ACT. Design approval for this project is anticipated to be granted by TCCS based on these design reviews.

13.2 Probity

Prior to calling the construction tender consideration will be given to the Project engaging a dedicated external Probity Advisor to provide legal advice and guidance, particularly during the tender processes. The project will also be seeking feedback and endorsement from the Government Procurement Board.

13.3 Legal

To date no legal advice has been required for this project. If this is required it would initially be sought from the iCBR legal team, who may refer them to GSO. The transfer of this project and the project team into iCBR will change these arrangements with matters being referred initially within iCBR and GSO legal support, where required..

13.4 Financial, commercial and procurement

iCBR will be responsible for all aspects of the project . iCBR will provide financial, commercial, procurement and contract management support. As directed under the Administrative Arrangements 2024 (No 1), the project will transfer to iCBR. The delivery model will change to become an appropriated model, with TCCS (Roads ACT) as the the project sponsor

13.5 Environment and sustainability

The design consultant team includes environmental, heritage, planning and sustainability rating specialists. They are working with the project team in TCCS to prepare and lodge the environmental,

heritage and planning approvals. The sustainability rating specialists are working with the project team in TCCS to prepare and lodge the design phase IS Essentials documentation for verification. The project team in TCCS have also reached out to the light rail sustainability team to gain learning from their experiences with the IS rating processes.

Once a construction contractor is engaged they will have project specific environmental, heritage and planning approval requirements to meet to ensure the project meets the conditions of these approvals. They will also have responsibility to progress and obtain the as-built sustainability rating for the project, with documentation and evidence provided by the design consultant and support from the site management team and ACT Government project team as registrants.

13.6 Stakeholder Management and Communication

The stakeholder management processes and roles for this project are outlined in section 12 above.

14. Timeline

Key messages

- A copy of the project timeline is attached – this includes some float
- The construction funding will enable the procurement processes to start for construction of the project
- The Tuggeranong community want and support the duplication of Athllon Drive which has been a commitment through 3 election cycles
- Construction of the project needs to receive all of the requested funding to avoid project having to be rescoped and/or redesigned before the construction phase of the project is able to commence as it is not possible to stage

14.1 Project timeline

A copy of the project timeline is attached as **Appendix H**, with the key milestones and anticipated timeframes outlined below.

Table 3: Implementation milestones and timeframes – these dates are indicative

Milestones	Date to be completed
DA and Works Approval applications to be lodged	February 2025
Construction funding announced in 2025/26	June 2025
Final design completed	August 2025
DA and Works Approval expected to be received	June to August 2025
Site management team (including PAP) tender	August – September 2025
Construction tender	September 2025
Award site management team tender	November 2025
Award construction tender	December 2025 – January 2026
Construction commences on site (timing dependent on site approvals etc)	February – April 2026
Construction completion	May 2029
End of post-completion maintenance period and landscape handover	May 2030
Final completion date	May 2030

14.2 Project decision points

The construction funding being sought in the 2026/26 ACT Budget (including release of the ACT and Commonwealth provisions) will enable the procurement processes to start for construction of the southern section of the Athllon Drive duplication project.

This includes:

- a presentation to the GPB
- finalisation of tender documents
- the approach to market for the site management team and the contractor
- receipt of tenders

After tenders have closed the project's construction phase costs will be able to be determined with certainty, at which time the Territory will have some reassurance that the project's funding is sufficient. After this critical step construction works will be able to commence.

14.3 Recommended float and project timeline risks, dependencies and constraints

The timeline for this Project identifies the Project's anticipated timeframes, with the future construction works being subject to funding.

These timeframes allow:

- an additional 3 months to resolve the DA and Works Approval, beyond the statutory timeframes – which reduces the risk of not having received these approvals by the time the project is anticipated to be tendered for construction
- the recommended 6 week period between the GPB meeting and calling tenders – this will enable any actions to occur that may be recommended by the GPB before the time the project is anticipated to be tendered for construction
- a full two months to assess the construction tenders - this is more than the standard 20 working days because this will be a large complex tender and it is also anticipated to close in November which is very close to the December shut down period.
- a slow start to the construction contract - a number of approvals will be required to be in place (including an approved CEMP, TTMs and a public land use licence) prior to the contractor being able to be granted Possession of Site. This can take up to 3 months which has been allowed in the project timeline outlined above.

14.4 Project deadlines

The duplication of the southern section of Athllon Drive will provide the community with safe, reliable and high-quality transport infrastructure. There is an urgency to complete the Athllon Drive Duplication project to reduce congestion and increase safety. The duplication will significantly reduce both minor and major vehicle crashes along this section of road, the vicinity of which experienced two fatal accidents in 2024. The fatality that occurred in the southern section of the Athllon Drive project in May 2024 involved an errant vehicle crossing the median, which Roads ACT advised was preventable if this section of Athllon Drive had already been duplicated.

The Tuggeranong community want and support the duplication of Athllon Drive. At the public engagement sessions in May 2024 the community raised concerns about the time it has taken to get the project to that point, noting that project signs announcing the project is commencing had been up for over 4 years at that time. The community noted that the Athllon Drive duplication project has been an election commitment through three election cycles since 2016. Delivering the project now is therefore a deadline for the local community.

14.5 Project timeline assumptions

The most critical assumption in relation to the timeframe as outlined is that the construction of the southern section of the Athllon Drive duplication project receives all of the funding as requested in this Business Case and the project therefore does not need to be rescoped and/or redesigned before the construction phase of the project is able to commence.

The construction timeframe assumes that the required subcontractors will be readily available to undertake the bridge construction works on this project, because the bridge widening and works to construct two new bridge structures are time critical with the staging and traffic switches based around the timing of these works.

Appendices

Appendix A -	2020/21 detail design Business Case
Appendix B -	Investment Logic Map
Appendix C -	Wellbeing Impact Assessment
Appendix D -	Risk Management Register
Appendix E -	Cost Estimate
Appendix F -	Engagement Report
Appendix G -	Communications Plan
Appendix H -	Project Timeline



ACT
Government

Single Assessment Framework (SAF)

Business Case

Tier 1 (over \$50 million or High Risk)

Tier 2 (\$10 million to \$50 million)

Project Name:	Athllon Dr duplication – detail design and construction (TCCS-3)
Total Project Value (estimated):	\$79,870,000
Capital Appropriation Requested in 2021/21:	\$5,220,000
Project Stage:	Detail design <i>(and construction provision)</i>
Project Value:	\$5,220,000 <i>(and \$73,950,000 provision)</i>
Risk Assessment (high/med/low):	Medium
Proposed Delivery Model:	Open Tender IDPG Procurement
Requesting Directorate:	TCCS
Requesting Minister:	Chris Steel
Business Case Advisors:	Nil

NOTE: This template should be completed using the accompanying SAF Business Case Guidance Notes.

Contact Officers

Contact Officer, Requesting Directorate

Reviewing Officer, Infrastructure Delivery Partners Group (IDPG):

Reviewing Officer, Treasury:

Julie Pearson LRI / TCCS
Michael McGrath LRI / TCCS

Sign Offs

Requesting Directorate:

Document in order to proceed

Infrastructure Delivery Partners Group (IDPG):

Document in order to proceed – IDPG Sign-offs complete

Treasury:

Document in order to proceed – CMTEDD Sign-offs complete

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1. Executive Summary

Athllon Drive is an arterial road extending from Woden Town Centre, past Mawson Group Centre, to Tuggeranong Town Centre. Some sections of the road are duplicated, while others are still only a single carriageway. The design of Athllon Drive duplication was included in two 2017 election commitments (EC LAB 058-1 and EC LAB 057) and this design work therefore needs to continue to be progressed before the next ACT election in October 2020. The 2019/20 budget included funding for an infrastructure study to support land release adjacent to Athllon Drive and a concept design of duplication of the unduplicated sections of Athllon Drive. This work is underway and is being progressed by TCCS. This Business Case therefore seeks funding to continue this project by undertaking the detail design of Athllon Drive, for both the northern and southern sections. It also seeks a construction funding provision. This funding requirement will be confirmed as part of the P50/P90 project costings process during the detail design and the construction funding will therefore be the subject of a future budget bid.

NORTHERN SECTION

The northern section of Athllon Drive that is unduplicated is adjacent to the suburb of Phillip, to the south of Hindmarsh Dr. Recent Master Plans for the Woden Town Centre and Mawson Group Centre have been progressed to Territory Plan Variations (V). V344 being the Woden Town Centre zone changes and amendments to the Phillip precinct map and code which was approved and commenced on 31 August 2018. V345 includes the zone changes within Mawson and amendments to the Mawson precinct map and code particularly at Mawson Group Centre which was approved and commenced on 31 May 2019. These planning changes include identifying opportunities for development adjacent to the unduplicated section of the Athllon Drive corridor.

V344 for Woden Town Centre includes development in the Athllon Drive corridor from Hindmarsh Drive to Parramatta Street/Power St which will rezone the area to High Density residential. The Mawson Group Centre V345 includes the Athllon Dr corridor from Parramatta St/Power St to Melrose Dr which will rezone areas to include High Density residential adjacent to Athllon Drive, and also rezones blocks adjacent to Athllon Drive on both sides of Mawson Drive (including adjacent to and within the Mawson Group Centre). This sets the framework for future development in this area, enabling transit oriented development along the corridor being located close to public transport stops.

Land release in the Athllon Drive road corridor is identified in the ACT indicative Land Release Program with 300 residential dwellings in 2021/22, and a further 280 residential dwellings in 2022/23. Issues have been identified by EPSDD, SLA and TCCS in earlier studies in this area due to the road corridor being unduplicated, and infrastructure and flooding constraints. These are being investigated in the current infrastructure study and concept design which TCCS are progressing. This includes consideration of a fully duplicated Athllon Drive and provision for future light rail (including stops) along Athllon Drive which is an Inter-Town Public Transport route and has been identified as a future light rail corridor in the Light Rail Master Plan. This investigation and duplication design must be progressed and the related issues resolved prior to land release occurring in this area. Development should therefore not occur that impinges upon and constrains current and future transport, utility services or Yarralumla Creek's infrastructure requirements in this road corridor in the future.

Not funding this project will delay land release in the Athllon Drive road corridor which is identified in the ACT indicative Land Release Program with 300 residential dwellings in 2021/22, and a further 280 residential dwellings in 2022/23. It will also delay any associated infrastructure upgrades required to support this land release. Additionally, it will delay the duplication of Athllon Drive which is required to ease congestion, manage traffic growth and improve safety and sustainability. Not undertaking these works would prevent delivery of land release revenue to the ACT Government and result in increased congestion along this road corridor. This will impact all road users, increasing travel times and reducing safety and amenity (including ride quality and pavement life) as well as detracting from the efficient use of the existing public transport system due to travel time delays.

SOUTHERN SECTION

The southern section of Athllon Drive that is unduplicated is between Sulwood Drive and Drakeford Drive. Request have been received by Government to improve safety for cyclists and pedestrians using Athllon Drive at the Sulwood Drive crossing. This is being considered as part of the duplication design.

The duplication concept design which TCCS are progressing includes consideration of a fully duplicated Athllon Drive and provision for future light rail (including stops) along Athllon Drive which is an Inter-Town Public Transport route and has been identified as a future light rail corridor in the Light Rail Master Plan. This investigation and duplication design must be progressed and the related issues resolved to reduce congestion and improve safety in the area.

Not funding this project will delay the upgrade and duplication of Athllon Drive. The duplication of Athllon Drive is required to ease congestion, manage traffic growth and improve safety and sustainability. Not undertaking these works would result in increased congestion along this road corridor. This will impact all road users, increasing travel times and reducing safety and amenity (including ride quality and pavement life) as well as detracting from the efficient use of the existing public transport system due to travel time delays.

1.1 Statement of Need

This project is detailed design for the duplication of the unduplicated sections of Athllon Drive. This detail design will include duplication of a 0.6km section from Shea Street to Melrose Drive adjacent to the suburb of Phillip (the northern section) and the 2.4km section of Athllon Drive between Sulwood Drive and Drakeford Drive (the southern section).

Traffic volumes are increasing on Athllon Drive, in recent years due to the development of Greenway. The new 2019 bus network also includes two all day rapid routes along Athllon Drive. Investment must therefore be made on the road network in order to ensure the safety of all road users as well as to ease congestion which in turn has economic, social, environmental and health benefits for the ACT community.

The two 2017 Election Commitments that relate to this detail design are:

- a. EC LAB 058-1 which included design of Athllon Drive duplication; and
- b. EC LAB 057 which was duplication of Athllon Drive between Sulwood Drive and Drakeford Drive.

1.2 Delivery Model

This project is the continuation of the infrastructure study for the Athllon Drive road corridor and concept design for duplication of the unduplicated sections of Athllon Drive which were funded in the 2019-20 Budget. It is the detail design process which will develop the design to construction tender drawings and documentation stage. It will also include the P50/P90 costing process which will determine more accurate construction costings for the project. Following this the final phase of the project would be construction delivery.

Consideration has been given during the concept design as to whether this would be a suitable project for a design and construct delivery model. However there are too many risks in the project which need to be explored and detailed during the design including utility service requirements, planning approvals, design of underpass structures, design of temporary traffic management measures to enable construction under traffic etc that result in this project requiring a separate detail design phase.

The delivery of the detail design will be through an open tender process facilitated by Infrastructure Delivery Partners Group (IDPG).

1.3 Funding Approval Sought

1.3.1. Type of funding sought

- | |
|---|
| ☐ Feasibility*
☐ Concept design
☒ Detailed design (note only where D+C has been justified)
☐ Full Business Case
☐ Delivery/Construction |
|---|

*regardless of dollar value of the feasibility funding being sought, it is the estimated total value of the project which guides which Tier the project is considered under.

Funding for this proposal is \$5.22m for detail design, following funding of the concept design in the 2019-20 Budget. Provision for the \$73.95m construction funding is being sought as part of this business case, however future construction funding will be sought as a separate budget bid, once the project costings are confirmed during detail design.

1.3.2. Cost Estimate

Detail design would be \$5.22m over two financial years (\$2.5m in 2020/21 and \$2.72m in 2021/22) for both sections, being \$2.12m for the northern section and \$3.1m for the southern section.

This is based on the total design cost being 6% or more of the estimated construction cost depending on the level of complication. This detail design is more

complicated and therefore more costly than on average due to a 500m retaining wall being required in the northern section and 3 new bridges in the southern section. This design cost is therefore more than was anticipated in the concept design Business Case and resulting provisions provided in the 2019/20 budget and in the 2020-21 PCB for this project.

This is largely due to the concept design phase having been progressed and having identified the scope and extent of detail design required and the associated risks that need to be resolved during this phase of the project. Additionally initial cost estimates for the duplication have recently been prepared as part of the concept design. These are more than the construction cost estimate included in the concept design Business Case and the 2020-21 PCB for this project.

Current similar project costs have also been considered and these identify that duplication works in existing brownfields situations have cost TCCS at least \$15m per kilometre of road to be duplicated, depending on the level of complication of the project.

This project has significant complications in the northern section due to proximity of a number of utility services, Yarralumla Creek and the number of signalised intersections in such a short section of road. The southern section also has significant complications due to the need to include major bus stops, utility services, the adjacent overland flow path and the need to upgrade or replace all underpass structures. The underpass works also complicate the construction process due to the need to construct the road under traffic, and may require a temporary bridge to be installed as part of the temporary traffic management measures. All of these complications and risks have been factored into the recent concept design cost estimate.

1.3.3. Payment Stream (PPP/DCMO only)

Not applicable.

1.3.4. Incremental Procurement/Transaction Costs

Not applicable.

1.3.5. Contingencies Included

The detail design value of \$5.22m does not have a specific contingency figure as all costs are incorporated in the budget figure.

The recent concept design cost estimate includes a 40% contingency which is the appropriate level of accuracy for this stage in the design considering the issues and risks raised in section 1.3.2. However, the detail design will include a P50/P90 process. This will refine the construction cost estimate for the project ensuring all project risks and complications are factored in.

The P50/P90 cost estimate is proposed to be used in the construction funding Business Case in the future. Only construction provision is therefore sought at this time.

1.4 Treasury Budget Summary

Funding Category: *Feasibility Study / Forward Design / Construction / Plant and Equipment / Information and Communication Technology*

Preliminary Financial Impacts Summary

Financial Impact	2020-21 \$m	2021-22 \$m	2022-23 \$m	2023-24 \$m	TOTAL \$m
Requested Funding					
- Recurrent (GPO / EBT)					
- Capital Injection (<i>Detail Design</i>)	\$2.5m	\$2.72m			\$5.22m
- Capital Provision (<i>Construction</i>)		\$3.95m	\$35m	\$35m	\$73.95m
Other Recurrent Impact (not funded)					
- Depreciation					

* Although feasibility studies may be funded through the Capital Works Program, they are expensed in accordance with ACT Treasury's Accounting Policy guideline for capital works. Therefore appropriation for feasibility studies is provided as GPO. For further information: <http://www.treasury.act.gov.au/accounting/html/accounting.htm>.

Staffing Impacts Summary

Impact	2020-21	2021-22	2022-23	2023-24
Total Additional FTEs	Nil	Nil	Nil	Nil

2. Project Outline

2.1 Description of the Project

2.1.1. Overview

Athllon Drive is an arterial road extending from Woden Town Centre, past Mawson Group Centre, to Tuggeranong Town Centre. This project is detailed design for the duplication of the unduplicated sections of Athllon Drive. As shown in Figure 1 below these are:

- 1) a 0.6km section from Shea Street to Melrose Drive adjacent to the suburb of Phillip (northern section)
- 2) the 2.4km section between Sulwood Drive and Drakeford Drive (southern section)

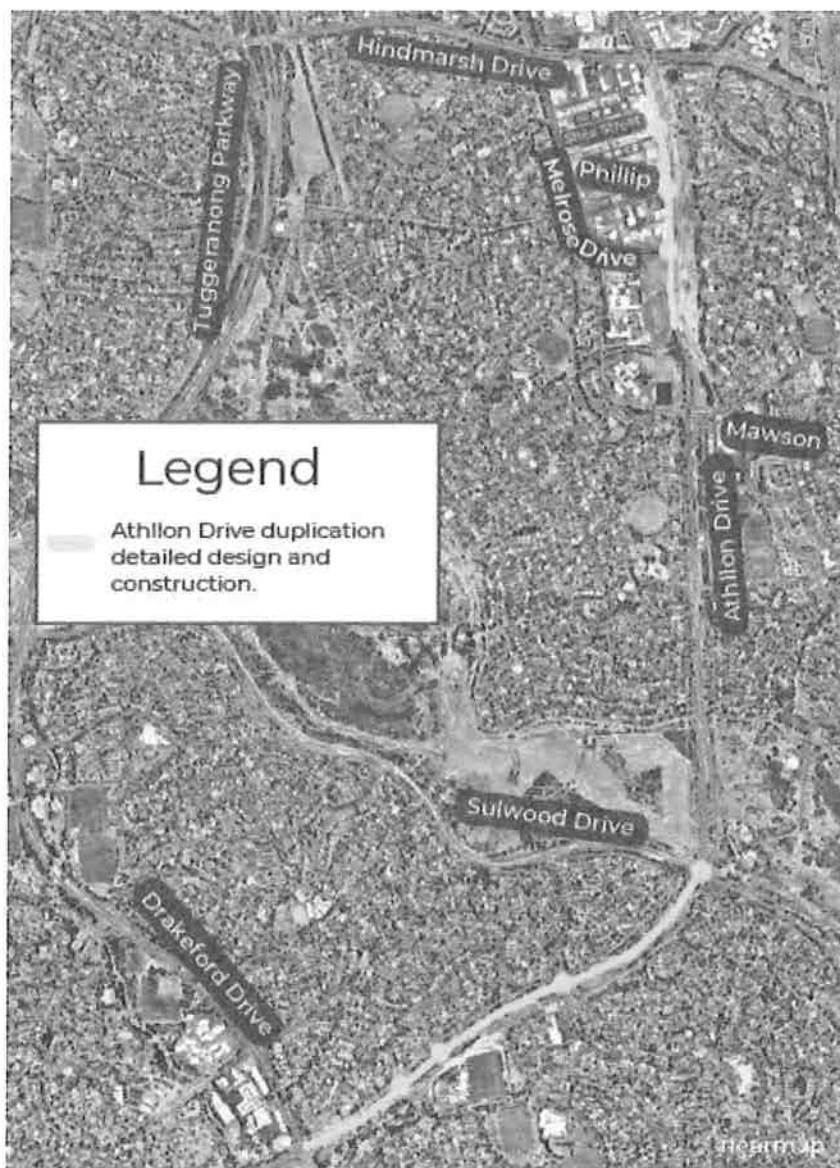


Figure 1 Locality Plan

The design of Athllon Drive duplication was included in two 2017 election commitments:

- a. EC LAB 058-1 which included design of Athllon Drive duplication; and
- b. EC LAB 057 which was duplication of Athllon Drive between Sulwood Drive and Drakeford Drive.

This design work therefore needs to continue to be progressed before the next ACT election in October 2020.

NORTHERN SECTION

The northern section of Athllon Drive that is unduplicated is adjacent to the suburb of Phillip, to the south of Hindmarsh Dr. Recent Master Plans for the Woden Town Centre and Mawson Group Centre have been progressed to Territory Plan Variations (V). V344 (refer Figure 2 below) includes the Woden Town Centre zone changes and amendments to the Phillip precinct map and code which was approved and commenced on 31 August 2018. V345 (refer Figure 3 below) includes the zone changes within Mawson and amendments to the Mawson precinct map and code particularly at Mawson Group Centre which was approved and commenced on 31 May 2019. These planning changes include identifying opportunities for development adjacent to the unduplicated section of the Athllon Drive corridor.

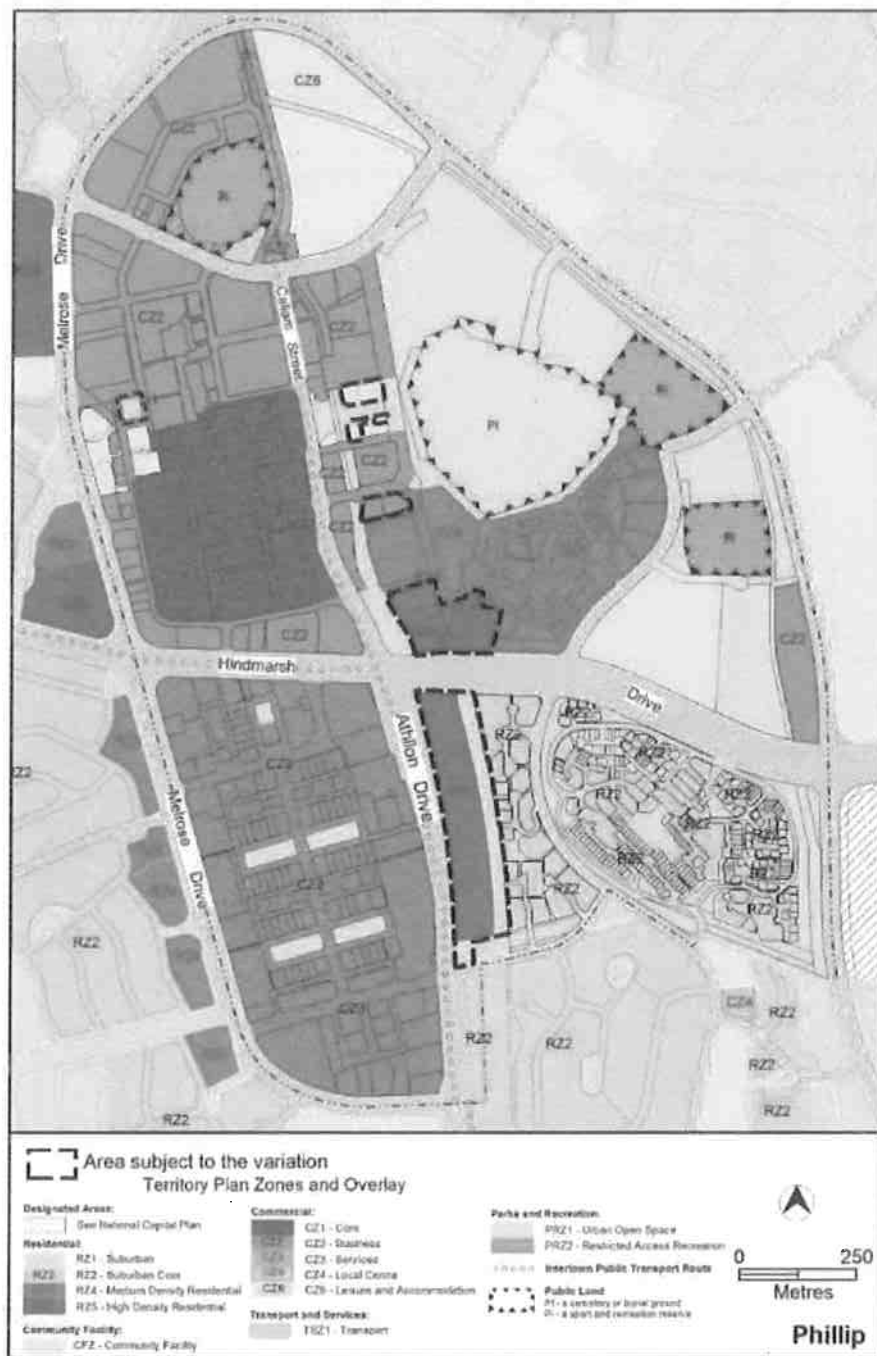


Figure 2 Woden Town Centre Territory Plan Variation 344

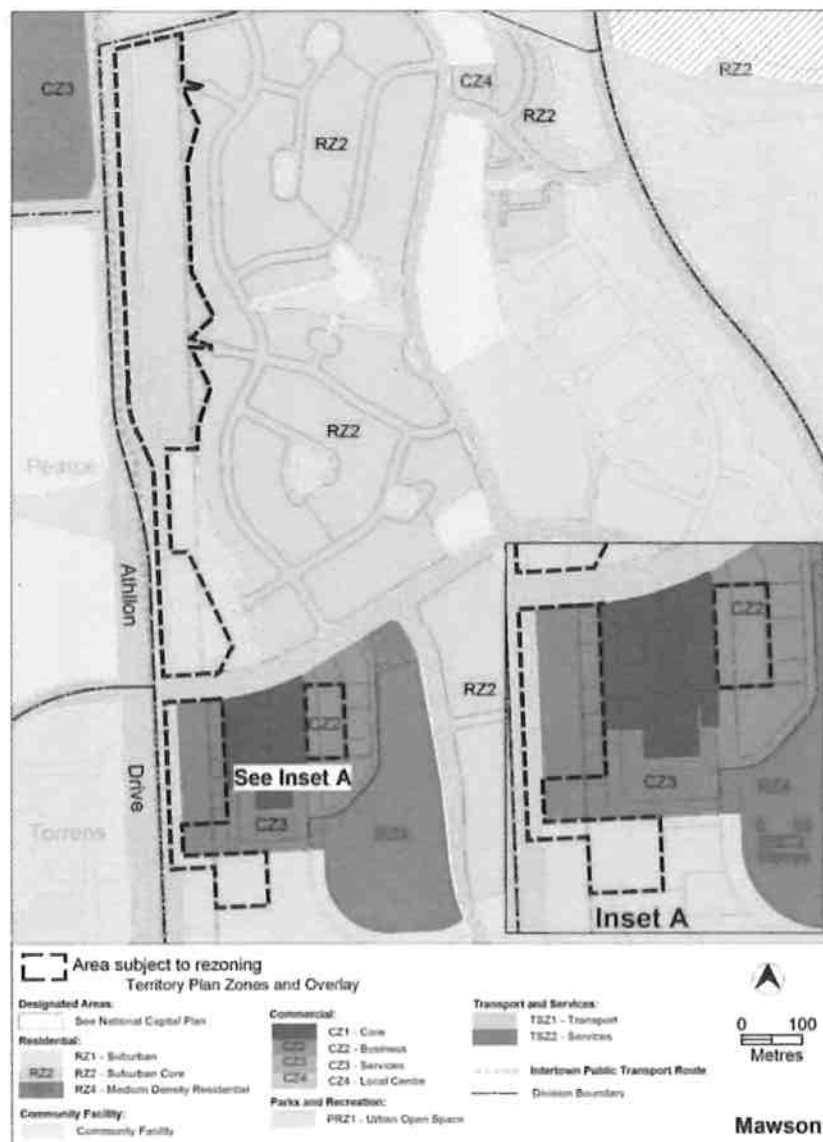


Figure 3 Mawson Group Centre Territory Plan Variation 345

V344 for Woden Town Centre includes development in the Athllon Drive corridor from Hindmarsh Drive to Parramatta Street/Power St which will rezone the area to High Density residential. The Mawson Group Centre V345 includes the Athllon Dr corridor from Parramatta St/Power St to Melrose Dr which will rezone areas to include High Density residential adjacent to Athllon Drive, and also rezones blocks adjacent to Athllon Drive on both sides of Mawson Drive (including adjacent to and within the Mawson Group Centre). This sets the framework for future development in this area, enabling transit oriented development along the corridor being located close to public transport stops.

Land release in the Athllon Drive road corridor is identified in the ACT indicative Land Release Program with 300 residential dwellings in 2021/22, and a further 280

residential dwellings in 2022/23. Issues have been identified by EPSDD, SLA and TCCS in earlier studies in this area due to the road corridor being unduplicated, and infrastructure and flooding constraints. These are being investigated in the current infrastructure study and concept design which TCCS are progressing. This includes consideration of a fully duplicated Athllon Drive and provision for future light rail (including stops) along Athllon Drive which is an Inter-Town Public Transport route and has been identified as a future light rail corridor in the Light Rail Master Plan. This investigation and duplication design must be progressed and the related issues resolved prior to land release occurring in this area. Development should therefore not occur that impinges upon and constrains current and future transport, utility services or Yarralumla Creek's infrastructure requirements in this road corridor in the future.

SOUTHERN SECTION

The southern section of Athllon Drive that is unduplicated is between Sulwood Drive and Drakeford Drive. Request have been received by Government to improve safety for cyclists and pedestrians using Athllon Drive at the Sulwood Drive crossing. This is being considered as part of the duplication design.

The duplication concept design which TCCS are progressing includes consideration of a fully duplicated Athllon Drive and provision for future light rail (including stops) along Athllon Drive which is an Inter-Town Public Transport route and has been identified as a future light rail corridor in the Light Rail Master Plan. This investigation and duplication design must be progressed and the related issues resolved to reduce congestion and improve safety in the area.

2.1.2. Scope of works

The 2019/20 Budget included funding for an infrastructure study to support the proposed land release adjacent to Athllon Drive and a concept design of duplication of the unduplicated sections of Athllon Drive. This work is underway and is being progressed by TCCS.

This Business Case seeks funding to continue this project by undertaking the detail design of Athllon Drive, for both the northern and southern sections. It also seeks a construction funding provision. The construction funding requirement will be confirmed as part of the P50/P90 project costings process during the detail design and the construction funding will therefore be the subject of a future budget bid.

This project will undertake the detail design of both sections of Athllon Drive duplication based on the concept design. The scope of this design is as outlined below.

NORTHERN SECTION

- Duplication on the eastern side
- Signalisation of the Melrose Drive intersection (with 500m long retaining wall adjacent to Yarralumla Creek)
- New southbound bus stop (replacing 2) at the highest patronage location adjacent to Shea Street

- Four way intersection at Shea Street to provide access to SLA's future development site (coordinated with right turn signals out of Woden Bus Depot)
- New 3m wide shared path on eastern side connecting from Hindmarsh Drive intersection to extent of works to the south (existing shared path on western side is maintained with minor alterations to suit upgraded intersections)
- Maintain Parramatta Street signalisation
- Provision for bus priority measures at signalised intersections
- Wide kerbside lanes
- 750mm diam water main scour valve (if required as a result of Woden Bus Depot works)
- Adjustments to pedestrian bridge #3097 over Yarralumla Creek opposite Parramatta Street
- Provide raised median between carriageways

SOUTHERN SECTION

- At northern end (near Sulwood Drive to Wanniasa park and ride) duplication on eastern side
- South of park and ride widening of both carriageways
- South of Fincham Street widening of western side
- New barriers on bridge #5136, and new bridge adjacent to bridge #5136
- Replacement of bridges #5143 and #5144
- On-road cycling
- 2 new major bus stops at bridge # 5136
- Replace southbound major bus stop at Wanniasa park and ride
- Provision for bus priority measures at signalised intersections
- Improved pedestrian/cyclist crossing of Sulwood Drive
- Active travel linkages between northern and southern section, if required

2.1.3. Scope of services

Funding for the detail design will be used to tender for a suitably experienced and qualified design consultant. This will be an open tender and the successful consultancy will undertake the works outlined in 2.1.2 - Scope of Works and as below.

The detailed design services for the duplication of Athllon Drive will include:

- Review of concept design (and infrastructure study for northern section), including traffic modelling and design criteria
- Gather updated service location information
- Design of utility services, including obtaining service authority design approvals
- Noise modelling
- Environmental, heritage and contaminated sites on-site assessments, as required
- Geotechnical investigation
- Stormwater design
- Design of 750mm diam water main scour valve (if required as a result of Woden Bus Depot works)
- Design of adjustments to pedestrian bridge #3097 over Yarralumla Creek opposite Parramatta Street

- Structural design of 500m retaining wall adjacent to Yarralumla Creek
- Design of new barriers on bridge #5136, and new bridge adjacent to bridge #5136
- Design of replacement bridges #5143 and #5144
- Intersection design including traffic signals at Melrose Drive intersection and access to SLA's future development site via intersection at Shea Street (coordinated with right turn signals out of Woden Bus Depot)
- Design of new southbound bus stop adjacent to Shea Street, 2 new major bus stops at bridge # 5136, replacement southbound major bus stop at Wanniasa park and ride
- Street light design
- Identification of any necessary future boundary adjustments
- Impact Track Development Application and any required environmental approvals
- Provision of P50/P90 cost estimates
- Project staging and concept TTM's (including assessment of whether a temporary bridge will be required)
- Preparation of PSP/FSP and DR design report and drawings
- Assistance with stakeholder engagement and preparation of presentation material
- Safety in Design and Value Management workshop
- Preparation tender documents and technical specification
- Presentation at construction tender industry briefing
- Responses to design RFIs during construction

It is anticipated that the detail design will take approximately 18 months to deliver, over two financial years.

The critical delivery date will be completing initial P50/P90 costings in time to inform the construction Business Case.

2.1.4. Project Assumptions and Dependencies

A major dependency for this project is the land release in the Athllon Drive road corridor which is identified in the ACT indicative Land Release Program with 300 residential dwellings in 2021/22, and a further 280 residential dwellings in 2022/23.

The issues with duplication alignment and allowance for the future light rail corridor have been investigated and agreed with government stakeholders during the concept design project. Road width, infrastructure and flooding constraints in the Athllon Drive road corridor have also been investigated and resolved. SLA are members of the Project Control Group for the concept design and infrastructure study project. These reports will assist land release to be progressed in the identified areas as consideration of a fully duplicated Athllon Drive and provision for future light rail (including stops) have been made and future development should therefore not occur that impinges upon and constrains this transport infrastructure. The timing of the road duplication construction works may however potentially impact on the land release timing. Funding this detail design will assist in giving SLA certainty in relation to this timing.

2.2 Review 1 (IDPG): Status of Functional Brief/Output Specification

Sign off that the functional brief/output specifications are sufficiently progressed in order to go to market under the delivery model selected and within the procurement timeline outlined in the business case. Attach the Functional Brief at **Appendix A**.

Review 1 (IDPG) Officer Name: _____

Signature: _____

Date: _____

- *This is the first review point for IDPG and is an assessment of the status of the functional brief/output specification.*
- *Sign off should only occur if the IDPG officer is confident that the functional brief/output specifications are sufficiently progressed in order to go to market under the delivery model selected, and within the procurement timeline outlined in the business case.*
- *Risk workshops and quantification of project risks is mandatory for Tier 1 and 2 projects.*

Disclaimer: *This review does not represent an endorsement or agreement by the signing officer as to the contents of the section or a certification that the work was correctly performed.*

3. Needs Analysis

An Investment Logic Workshop was undertaken on 27 September 2018 to support the Athllon Drive duplication project. The Investment Logic Map (ILM) produced from this process is appended as **Appendix B**.

3.1 Problem

The problems are delivering the Government's 2017 election commitments, providing access to the new development areas adjacent to Athllon Drive to meet the proposed land release timing, addressing increasing traffic volumes on Athllon Drive and determining existing and future road and utility service infrastructure requirements within the space limits of the road corridor.

Planning work for Woden Town Centre and Mawson Group Centre has resulted in new Master Plans and Territory Plan Variations including zoning and land use changes in both of these areas. The ACT indicative Land Release Program includes land release in the Athllon Drive road corridor with 300 residential dwellings in 2021/22, and a further 280 residential dwellings in 2022/23. However road width, infrastructure and flooding constraints have been identified as issues in the Athllon Drive road corridor by EPSDD, SLA and TCCS in earlier studies. These issues are being investigated as part of the current infrastructure study and duplication concept design project being delivered by TCCS. The outcomes will support the land release occurring in this area to resolve the identified conflicts. This will also ensure the proposed development(s) do not negatively impact on the viability and effectiveness of all transport modes within the road corridor and vice versa.

Athllon Drive is subject to increasing volumes of traffic, particularly during peak periods, along this north-south route between Tuggeranong and Woden and Mawson. Current traffic volumes are in excess of 14,000 vehicles per day, with nearly 2,000 vehicles per hour in the peak periods. Traffic growth from the current developments in Greenway and around Woden are adding to this congestion. There have been 579 crashes on Athllon Drive between Hindmarsh Drive and Drakeford Drive in the 5 years between 2013 to 2017. The strategic planning is for this road to be fully duplicated between 2021 and 2031 as is reflected in the Canberra Strategic Transport Model.

This congestion is negatively impacting on the viability and effectiveness of the road corridor resulting in the need to undertake duplication of the unduplicated sections of Athllon Drive. This involves duplication of a 0.6km section from Shea Street to Melrose Drive (adjacent to the suburb of Phillip) and the 2.4km section of Athllon Drive between Sulwood Drive and Drakeford Drive. The unduplicated sections of the road are currently bottle necks in the road network that need to be removed to ease congestion, manage traffic growth and improve safety and sustainability. Not undertaking these works would mean that congestion along this corridor will impact all road users, increasing travel times and reducing safety and amenity in the area as well as detracting from the use of the public transport system due to travel time delays. This delay will become more of an issue for public transport users when light rail stage 2b opens and commuters using public transport have to transfer between busses and light rail at Woden - a delay they do not currently experience on their commute to the City. It is therefore imperative to have Athllon Drive duplicated prior to light rail stage 2b progressing.

Safety is already an issue on the section of Athllon Drive north of Mawson Drive to Melrose Drive adjacent to Marist College and Melrose High School. Interim safety measures have been introduced via speed reductions from 80kph to 60kph between 3 and 3:30pm. The detail design for the northern section of Athllon Drive duplication includes signalisation of the Melrose Drive intersection which will improve safety in this area. The project will also consider any additional safety measures in this area particularly taking into consideration traffic movements relating to school pickup.

Athllon Drive is an Intertown Public Transport route with two rapid routes in the new 2019 bus network. It also has been identified as a future light rail route in the Light Rail Master Plan. Design for the upcoming duplication of the road and the proposed land development within the road corridor therefore allows for this future use and ensures that nothing impinges upon or constrains establishing this transport infrastructure in the corridor in the future. Provision of the future light rail corridor and the associated stops has been considered to ensure that space is available within the Athllon Drive road corridor to allow for these future changes to lower emission public transport modes within the ACT.

3.2 Benefits

The concept design phase of Athllon Drive duplication included an assessment of all current and future infrastructure requirements within the Athllon Drive road corridor to future proof the corridor, support land sales, improve the transport network integration and enable mode shift. Detailed design will progress this, producing the construction tender documentation ready for the road duplication to be constructed.

Duplication of the unduplicated sections of Athllon Drive will support residential and commercial activity along the corridor. It will also increase capacity of the road network whilst improving the road efficiency and safety. The design will also include provision for public transport and active travel and will ensure space is available in the corridor for future alternative transport options.

3.2.1. Benefits to be delivered

The benefits to be delivered are that development areas will be identified along the Athllon Drive road corridor that fit and are developable block sizes thereby maximising investment in and return from the ACT land release program. These new development sites will be highly saleable having access to an efficient and safe road network, active travel path networks and being located along a trunk bus network and future light rail corridor. These new development sites will also be located above the 1% Annual Exceedance Probability (AEP) flood level (formally known as the 1 in 100 year flood level) in Yarralumla Creek and the utility services in the area will have capacity to service these blocks. This will result in land sales revenue to the ACT Government. It will also increase activation of the corridor with more adjacent residents and businesses, which will in turn support the future development and use of light rail in the corridor.

Measurement mechanisms (KPIs) to provide evidence that these benefits have been delivered include increased land sales and increased residential, commercial and industrial activity along the corridor.

Duplication of the full length of Athllon Drive will provide benefits through improved efficiency and road safety within the corridor. Currently congestion is experienced in both the morning and afternoon peak periods. Bottlenecks occur at the unduplicated sections of the road, particularly approaching Hindmarsh Drive in the morning peak. This section of road is also an area of high activity due to the adjacent Phillip commercial and industrial area plus the two schools in the area. Buses also use this corridor and the delays caused by this congestion reduce the efficiency and therefore desirability of this public transport network. Measures such as inclusion of bus lanes and bus priority at the intersections will be considered in the detail design to improve the integration of the public transport network in the corridor. Provisions are also being included to ensure access into and out of the new Woden bus depot are maintained. Reducing travel times in this corridor for public transport will also assist the future network when users have to transfer between buses and light rail at Woden upon completion of light rail stage 2b.

Measurement mechanisms (KPIs) to provide evidence that these benefits have been delivered include a lower/reduced crash rate and less serious injuries, increased level of service on this section of road and reduced travel times during peak periods.

The *Moving Canberra 2019-2045 Integrated Transport Strategy* which is currently being finalised considers how to deliver a vision for Canberra's future transport experience that is modern, sustainable and integrated. It is being developed to ensure we deliver transport solutions for all road users and communities to ensure our city is better connected. This strategy responds to the impact of projected population growth in the ACT by considering a range of options to manage travel demand and ensure our transport network can handle increased volumes and mixes of traffic modes. The strategy promotes prioritising investment in transport that supports urban renewal. The detailed design of the duplication of the Athllon Drive corridor will consider and cater for current and future public transport networks. Measures will be included in the design to improve the current bus network as this is a highly patronised trunk route with major bus stops located along it and one existing bike and ride and two existing park and ride facilities. These improvements will include new major bus stops just south of Sulwood Drive. On road cycle lanes will be included in the design and the active travel path network for pedestrians and cyclists will be reviewed, including connections both along and across the corridor. Consideration will also be given to whether there are any missing links in the active travel network, including on Athllon Drive in between the northern and southern sections of the duplication. Mawson Group Centre already has both a park and ride and bike and ride facility and access to these will also be considered to support mode shift from private vehicles. Design criteria have been established in the concept design that ensure space is available within the corridor for the future development of light rail which is a less carbon intensive transport network.

Measurement mechanisms (KPIs) to provide evidence that these benefits have been delivered include increased public transport and active travel use, a less carbon intensive transport network and mode shift from private vehicles.

The ACT Infrastructure Plan maps out the priority investments that are needed to maintain and strengthen the things that make Canberra special whilst steering the city in a direction that will ensure its sustainability and liveability for decades to come. The plan is not just about new infrastructure, but maintaining and upgrading

what's already there. Key priority investment areas are identified including transport and city planning and land release. Priorities are identified for the next five years and the longer term, with an indicative project pipeline outlined. Major road duplication and intersection upgrades are outlined in the plan, which notes that the ACT Government are working to reduce travel times for people in Woden and Tuggeranong by delivering the full duplication of Athllon Drive. This major road link provides rapid corridors for public transport as well as private vehicles, making it faster and easier for people to commute by bus from our town centres. Duplication of Athllon Drive is included in the indicative project pipeline contained in the ACT Infrastructure Plan.

Measurement mechanisms (KPIs) to provide evidence that these benefits have been delivered include increased level of service on this section of road and reduced travel times during peak periods.

The specific benefits of undertaking this detail design are:

- Completing the design of the northern and southern sections of the duplication of Athllon Drive.
- Obtaining service authority design approvals.
- Providing P50/P90 cost estimates and identifying possible project staging to support the construction business case.
- Undertaking the community and government stakeholder engagement for the project.
- Obtaining the environmental and planning approvals required for duplication of the unduplicated sections of Athllon Drive.
- Preparing the construction drawings, contract documents and specifications ready to call construction tender(s), subject to funding.

3.2.2. Importance of the benefits for Government

The ACT Government's work is focussed on making Canberra a great city that works because it delivers essential services, is sustainable and is open to new ideas. Objectives and priorities include how we move around our city, seeing more Canberrans owning their own homes, investing in more and better services and infrastructure to ensure our city keeps getting better for everyone who lives here and a transport system that caters for a growing city.

This project delivers on the strategic priority of suburban renewal and better transport. Duplication of Athllon Drive will improve the safety of the road and the future light rail network. This road upgrade will also integrate land and transport policy.

This project delivers active transport with walking and cycling infrastructure to be included along the road alignment. These paths will connect to existing bus stops and the existing park and ride and bike and ride facilities at Mawson Group Centre and the park and ride facility at Wanniasa shops enabling multimodal journeys.

This project also supports the delivery of suburban renewal along the Athllon Drive road corridor. Provision of access and utility services to this new development area will be possible as this will be delivered as part of the duplication detail design, with a new access point to come off Athllon Drive at the Shea Street intersection.

3.3 Options Analysis

3.3.1. Strategic Solutions Analysis

A 'do nothing' approach would result in the full requirements for the duplication of the Athllon Drive road corridor not being fully understood as well as no detail design progressing for the duplication of the unduplicated sections of Athllon Drive. The planned land release within the road corridor would therefore be compromised and the opportunity for growth not fully realised as the balance between transport corridor and land for release requires the road duplication to proceed and access to be provided via the Shea Street intersection. The utility service, stormwater and Yarralumla Creek flood requirements would also not be resolved. No design would be available to enable construction of duplication of the road. Congestion, delays and accidents on Athllon Drive would increase, making both the road and bus network less efficient and less safe. The opportunity for alternative transport modes would also be negatively impacted.

A similar approach by not undertaking the detail design would halt progress on the project as the concept design is underway. The detail design is required to complete this work and inform the business case for construction. The detail design phase will provide P50/P90 cost estimates, project staging, as well as obtain the project's environmental and development approvals and preparing the construction drawings, contract and specification. The detail design phase of the project will also include community engagement and obtain service authority design approvals, both of which will enable construction to get underway.

If nothing is done the two 2017 election commitments to undertake design of Athllon Drive duplication would also not be delivered.

This project to undertake detail design is the 'do minimum' approach. Construction will need to occur after this work is completed.

3.3.2. Recommended Strategic Solution

The recommended solution is to deliver the detail design of the duplication of the unduplicated sections of Athllon Drive. This will be followed by the construction phase of the project.

3.3.3. Project Solutions Analysis

The project solution of undertaking detail design has been adopted. This will complete the design work, obtain environmental and planning approvals, prepare P50/P90 construction cost estimates, develop construction staging and produce construction drawings, contract and specification. This will be the final design stage of the project prior to construction.

This approach has a history of successful delivery for the Territory and provides the highest level of risk assessment and best value for money for the Government for a project of this nature. This approach also retains control over the design criteria for the Athllon Drive road corridor at a time when significant coordination and inter

Directorate negotiations will be needed to maximise outcomes for the Government between potentially conflicting policy and technical requirements.

The detail design will take approximately 18 months and will provide, sufficient detail to prepare the construction business case, environmental and planning approvals and enable construction tenders to be called using the construction drawings, contract and specification. The detail design of the northern section will also support land release within the Athllon Drive road corridor, which is currently due to commence in 2021/22.

3.3.4. Base Case

A 'do nothing' approach is not possible as it will restrict development in the Athllon Drive road corridor and will negatively impact on the capacity and safety of Athllon Drive for road and bus users, pedestrians and cyclists with increasing congestion and delays. Two 2017 election commitments would not be delivered and the future light rail stage 2b would also not be supported.

This project to detail design is the 'do minimum' approach.

3.3.5. Recommended Project Solution

The recommended project solution is to deliver the detail design, then progress a future construction business case.

3.4 Review 2 (Treasury): Needs Analysis

Treasury directorate to sign off that a case for the project is present in the business case.

Review 2 (Treasury) Officer Name: _____

Signature: _____

Date: _____

- *This is the first review point for Treasury and is assessment of the needs analysis.*
- *Sign off should only occur if the Treasury officer is confident that the needs analysis is robust, is based on evidence and an Investment Logic Workshop (ILW) has been undertaken (if applicable).*
- *Note that Tier 1 business cases anticipate review and signoff by the Under Treasurer.*

Disclaimer: *This review does not represent an endorsement or agreement by the signing officer as to the contents of the section or a certification that the work was correctly performed.*

4. Cost & Contingency

4.1 Preliminary Cost Estimate

A cost estimate is included as Appendix C. This is based on the concept design construction cost estimate. It includes the IFCW 4% management fee and TCCS management costs, plus construction insurance and training levy.

The \$79.87m estimated total project value includes estimates for the detail design and construction phases of the project, plus the 2019/20 funding of \$0.7m for the infrastructure study and duplication concept design.

The \$5.22m detail design cost estimate includes the IFCW 4% management fee, 5% TCCS management costs and plus allowances for the environmental and planning approval fees and stakeholder engagement. This is based on the total design cost being 6% or more of the estimated construction cost depending on the level of complication. The \$5.22m detail design fee will be expended over two financial years, being \$2.5m in 2020/21 and \$2.72m in 2021/22. This is a total of \$2.12m for the northern section and \$3.1m for the southern section.

The \$73.95m construction cost estimate includes the IFCW 4% management fee, 5% TCCS management costs, construction insurance, training levy, site management team costs and contingency. This is based on the concept design construction cost estimate, noting that bus priority measures must be included, 500m of retaining wall is required in the northern section and new 3 bridges in the southern section. It is more than was anticipated in the concept design Business Case and the 2020-21 PCB for this project.

This is largely due to the concept design phase having been progressed and having identified the scope and extent of detail design required and the associated risks that need to be resolved during this phase of the project. Additionally initial cost estimates for the duplication have recently been prepared as part of the concept design. These estimates are more than the construction cost estimate under consideration when the concept design Business Case and the 2020-21 PCB were being prepared for this project.

Current similar project costs have also been considered and these identify that duplication works in existing brownfields situations have cost TCCS at least \$15m per kilometre of road to be duplicated, depending on the level of complication of the project.

This project has significant complications in the northern section due to proximity of a number of utility services, Yarralumla Creek and the number of signalised intersections in such a short section of road. The southern section also has significant complications due to the need to include major bus stops, utility services,

the adjacent overland flow path and the need to upgrade or replace all underpass structures. The underpass works also complicate the construction process due to the need to construct the road under traffic, and may require a temporary bridge to be installed as part of the temporary traffic management measures. All of these complications and risks have been factored into the recent concept design cost estimate.

The project cost estimate is as summarised in the table below:

Description	Cost	Funding Notes
Infrastructure study and concept design	\$ 0.7m	Funded in 2019/20 budget
Detail design (and approvals)	\$ 5.22m	This budget bid
Construction cost estimate (including contingency)	\$73.95m	Future budget bid
TOTAL	\$79.87m	

4.2 Contingency

4.2.1. Project Contingency

The recent concept design cost estimate includes a 40% contingency which is the appropriate level of accuracy for this stage in the design noting the issues and risks identified above.

The future construction business case will include a P50/P90 contingency that will have been developed during the detail design phase of the project in a P50/P90 financial risk workshop. This workshop will include quantification of delivery model, project and line item risks and the associated contingencies. This P50/P90 costing is part of the detail design scope of works.

The P50/P90 cost estimate is proposed to be used in the construction funding Business Case in the future. Only construction provision is therefore sought at this time.

4.2.2. Delivery Model Contingency

The detail design value of \$5.22m does not have a specific contingency figure as all costs are incorporated in the budget figure.

4.3 Whole of Life

The completed road construction will be depreciated at 2%, giving the arterial road an economic life of 50 years.

In the first year after completion the project is in the defects and warranty period, as such no allowance is made for routine maintenance. In the second year a nominal 1% allowance is made and in the years thereafter an allowance of 2% is made for routine maintenance.

The built road and related infrastructure will be a TCCS asset managed by Roads ACT asset management system and will not result in the requirement for additional maintenance staff or equipment.

4.4 Budget / Funding Strategy

This Business Case is seeking \$5.22m over two financial years to fund the detail design of the unduplicated sections of Athllon Drive.

A future construction Business Case is expected to be prepared. The estimated construction cost is \$73.95m.

Construction could occur in two stages as the two unduplicated sections of Athllon Drive are physically separate, however to meet the land release timeframes both sections may have to occur at the same time. Construction funding is therefore likely to be required over three financial years. Staging for the project will be developed as part of the detail design.

5. Economic Analysis

5.1 Cost Benefit Analysis

The type and nature of benefits this project will provide as a return to the ACT community are:

- Land release along Athllon Drive road corridor and at Mawson Group Centre. This generates revenue for the ACT Government and is both a social and economic benefit.
- Duplication of Athllon Drive provides economic benefits due to the reduction in travel time for vehicles due to the reduced congestion. This also increases traffic safety and reduces accidents. This is non-revenue generating for the ACT Government but has economic benefits to Territory as a whole. It is therefore hard to quantify in monetary terms although some estimation can be undertaken using crash statistics and savings due to reduced travel times.

A total of 580 dwellings are proposed to be released within the Athllon Drive road corridor over two years. Some blocks have also been identified for future release near the Mawson Group Centre.

The current construction cost estimate is based on a per kilometre rate to duplicate the road and is therefore not precise enough to prepare a cost benefit analysis for the project at this stage in the project.

A specialist external consultant may be used during the detail design phase to identify and quantify the type and nature of all of the non-revenue generating and non-financial benefits which would result from construction of this project for inclusion in the Cost Benefit Analysis in the future construction business case. This would enable the complete merits of this project ranging from financial quantitative impacts to qualitative non-financial impacts to be considered.

5.2 Wider Economic Benefits

As outlined in section 5.1 above, a number of wider economic benefits are delivered by this project. These benefits would be included for consideration if a specialist external consultant is used during the detail design phase to identify and quantify benefits which would result from construction of this project for inclusion in the future construction business case. This would enable all benefits of the project to be identified.

6. Delivery Model Analysis

6.1 Outline of Key Risks

The delivery of this detail design has a range of risks associated with it. They are:

- the ACT indicative Land Release Program includes land release in the Athllon Drive road corridor with 300 residential dwellings in 2021/22, and a further 280 residential dwellings in 2022/23
- two 2017 Election Commitments (EC LAB 058-1 and EC LAB 057) involving the design of Athllon Drive duplication need to be delivered before the next ACT election in October 2020
- the need to ensure current planned development does not preclude future development in the Athllon Drive road corridor for duplication of the road, utility services, light rail, and stormwater design, flooding mitigation and the Yarralumla Creek channel alignment.

This detail design phase of the project includes a value management and safety in design workshop run by an independent facilitator to identify design, safety and other project risks. These risks will be assessed, allocated and monitored during both the design and construction phases of the project.

The risk registers developed during the design phase are passed on to the construction contractor who further develops them as part of their construction methodology and also with the project team at the construction start up workshop.

This multi stage process allows all current, anticipated and emerging risks to be identified, assessed, allocated and monitored during the lifecycle of the project. A copy of a preliminary Risk Register for this project is attached as **Appendix D**.

6.2 Commercial Principles

The procurement of the concept design consultancy was an open Request for Tender (RFT) process facilitated by IDPG. The consultancy was the subject of a TCCS Project Plan. It was tendered in 2019.

Undertaking a concept design enabled the initial stage of design to go out to market quickly. This phase of the project established the design criteria requirements for a number of Directorates, requirements for environmental and planning approvals and determined a construction cost estimate and possible construction staging options. It also determined that this project should be a separate detail design then construction bid delivery method.

This staged approach retained control over the design criteria for the Athllon Drive road corridor at a time when significant coordination and inter Directorate negotiations will be needed to maximise outcomes for the Government between potentially conflicting policy and technical requirements. It will also enabled EPSDD and SLA to receive quick advice in relation to any constraints and requirements for their proposed land release within the road corridor.

The next stage is the detail design. Again the procurement of this consultancy will be by an open Request for Tender (RFT) process facilitated by IDPG. The

consultancy will be the subject of a TCCS Project Plan. It is anticipated that the RFT will be advertised in July 2020.

6.3 Delivery Model Assessment

A detail design then construction delivery model is proposed for the latter stages of this project. The concept design phase considered a design and construction delivery model, however it was considered that this would not give best value for money to the Territory and did not have the highest level of risk mitigation for the project. The project includes too many risks which need to be explored and detailed during the design including utility service requirements, planning approvals, design of underpass structures, design of temporary traffic management measures to enable construction under traffic etc. This results in the project requiring a separate detail design phase.

Undertaking the infrastructure study and concept design before making this decision de-risked it by allowing for the design criteria to be established and the initial stages of the required inter-Directorate coordination to be undertaken. Many of the project's risks were identified and initial steps taken to address and mitigate them during the concept design.

The delivery model for the detail design consultancy will be a standard design RFT facilitated by IDPG.

6.4 Recommended Delivery Model

The recommended delivery model for the detail design consultancy is an open tender RFT facilitated by IDPG. A Project Plan, Request for Procurement and Procurement Plan Minute will be required to be completed and approved before this tender can be called.

6.5 Review 3 (IDPG): Delivery Model Selection

IDPG directorate to sign off that the delivery model selected is appropriate for the project risk profile and value.

Review 3 (IDPG) Officer Name: _____

Signature: _____

Date: _____

- *This is the second review point for IDPG and is an assessment of the delivery model analysis.*
- *Sign off should only occur if the IDPG office is confident that the delivery model selected is the most suitable to the project requirements and level of risk.*

Disclaimer: This review does not represent an endorsement or agreement by the signing officer as to the contents of the section or a certification that the work was correctly performed.

7. Not Applicable

8. Project Governance

The detail design consultancy for Athllon Drive would have a Project Control Group with Land Release Infrastructure, TCCS being the lead agency. This would involve the project officer, IDPG project officer and the Director – Land Release Infrastructure meeting with the design consultant team on a fortnightly basis to manage the progress and detail of the study and design.

The Project Control Group has been established for the concept design phase of the project. It includes specialised advice being from within a number of ACT Government Directorates including:

- EPSDD (including SLA) regarding the requirements for land release in the Athllon Drive road corridor;
- A TCCS and MPC representative in relation to the design requirements for a future stage of light rail along Athllon Drive;
- TCCS Transport Operations regarding their proposal to build Woden Bus Depot (and to future proof this for a possible future electrical bus fleet), plus the major bus stop requirements.

Liaison and engagement with businesses, community and interest groups who are involved in activities adjacent to the project site and public engagement will be part of the detail design stage of this project. This will need to occur in prior to the public display period for the environmental and planning approval processes to ensure a no surprises approach for the community. The TCCS Communications Team will coordinate and manage all stakeholder engagement activities.

9. Stakeholder Engagement Plan

9.1 Stakeholder Identification

Key stakeholders will be identified early in the detail design phase by the project team and TCCS Communications Team. The project's stakeholders are anticipated to include community groups, adjacent businesses and residents, road user groups, commuters, utility service authorities, local schools etc.

9.2 Stakeholder Involvement & Interest

It is expected that local community groups, adjacent businesses and residents, road user groups, commuters, and local schools will be interested in finding out about this project and understanding how it will affect them.

Prior to the Development Approval being lodged and public notified it is anticipated that a public information drop in style session will be held to give these parties a chance to come along and find out about the project. This is the no surprises approach usually taken on this type of infrastructure projects.

The TCCS Communications Team will coordinate and manage all stakeholder engagement activities.

9.3 Stakeholder Engagement Plan

The TCCS Communications Team will prepare a Communications Strategy for the project during the detail design phase prior to undertaking stakeholder engagement activities. This document will include identifying stakeholders, key messages, risks and sensitivities, as well as an action plan which outlines all communications activities, budget and responsibilities. A copy of this Communications Strategy will be included in the construction Business Case.

10. Advisor Engagement Plan

10.1 Proposed Advisors Roles

As part of the detail design team engaged for this project the lead consultant will need to engage specialists to undertake the following activities (if these are not available within their own consultancy):

- P50/P90 risk and cost estimator, including wider economic benefits
- Structural designer and peer reviewer
- Road safety auditor
- Preparation of approval applications by environmental, heritage and planning specialists

Technical design reviews will be undertaken by TCCS staff including Land Release Infrastructure and Roads ACT. Design approval for this project will be granted by TCCS based on these design reviews.

The TCCS Communications Team will coordinate and manage all stakeholder engagement activities, including preparing a Communications Strategy as outlined in section 9.

The project will be project managed by TCCS staff in Land Release Infrastructure. An IDPG project officer will also be assigned to the project.

11. Timeline

11.1 Project Timetable

11.1.1. Outline

A project program is appended at **Appendix E**.

11.1.2. Proposed float

There are few areas of float within the program due to the time constraints detailed in section 11.1.3 below.

11.1.3. Project constraints and/or deadlines

There are very tight time constraints in having the detail design underway as soon as possible. The ACT Indicative Land Release Program includes land release in the Athllon Drive road corridor with 300 residential dwellings in 2021/22, and a further 280 residential dwellings in 2022/23. Also two 2017 Election Commitments (EC LAB 058-1 and EC LAB 057) involve the design of Athllon Drive duplication and these therefore need to be delivered before the next ACT election on 17 October 2020.

This project therefore needs to be closely managed to ensure the project timeframes outlined in the project program and in section 11.1.4 below are achieved.

It will be critical to receive initial detail design information by early January 2021 to enable the construction business case to be prepared to meet the 2021/22 funding deadlines.

11.1.4. Project decision points

The key project decision points are:

- | | |
|---|----------------|
| • Call Tender | July 2020 |
| • Award Tender | September 2020 |
| • Commence detail design | September 2020 |
| • Draft PSP/FSP received including P50/P90 costing | January 2021 |
| • Impact track DA lodged | April 2021 |
| • Detail design complete (DR) including final P50/P90 costing | December 2021 |

12. Appendices

Appendix A – Functional Brief
Appendix B – Investment Logic Map
Appendix C – Cost Estimate
Appendix D – Risk Register
Appendix E – Project Programme

FUNCTIONAL BRIEF

Athllon Drive

Detail design for duplication of the unduplicated sections

**Land Release Infrastructure
Transport Canberra and City Services (TCCS)**

Project Officer: Julie Pearson

20 January 2020

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1. Introduction

The Transport Canberra and City Services Directorate (TCCS) of the ACT Government has the vision to make Canberra attractive, safe and easy to move around, with a mission to have connected services for the people of Canberra. The strategic objectives are to deliver customer centric outcomes, improvements in safety and delivery and to have good governance and rewarding careers. The Directorate facilitates the implementation of government priorities in the areas of transport and city services and drives many new initiatives.

The Land Release Infrastructure (LRI) is a section of TCCS and is responsible for the planning and capital works project delivery for infrastructure projects that support the delivery of the ACT Government's land release program. These projects are time critical and must be delivered in accordance with the agreed program to avoid delays to land sales. LRI focuses on the delivery of trunk urban infrastructure and manages projects ranging from early design studies through to detail designs, document ready, tender phase and ultimately construction delivery. The infrastructure projects delivered include arterial roads, intersections, bridges, water supply, sewerage, water quality control ponds and major stormwater upgrades.

Another driver for the delivery of projects by TCCS are election commitments.

- 1.1 When delivering projects related to land release LRI works closely with the Suburban Land Agency and other areas in the Environment, Planning and Sustainable Development Directorate (EPSDD) to ensure a holistic and integrated design particularly at the interfaces between capital works and land development projects.
- 1.2 This Functional Brief outlines general requirements which are specific to this project, and is to be read in conjunction with the Basic Brief for Engineering Projects (*Basic Brief*). The Basic Brief details the general requirements of feasibility, design, construction and superintendence services. The list of Reference Documents provides guidance on deliverables and technical matters.
- 1.3 This project is for the detail design of the unduplicated sections of Athllon Drive.

2. Project Background

- 2.1 The Woden Town Centre and Mawson Group Centre have been subject to recent Master Plans, which are being progressed to Territory Plan Variations (V). V344 being the Woden Town Centre zone changes and amendments to the Phillip precinct map and code was approved and commenced on 31 August 2018. V345 which is the Draft Variation incorporating the zone changes within Mawson and amendments to the Mawson precinct map and code particularly at Mawson Group Centre which was approved and commenced on 31 May 2019. These planning changes include identifying opportunities for development adjacent to the Athllon Drive corridor.
- 2.2 V344 for Woden Town Centre includes development in the Athllon Drive corridor from Hindmarsh Drive to Parramatta Street/Power St which will rezone the area to High Density residential. The Mawson Group Centre V345 includes the Athllon Dr corridor from Parramatta St/Power St to Melrose Dr which will rezone areas to include High Density residential adjacent to Athllon Drive, and also rezones blocks adjacent to Athllon Drive on both sides of Mawson Drive (including adjacent to and within the Mawson Group Centre). This sets the framework for development in this area for the future with transit oriented development along the corridor being located close to public transport stops.

- 2.3 Road width, infrastructure and flooding constraints have been identified in the Athllon Drive road corridor by EPSDD, SLA and TCCS and these have been investigated in the infrastructure study and concept design project funded in the 2019/20 budget. Before land release could occur in this area the identified conflicts needed to be resolved. This included consideration of a fully duplicated Athllon Drive and provision for future light rail (including stops) as Athllon Drive is an Inter-Town Public Transport route that has been identified as a future light rail route in the Light Rail Master Plan. Development should therefore not occur that impinges upon and constrains this transport infrastructure (or utility services or Yarralumla Creek) in the future.
- 2.4 Land release in the Athllon Drive road corridor is identified in the ACT indicative Land Release Program with 300 residential dwellings in 2021/22, and a further 280 residential dwellings in 2022/23.
- 2.5 Concept design has been undertaken for the duplication of the 2.4km section of Athllon Drive between Sulwood Drive and Drakeford Drive and a 0.6km section from Shea Street to Melrose Drive adjacent to the suburb of Phillip.
- 2.6 Two 2017 Election Commitments relate to this concept design being:
- EC LAB 058-1 which included design of Athllon Drive duplication; and
 - EC LAB 057 which was duplication of Athllon Drive between Sulwood Drive and Drakeford Drive.
- 2.7 The next ACT election is on 17 October 2020.
- 2.8 The detail design will be based on the concept design. The P50/P90 construction cost estimates developed in the detail design will inform a future construction business case.

3. Objective

- 3.1 The objective of this brief is to engage IDPG to procure via open tender, and project manage the detail design project of both sections of Athllon Drive duplication based on the concept design as identified in this Brief.

The objectives of the design are to:

- review the concept design
- produce an PSP/FSP and DR design report and drawings documenting the duplication of Athllon Drive for a 0.6km section from Shea Street to Melrose Drive (adjacent to the suburb of Phillip) and the 2.4km section between Sulwood Drive and Drakeford Drive
- provide P50/P90 cost estimates to inform the construction business case, including possible staging options
- provide assistance with stakeholder engagement activities and prepare suitable presentation material
- obtain an Impact Track Development Application approval and any required environmental approvals
- produce construction tender documents including tender drawings, contract document and technical specification
- make a presentation at the construction tender industry briefing
- respond to design RFIs during the construction period

4. Site of Works

4.1 The site of works covered under this brief, including location plan is included in Attachment A.

4.2 The scope of this design is as outlined below.

NORTHERN SECTION

- Duplication on the eastern side
- Signalisation of the Melrose Drive intersection (with 500m long retaining wall adjacent to Yarralumla Creek)
- New southbound bus stop (replacing 2) at the highest patronage location adjacent to Shea Street
- Four way intersection at Shea Street to provide access to SLA's future development site (coordinated with right turn signals out of Woden Bus Depot)
- New 3m wide shared path on eastern side connecting from Hindmarsh Drive intersection to extent of works to the south (existing shared path on western side is maintained with minor alterations to suit upgraded intersections)
- Maintain Parramatta Street signalisation
- Provision for bus priority measures at signalised intersections
- Wide kerbside lanes
- 750mm diam water main scour valve (if required as a result of Woden Bus Depot works)
- Adjustments to pedestrian bridge #3097 over Yarralumla Creek opposite Parramatta Street
- Provide raised median between carriageways

SOUTHERN SECTION

- At northern end (near Sulwood Drive to Wanniasa park and ride) duplication on eastern side
- South of park and ride widening of both carriageways
- South of Fincham Street widening of western side
- New barriers on bridge #5136, and new bridge adjacent to bridge #5136
- Replacement of bridges #5143 and #5144
- On-road cycling
- 2 new major bus stops at bridge # 5136
- Replace southbound major bus stop at Wanniasa park and ride
- Provision for bus priority measures at signalised intersections
- Improved pedestrian/cyclist crossing of Sulwood Drive
- Active travel linkages between northern and southern section, if required

5. Scope of Services

5.1 The services will be provided via a significant consultancy which will include the detail design, and liaison with utility authorities as deliverables.

5.2 The detailed design services for the duplication of Athllon Drive will need to include:

- Review of concept design (and infrastructure study for northern section), including traffic modelling and design criteria
- Gather updated service location information
- Design of utility services, including obtaining service authority design approvals

- Noise modelling
- Environmental, heritage and contaminated sites on-site assessments, as required
- Geotechnical investigation
- Stormwater design
- Design of 750mm diam water main scour valve (if required as a result of Woden Bus Depot works)
- Design of adjustments to pedestrian bridge #3097 over Yarralumla Creek opposite Parramatta Street
- Structural design of 500m retaining wall adjacent to Yarralumla Creek
- Design of new barriers on bridge #5136, and new bridge adjacent to bridge #5136
- Design of replacement bridges #5143 and #5144
- Intersection design including traffic signals at Melrose Drive intersection and access to SLA's future development site via intersection at Shea Street (coordinated with right turn signals out of Woden Bus Depot)
- Design of new southbound bus stop adjacent to Shea Street, 2 new major bus stops at bridge # 5136, replacement southbound major bus stop at Wanniasa park and ride
- Street light design
- Identification of any necessary future boundary adjustments
- Impact Track Development Application and any required environmental approvals
- Provision of P50/P90 cost estimates
- Project staging and concept TTMs (including assessment of whether a temporary bridge will be required)
- Preparation of PSP/FSP and DR design report and drawings
- Assistance with stakeholder engagement and preparation of presentation material
- Safety in Design and Value Management workshop
- Preparation tender documents and technical specification
- Presentation at construction tender industry briefing
- Responses to design RFIs during construction

It is anticipated that the detail design will take approximately 18 months to deliver, over two financial years.

The critical delivery date will be completing initial P50/P90 costings in time to inform the construction Business Case.

- 5.3 The services are anticipated to include stakeholder engagement including public consultation. This is to occur prior to the impact track Development Approval going on public display. The TCCS Communications Team will coordinate and manage all stakeholder engagement activities.
- 5.4 Liaison will be required with both TCCS and EPSDD/SLA and utility service providers.

6. Reference Documents

6.1 Documents referenced as part of this brief include:

- The Territory Plan
- V344 and V345
- ACT Light Rail Master Plan
- Any EPSDD and SLA planning documents and background studies for Athllon Drive corridor that are available at the time
- The infrastructure study report and concept design report and drawings

7. Standards

7.1 Works are to be undertaken in accordance with the latest versions of the following or other appropriate standards and guidelines:

- TCCS Design Standards for Urban Infrastructure
- TCCS Standard Specification for Urban Infrastructure
- TCCS Standard Requirements for Documentation
- Austroads Road Design Guidelines – Part 3 Geometric Design
- Austroads Road Design Guidelines – Part 6A Pedestrian and Cycle Paths
- Other relevant Australian Standards and Design Guidelines as appropriate
- Design Submission Checklists
 - Infrastructure Design Submission (Capital Works)
 - Preliminary Checklist for Submitted Documents
 - Road Design Audit Form
 - TTM Design Audit Form
 - Traffic Design Audit Form
- Disability Discrimination Act (DDA).

8. Timing

8.1 The following milestone dates apply to this project:

STAGE	TIMING
Request for Tender advertised	July 2020
Tender closed and assessment	August 2020
Award tender	September 2020
Consultant Contract Commence	September 2020
Draft PSP/FSP received including P50/P90 costing	January 2021
Impact track DA lodged	April 2021
Detail design complete (DR) including final P50/P90 costing	December 2021

- 8.2 The successful consultant will provide a detailed program which will achieve the above timeline, including other relevant key project milestones within two weeks of the inception meeting.
- 8.3 The timing for this project will be very tight due to the following constraints:
- Land release in the Athllon Drive road corridor is identified in the ACT indicative Land Release Program with 300 residential dwellings in 2021/22, and a further 280 residential dwellings in 2022/23.
 - The process of Business Case identification preparation for the 2021/22 Budget begins in October 2020 with the Business Case document being prepared in January 2021.
 - The next ACT election is on 17 October 2020. There will be interest in announcing award of the detail design of Athllon Drive duplication (which were 2017 election commitments) prior to this. The associated caretaker period will commence in early September and will end with the election of the Chief Minister on the first sitting day of the Legislative Assembly following the election. The detail design contract will therefore need to be awarded before the caretaker period commences, after the budget has been appropriated (which also occurs in early September).
 - Completion of the detail design will therefore need to be closely managed to ensure these milestones do not slip.

9. Funding

- 9.1 Funding to a total value of \$5.22m (excl GST) is being provided for the detail design project over two financial years from the 2020/21 budget. This includes the IFCW 4% management fee, 5% TCCS management costs and plus allowances for the environmental and planning approval fees and stakeholder engagement.
- 9.2 Should the documented works exceed the budget provisions, the scope of work is to be reduced accordingly in consultation with the Client, or another funding resource needs to be sought.
- 9.3 The IDPG Project Officer shall advise the Client early in the development of this project as to the adequacy of the allocated funding. The IDPG Project Officer shall also report and progressively refine and update the expenditure estimates at each submission stage as the project is progressed.

10. Consultation

- 10.1 The IDPG Project Officer shall circulate the milestone documents to all stakeholders for comment and respond to any issues raised by the stakeholders.
- 10.2 This project has a range of whole of Government impacts and the following internal and external agencies and stakeholders are to be consulted:
- Transport Canberra and City Services Directorate (TCCS) including ACTION regarding their proposal to build Woden Bus Depot and to future proof this for a possible future electrical bus fleet and TCCS light rail in relation to design requirements for the future stage along Athllon Drive
 - Environment, Planning and Sustainable Development Directorate (ESPDD), including SLA particularly in relation to the requirements for land release in the Athllon Drive road corridor

- All utility service providers

10.3 The successful consultant shall ensure that in-principle support can be obtained from all relevant authorities whose assets/responsibilities may be impacted upon by the proposed works. These include EPSDD, the Conservator of Flora and Fauna, Environment Protection, Heritage, Urban Treescaping and other relevant internal and external stakeholders or utility providers.

11. Project Acceptance

11.1 Technical design reviews will be undertaken by TCCS staff including Land Release Infrastructure and Roads ACT. Stakeholder comments will be considered as the design progresses, with a summary table prepared documenting how these comments have been responded to. Design approval for this project will be granted by TCCS based on these design reviews.

12. Liaison and Reporting

12.1 The first point of contact for this project will be with the Project Officer: Julie Pearson, who can be contacted on 6207 8355 or by email at Julie.pearson@act.gov.au.

12.2 The successful consultant shall provide the IDPG Project Officer a weekly email report on the progress of the project outlining current tasks and project risks.

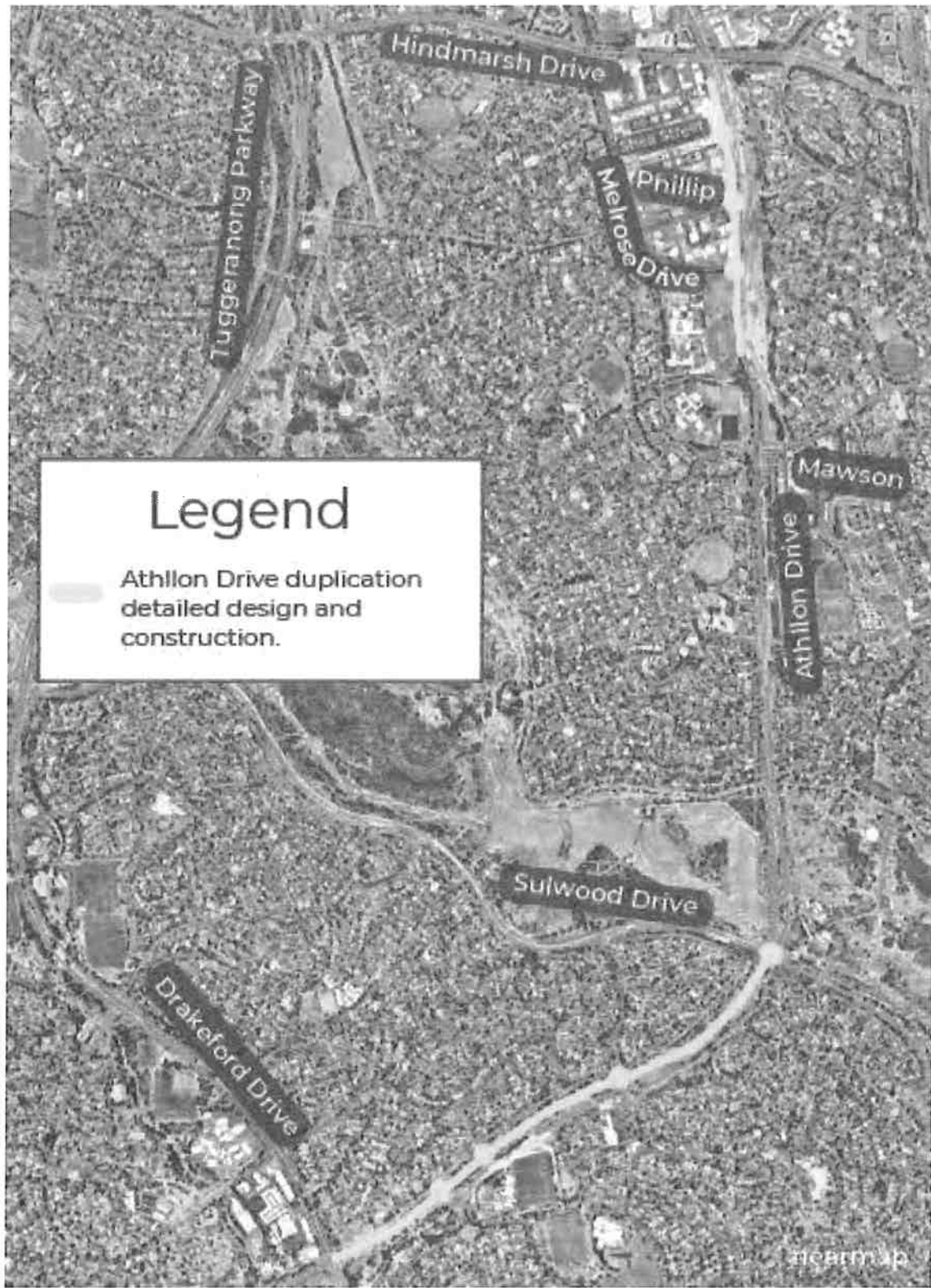
13. Communication

13.1 LRI will be responsible for responding to ministerials, correspondence and requests that are of a policy nature. The IDPG Project Officer shall provide the Client with assistance and information on specific issues.

13.2 LRI will manage any media associated with the project and the IDPG Project Officer shall provide information and supporting material when requested.

13.3 All media and public consultation activities will be managed via the TCCS Communications Team.

Attachment A - Location Plan

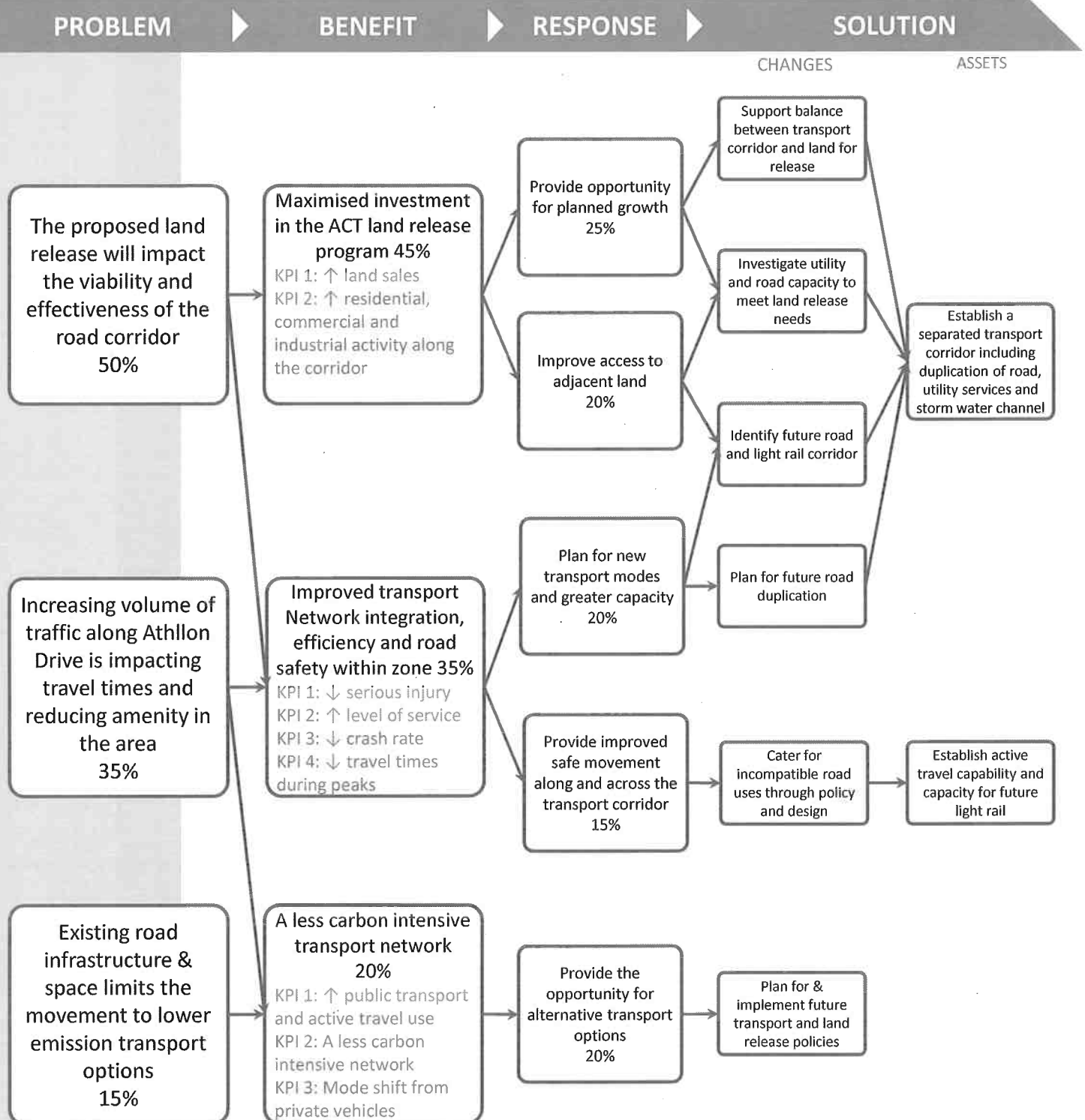


Enabling better access between Woden, Mawson and Tuggeranong

Athllon Drive duplication design (and infrastructure study)

INVESTMENT LOGIC MAP

Initiative



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Program - Athlon Drive duplication detail design

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PROBLEM

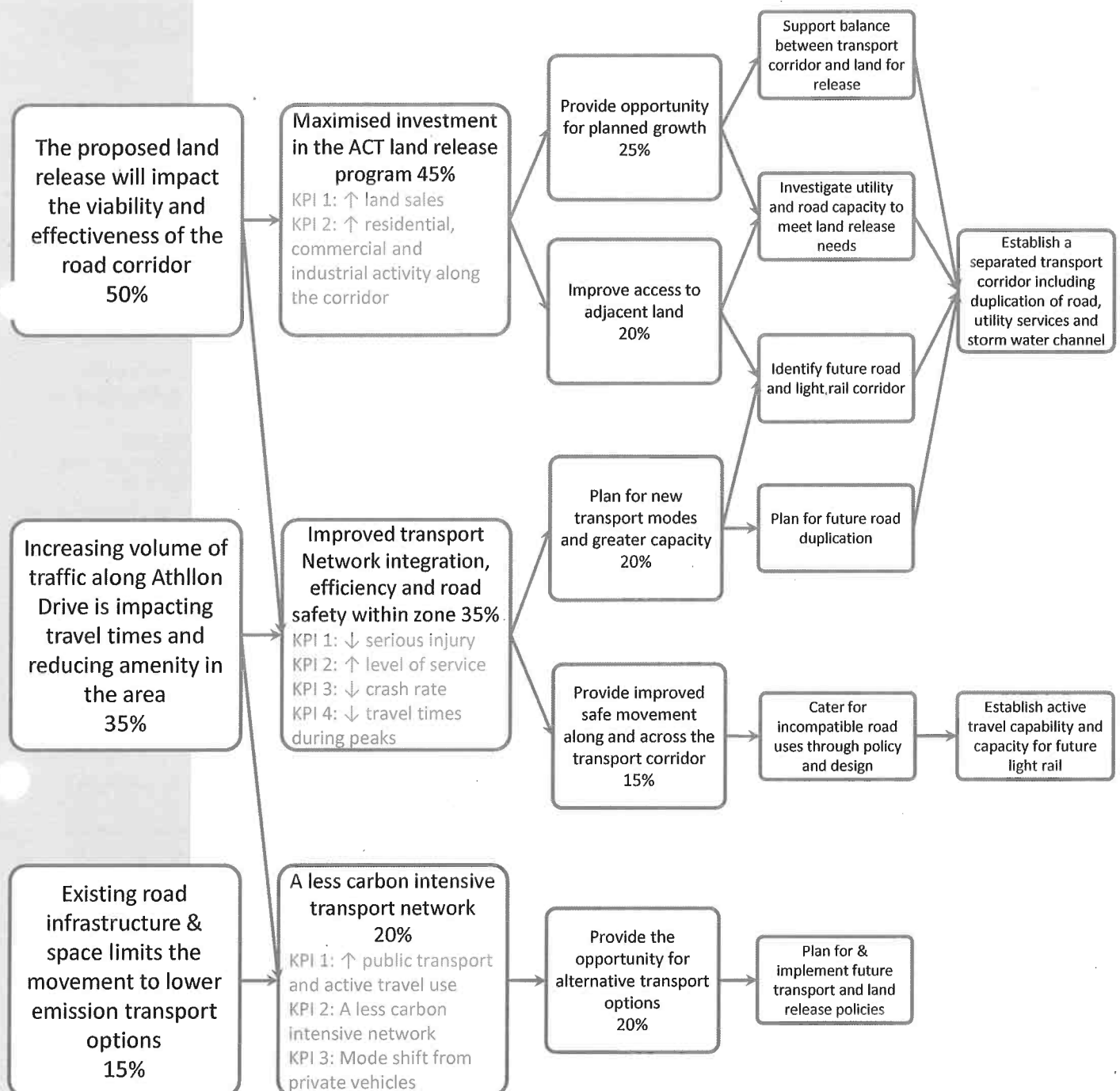
BENEFIT

RESPONSE

SOLUTION

CHANGES

ASSETS



Appendix C – Wellbeing Impact Assessment

Athllon Drive duplication (southern section) - construction					ICBR
Purpose of proposal					
This proposal seeks to construct the southern section of the Athllon Drive duplication between Sulwood Drive and Drakeford Drive to enable the travelling public to readily access Woden and the City from Tuggeranong in the south via a dual carriageway arterial road with significantly improved public transport and active travel connections.					
Wellbeing domains and impact description					
Access and connectivity	Economy	Education and life-long learning	Environment and climate	Governance and institutions	Health
Housing and home	Identity and belonging	Living standards	Safety	Social connection	Time
Primary domain		Impact description			
Access and connectivity		The following wellbeing impacts in the Access and Connectivity domain are expected for the Athllon Drive duplication project: - Major positive impacts to vehicular traffic due to improved safety and reduced congestion noting that the Tuggeranong end of Athllon Drive has experienced 2 fatalities in the last 12 months - Major positive impacts on the ACT community who use the public transport network as bus priority measures and new bus stops are planned to be constructed as part of this project. Transit lanes are also planned on the northern section - Major positive impacts on the ACT community for active travel opportunities from the Tuggeranong region, plus adjacent residents and those commuting between Tuggeranong and Woden and the City along Athllon Drive - Major positive impact on the operations of the new Woden Bus Depot and the businesses located in the Phillip precinct with improved and safer intersections providing access off Athllon Drive, including Parramatta Street which will improve the access arrangements for the new Woden Bus Depot - Medium impact to the future southern gateway and Light Rail projects as the alignment of Yarralumla Creek and the primary gas main will need to be resolved in those future stages of work in the northern end of this corridor - Medium impact on the people currently travelling along Athllon Drive, due to the construction works causing some delays. Specific safety measures, such as the use of concrete barriers to protect the general public and the construction workers, are being considered for incorporation into the detailed design documentation, to enable the minimum traffic speed to be 60km/h during construction, especially during travel in peak periods			
Other domains		This project is also expected to have wellbeing impacts on the Economy domain:			
Economy		Positive impacts on the economic and employment opportunities in the ACT, during the construction works. The direct economic stimulus from the project's construction budget will create up to 5 new employment opportunities in the ACT and the Canberra Region for every million dollars invested. Even wider economic benefits will be delivered via the engagement of a number of sub-contractors and consultants who will assist with the project design and delivery.			
Health		This project is also expected to have wellbeing impacts on the Health domain: - Major positive impacts of improved active travel opportunities from the Tuggeranong region, for adjacent residents and those commuting between Tuggeranong and Woden and the City along Athllon Drive - An Infrastructure Sustainability Rating is being prepared for the project, including consideration of climate change risk factors. The impacts of climate change on future storm events will also be considered in relation to the stormwater design for the upgraded road. This will take into consideration shorter duration and peakier storms which could produce flash flooding events. The drainage system will therefore be designed to account for these events to prevent flooding impacts on the health and wellbeing of the community			

Housing and home

This project is also expected to have wellbeing impacts on the Housing and home domain:

- Major positive impact on the land release program and the ability of Government to increase housing supply in the ACT through consideration of the investigation areas and possible land release along the Athllon Drive road alignment including in Phillip, Mawson and Wanniasa as identified in the District Strategies and on the Indicative Land Release Program

Evidence base and data

Evidence

- Road accident statistics
- Travel time and journey to work surveys – vehicles, cyclists and buses
- Employment statistics for the ACT, particularly in the construction industry
- Land sales data

Source

- Roads ACT
- Roads ACT/Active Travel Office/Transport Canberra
- ACT Government
- Suburban Land Agency

Type of evidence

ACT government data or research

What don't we know?

Measuring wellbeing outcomes

What is the measurable outcome?

- Improved road safety with less accidents (including fatalities)
- Modal shift and improved journey times
- Retain employment within the local ACT construction sector
- Land release opportunities are able to be identified and realised in the area

How will you measure it?

- Collect and maintain road accident statistics
- Collect and maintain journey to work and travel time survey data
- Employment statistics are collated and analysed to identify and monitor the construction sectors component
- Development areas are identified in the Land Supply Program and on the Indicative Land Release Program

Evaluation

- Roads ACT will monitor on-going safety and travel data for this arterial road as part of their asset owner and asset manager role.

Who is impacted?

Existing residents in a number of communities will be affected by this proposed road duplication, including the residents of Wanniasa, Pearce, Kambah and Mawson. Broader impacts will be experienced by the Tuggeranong and Phillip communities. Commuters along this critical movement corridor (which is an arterial road and a B-double route) will affect those who use Athllon Drive and surrounding roads on their daily commute. It will also affect the public transport and active travel routes during construction, with improvements being delivered in the interim and in the long term. A package of enabling works, including active travel path improvements, is currently underway to reduce this impact and to make the construction works safer for both travellers and workers.

TCCS will work closely with the community to ensure people will be provided the opportunity to have improved and safer access to reliable public transport and increased and safer active travel opportunities in the area. During construction, access along Athllon Drive is expected to be maintained, although there will be delays due to the temporary traffic management requirements and some short duration road closures may be required to complete some aspects of the construction work safely. This is expected to result in some minor increases in travel times along Athllon Drive as well as increased noise and reduced access between the Tuggeranong and Woden regions, during the construction works. These impacts of the project will be proactively managed and communicated to ensure positive community engagement is maintained throughout the construction works.

Will the proposal have a different or disproportionate impact (positive or negative) on any groups?

The Athllon Drive duplication project will potentially impact all groups within the Canberra community to the same extent during construction. It will equally benefit all groups within the Canberra community equally once the road is open and operational. However, it is impossible to estimate with any degree of accuracy the number of Canberrans in each group who would be impacted by the project as this project is delivered for all of Canberra and is targeted to more specifically benefit the residents of the Tuggeranong Valley and Woden.

Gendered impacts

The Athllon Drive duplication project will not have any gendered impacts.

Impacts on Aboriginal and Torres Strait Islander people

The design of the Athllon Drive duplication project includes the engagement of an Aboriginal and Torres Strait Islander consultant. A Walk on Country and Yarning Circle(s) are being held with the design team. This will result in the Ngunnawal community's values being understood for this country which has historically been a route of travel, source of food and watercourse. Recommendations will be made about how these stories can potentially be incorporated into the project's landscape design, signage, symbols and structures. There are a number of culturally modified trees in the project area, which are not being impacted. However the past loss of such a tree nearby is understood to have hurt the community. A 2018 NAIDOC week mural (Because of her, we can) is nearby. The project will therefore support the National Agreement on Closing the Gap and ACT Aboriginal and Torres Strait Islander Agreement specifically in relation to building the community-controlled sector. On-site heritage assessments have also occurred involving RAOs' whose opinions were sought on the heritage and landscape value of these trees whilst walking country. The resulting reports were circulated to all RAOs for review. Data about the project is therefore being made more transparent and available to Aboriginal and Torres Strait Islander communities. This project is continuing to be part of the transformation of government's processes and to assist Aboriginal and Torres Strait Islander communities to be part of self-determination led processes about country.

Impacts on future generations

This project is preparing the necessary documentation to obtain an Infrastructure Sustainability Rating. This includes consideration of climate change risk factors as well as sustainable construction practices. This approach will deliver a quality asset with a long life that meets the transport needs via a number of modes for the current and future generations.

Will the proposal have an impact on or be impacted by climate change?

Emissions reduction

This project is preparing the necessary documentation to obtain an Infrastructure Sustainability Rating. This includes considerations about emissions reduction in both the design and construction/as-built phases of the project.

Adaptation and risk management

The impacts of climate change on future storm events will also be considered in relation to the stormwater design for the upgraded road. This will take into consideration shorter duration and peakier storms which could produce flash flooding events. The drainage system will therefore be designed to account for these events to prevent flooding impacts on the health and wellbeing of current and future generations.

The landscape design for the project has been developed in cooperation with the Bushfire Management Teams in PACS and Fire and Rescue because this road corridor is an asset protection zone.

Cross-portfolio collaboration and partnerships

The delivery of this project has involved considerable cooperation and collaboration with stakeholders and asset owners across TCCS including Urban Treescapes, City Management and Roads ACT. Other areas of government have also been involved including ACT Heritage, Parks and Conservation Service, Suburban Land Agency, and Fire and Rescue (ESA). The alignment of the road duplication for the southern section is the result of detailed consideration of the impacts and agreement to the best outcome across a range of perspectives, involving many areas of government. Tree hollows were measured as part of this work to consider their potential as Gang-Gang cockatoo habitat. This project team meets regularly with SLA, Roads ACT, light rail and EPSDD's Southern Gateway Taskforce to ensure a fully informed and future proofed design is being progressed. This is a critical element of the project's success as further stages of development are being investigated and are under consideration along the length of this arterial road corridor in the near and more distant future.

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APPENDIX E - ATHLLON DRIVE DUPLICATION (SOUTHERN SECTION) - P90 COST ESTIMATE

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ACT
Government

Athllon Drive duplication – southern section

Engagement report

A summary of the community engagement undertaken for the preliminary design.

Introduction

Background

The ACT Government is progressing work to duplicate the southern section of Athllon Drive between Sulwood Drive and Drakeford Drive.

This 2.4 kilometre section of Athllon Drive is one of the two remaining unduplicated sections of this arterial road. The duplication will improve travel times and safety for all transport modes including walking, cycling, public transport and driving, as well as considering light rail which is planned for the future of this transport corridor.

Athllon Drive is a busy arterial road extending south from the Woden Town Centre, past the Mawson Group Centre, through to the Tuggeranong Town Centre. Two rapid bus routes, cyclists and nearly 2,000 vehicles currently use this road every hour during peak periods.

The current developments in Greenway and around Woden are generating additional demand within this arterial transport corridor. Future development in and around Athllon Drive is also identified in the Woden and Tuggeranong District Strategies. The residents who move into these areas of urban infill in the future will also generate additional demand within this arterial transport corridor.

The unduplicated sections of the road are bottlenecks which result in congestion, travel time delays and reduced safety and amenity in the area.

Community engagement sessions were held in May 2024 to discuss the preliminary design for this project with the community.

Preliminary design

In addition to duplicating Athllon Drive to provide two lanes in both directions, the following features are proposed:

- a new safe active travel crossing in the form of an underpass to provide a free-flowing active travel route via the C4 walking and cycling path under Sulwood Drive
- part-time traffic lights on the Athllon Drive/Sulwood Drive roundabout to improve traffic flow and safety
- new bus stops in the vicinity of the underpasses between the Sulwood Drive and Langdon Avenue/Atkins Street intersections to improve public transport access
- new traffic lights at the Athllon Drive/Langdon Avenue/Atkins Street intersection
- the southbound Park and Ride bus stop will be rebuilt on the new duplicated carriageway
- new traffic lights at the Athllon Drive/Vosper Street and Athllon Drive/Fincham Crescent intersections
- widening and upgrading existing underpass bridges and constructing a new bridge for the duplicated carriageway
- improvements to the C4 walking and cycling path and connecting paths
- water quality measures to reduce pollution from water run-off from Athllon Drive to Lake Tuggeranong.

The map below shows the preliminary design for the duplication of the southern section of Athllon Drive.



Engagement Approach

Who we engaged

We engaged with a range of stakeholders including:

- Kambah and Wanniassa residents
- Pedal Power
- Public Transport Association of Canberra
- Tuggeranong Community Council
- Woden Valley Community Council.

How we engaged

We used a range of channels used to engage with local residents and stakeholders as outlined below.

Letter to residents

In May 2024, a letter was distributed to around 4,000 households in the suburbs of Kambah and Wanniasa neighbouring the southern section of Athllon Drive. The purpose of the letter was to provide information about the project and its preliminary design and invite residents to information sessions.

Email to stakeholders

In May 2024 an email was sent to around 50 stakeholders to update them about the project. The stakeholders included local community groups and community members who had previously asked to be added to the project stakeholder list.

Community information sessions

Two face-to-face drop-in information sessions were held in May 2024 as outlined below.

1. Tuggeranong Library, 4pm – 5.30pm, Monday 20 May 2024
2. Wanniasa Shopping Centre, 10am – 12pm, Saturday 25 May 2024.

The purpose of these sessions was to allow the community to:

- view the preliminary design
- discuss the preliminary design with the project team
- ask questions of the project team and raise issues and concerns about the preliminary design.

Posters showing the preliminary design were on display, including a preliminary design plan, intersection layouts, a landscape plan, typical cross sections and the project's sustainability objectives and targets.

Feedback from the community on the preliminary design was welcomed via attendance at one of the drop-in sessions or written feedback via email. An estimated 80-100 people attended the two sessions and 12 pieces of feedback were received via email.

Website information

An [Athllon Drive Duplication project page](#) is available on the City Services website. This project page provides information about both the northern and southern sections of the project. It contains status updates about design progress and images of the design details.

The information sessions were also advertised on the website. The design drawings which were on display at the sessions were included as additional information on the City Services project page after the sessions.

Social media

A social media post was shared on the ACT Government's Facebook page on 10 May 2024. The post received over 110 reactions and likes, 159 comments and 16 shares.

What we heard

Overall stakeholders and community members expressed support for the duplication of the southern section of Athllon Drive. They saw benefits in providing increased capacity and improving safety on Athllon Drive, and noted a fatal head-on collision had occurred on this section of the road on Friday 24 May 2024.

Concerns were raised by some members of the community about the number of intersections proposed to have traffic lights installed. There was a larger proportion, however, who supported these changes with some strongly supporting the increased safety and improved access for vehicles utilising these intersections, and improved pedestrian safety and access, which traffic lights would provide at these intersections.

The table below outlines feedback received during the engagement and the ACT Government's response.

PROJECT DELIVERY	
Issue raised	ACT Government response
Support expressed for the duplication of Athllon Drive and acknowledgement there is a future need for it.	The ACT Government notes this support for the project.
Uncertainty the duplication of Athllon Drive is necessary given the current traffic volumes. The project seems unlikely to be worth the expenditure.	Athllon Drive is a busy arterial road with two rapid bus routes, cyclists and nearly 2,000 vehicles currently using this road every hour during peak periods. The current developments in Greenway and Woden are generating additional demand within this arterial transport corridor. Future development in and around Athllon Drive is also identified in the Woden and Tuggeranong District Strategies. The residents who move into these areas of urban infill in the future will generate additional demand within this arterial transport corridor.
The time it's taken to get to this point since the signs for the duplication went up 4 years ago.	The ACT Government is delivering the project as quickly as possible to improve capacity and safety on Athllon Drive for the community. Detailed design began in 2023 and is progressing well. Numerous site investigations have been undertaken to inform the design, including measuring gang-gang cockatoo hollows in trees and undertaking road pavement assessments. Noise monitoring in the area has also been completed.
Is the 3-week community engagement with information sessions insufficient consultation for the project?	The ACT Government values community insights on all projects. The information sessions provided an opportunity for the community to ask questions and discuss the preliminary design with the project team to learn more about the road duplication. The two sessions were held on a weekday and on a weekend at different hours and in different venues to provide the best opportunity for interested community members to come along when it suited them. Those who were unable to attend were invited to provide feedback via email to communityengagement@act.gov.au. Following the preliminary design phase, the project will move into detailed design. Submissions on planning and environmental approvals for the southern section of the duplication will start to be progressed. These will include a public notification period with a further opportunity to provide feedback.
What are the timelines involved and when will we see the finished project?	Enabling works have been funded with \$8.6 million committed in the 2024-25 ACT Budget jointly funded by the ACT and Australian Governments. These works will commence in September 2024, with some of the works subject to approvals and successful procurement processes starting later. Construction of the main road duplication is estimated to take around two years, the start date is subject to environmental and planning approvals and successful procurement processes. The community will be kept informed about construction timeframes as the project progresses with more detail provided around the time of construction procurement. This will ensure plenty of notice is given prior to work commencing.

INTERSECTION TREATMENTS

Issue raised	ACT Government response
The traffic lights to be installed at the Athllon Drive/Sulwood Drive roundabout are supported if they will operate at peak times only.	The preliminary design includes part-time lights on an approach at the Sulwood Drive/Athllon Drive intersection to improve traffic flows and safety in peak periods. The ACT Government notes the support for the proposed part-time traffic lights.
Multiple concerns were raised, and questions asked, about the number of traffic lights proposed in the preliminary design including: - questioning if all of the proposed new traffic lights are required given many of the intersections currently function well and once the road is duplicated traffic should flow even better - questioning the benefit of installing traffic lights compared to other intersection treatment options - questioning how traffic lights will improve traffic flow - concerns the new traffic lights will dramatically increase commute times despite the additional traffic lane - requests for information that shows traffic lights are the most appropriate option - questioning if significant traffic growth is expected in the area to justify all of the new traffic lights.	In the preliminary design, crash data at each of the intersections along Athllon Drive and other relevant safety factors have been taken into account. The design has been progressed to meet the current Austroads Standards with the traffic light designs having a smaller footprint than the large diameter roundabouts that would be required to meet the turning path requirements for heavy vehicles (including B-doubles and buses) on this duplicated arterial road. Traffic signals will address vehicle and pedestrian safety issues with these intersections, with further detail provided below in relation to the individual intersections. To optimise the green time for traffic using the arterial road network along Athllon Drive the traffic light design, phasing and programming are being developed in cooperation with Roads ACT. The duplicated Athllon Drive will provide safer movements for vehicles, pedestrians and cyclists, as well as for heavy vehicle movements (including public transport buses and B-doubles who use this road), to meet the current and projected future traffic demand along this arterial road. Treasury's future population projections are that by 2060 the ACT will have a population of over 784,000, which is an increase of over 330,000 people. As noted in the Tuggeranong District Strategy, Tuggeranong's population was 89,461 in 2021 and this is expected to continue to increase as the ACT grows. The strategy also notes the future vision for Tuggeranong is to increase the Town Centre's primary service role for the district and the wider ACT economy with more jobs, shopping, services and housing. Linked local centres or 'nodes' are also proposed in the strategy along the Athllon Drive corridor and at Wanniasa, with the group centres planned to grow and provide more jobs. This growth and associated future development will have direct impacts on the transport capacity required along Athllon Drive.
Is there any chance the roundabout on Sulwood Drive/Athllon Drive intersection could be replaced with a larger underpass that could accommodate cars and not just pedestrians/cyclists?	The preliminary design includes an underpass under Sulwood Drive to provide a safe, separated crossing for pedestrians and cyclists. A larger underpass for all transport modes is not required for the safe operation of this intersection and would be cost prohibitive to deliver.
Opposition to, and concerns raised about, the proposed traffic lights at the Athllon Drive/ Atkins Street/Langdon Avenue intersection including: - opposition to converting the existing roundabout to traffic lights as it's safe as is and traffic currently flows well with two lanes feeding into it at all points - concerns the proposed traffic lights will add to travel times particularly at non-peak times - concerns of negative flow on impacts to traffic in surrounding area, including causing bottlenecks at the roundabout at Rylah Crescent/ Longmore Crescent/Langdon Avenue for vehicles accessing the Wanniasa shopping centre and Park and Ride - if traffic lights are built, request to add 'Turn left at any time with care' signs on all approaches - opposition to traffic lights at this intersection for pedestrians and cyclists as the crossing at the nearby bus stop is sufficient to meet their needs - preference for retaining the roundabout and adding part time traffic lights if required, similar to what's	The preliminary design includes traffic lights at the Atkins/Langdon Street intersection with Athllon Drive due to safety concerns with the current intersection for vehicle movements, pedestrians, and cyclists. Due to the volume of traffic on Athllon Drive drivers are more likely to take risks with right turn vehicle movements and this is shown in the crash data. Due to the proximity of this intersection to the Wanniasa shopping centre there is also a greater need to provide safe pedestrian and cyclist movements at this location, with traffic lights being safer than a roundabout. Left turn slip lanes are currently included on all approaches to provide capacity at this intersection on an arterial road. This intersection layout is also designed in consideration of the surrounding road network, particularly in the area adjacent to Wanniasa shopping centre. Modelling has been undertaken to consider impacts to the broader network, including to the surrounding local roads and intersections. This intersection also includes queue jump bus priority lanes on Athllon Drive in the preliminary design. The design has been progressed to meet the current Austroads Standards. Crash data at each of the intersections along Athllon Drive and other relevant safety factors have been taken into account in the preliminary design. The duplicated Athllon Drive will provide safer movements for vehicles, pedestrians and cyclists, as well as for heavy vehicle movements including

proposed for Athllon Drive/ Sulwood Drive - concerns the proximity of bus stops to the intersection with Langdon Avenue/Atkins Street will compound traffic congestions - suggestion to incorporate bus/transit lanes for buses entering/exiting the bus stops to reduce overall congestion and improve traffic flow.	public transport. To optimise the green time for traffic using the arterial road network along Athllon Drive the traffic light design, phasing and programming are being developed in cooperation with Roads ACT. There will also be other benefits for public transport users with improved bus stops and upgraded facilities included in this project.
Concern about introducing new traffic lights at the intersections of Vosper Street and Fincham Crescent. Suggestion to realign the intersections of Fincham Crescent and Vosper Street to create a single crossroad and integrate the operation of the traffic lights.	Traffic lights are required at both the intersections of Vosper Street and Fincham Crescent to address safety issues with vehicles making the right turn movement (as described under the item above). Traffic lights at these intersections will provide a safe weaving movement for vehicles travelling between these two roads via the duplicated Athllon Drive in accordance with the Australian road design standards. The traffic lights at these intersections will be coordinated to minimise impacts on traffic travelling along Athllon Drive. In addition, both intersections require signalisation as once the road is duplicated vehicles making a right turn movement, that are then turning left at the next intersection, will need to cross another lane of traffic in a very short stretch of road which would create an unsafe "weaving" movement between the intersections. It is not possible to combine these two roads into one intersection due to site constraints. The operation of the new traffic lights at these two intersections will be coordinated to minimise impacts on traffic travelling along Athllon Drive. To optimise the green time for traffic using the arterial road network along Athllon Drive the traffic light design, phasing and programming are being developed in cooperation with Roads ACT.
Can the existing pedestrian crossing lights at the Wanniasa bus stops be replaced with a pedestrian overpass or underpass to improve traffic flow and pedestrian safety? Concern pedestrian crossing lights will not be synced with other traffic lights and the expanded Park and Ride facility will further disrupt traffic flow on Athllon Drive through increased use of the signalized crossing.	The preliminary design retains the pedestrian crossing signals for the crossing at the bus stops adjacent to the Wanniasa Park and Ride and the Wanniasa shopping centre. These traffic lights provide a safe crossing for bus users at this location. A pedestrian overpass or underpass is currently not required for the safe operation of this crossing. It would also be cost prohibitive to deliver. The operation of these pedestrian crossing signals will be coordinated with the new traffic lights proposed at the intersections along Athllon Drive to minimise impacts on traffic. To optimise the green time for traffic using the arterial road network along Athllon Drive the traffic light design, phasing and programming are being developed in cooperation with Roads ACT.
ACTIVE TRAVEL	
Issue raised	ACT Government response
Why is pedestrian passage such a focus at most intersections? This is a main road, not a minor street through a suburb. One or two sets of traffic lights, along with the already present underpass should be sufficient to allow pedestrians to cross this road safely.	The ACT Government is committed to safety for all modes of transport for all road projects. The proposed traffic lights are designed to ensure safe movements for vehicles at the intersections along this section of Athllon Drive, as well as providing safe crossings for pedestrians and cyclists. At the Athllon Drive/Atkins Street/Langdon Avenue intersection there is a higher need to provide safe pedestrian and cyclist movements to access the Wanniasa shopping centre. Similarly, at the Athllon Drive/Fincham Crescent intersection will provide safe access to St Anthony's Parish Primary School and Early Learning Centre and the nearby Wanniasa High School.
The underpass at Athllon Drive/Sulwood Drive intersection is applauded for significantly improving safety for pedestrians and cyclists. It is an especially dangerous crossing for cyclists at present, many of whom are school children, due to how many cars come through the intersection. Many near misses have been seen at this crossing.	The ACT Government notes this support for the proposed underpass that is planned to be constructed as part of this project.

PUBLIC TRANSPORT	
Issue raised	ACT Government response
The design for the duplication does not seem to take the future light rail line into consideration. Will planning and building include facilities for the light rail connection from Woden to Tuggeranong?	The Light Rail Network plan for the ACT includes a future stage from Woden to Tuggeranong. The design of the duplication alignment has considered the future light rail connection within the Athllon Drive corridor.
Could one of the new lanes in each direction be reserved for buses and taxis/ride share vehicles as a transit lane? Suggestion to locate the transit lane down one side of Athllon Drive to obtain multiple benefits.	This project includes a range of benefits for public transport users including improved bus stops and upgraded facilities. Bus priority measures are being considered as part of the design with queue jump bus priority lanes currently included in the preliminary design at the Athllon Drive/Atkins Street/Langdon Avenue intersection. Transit lanes are not proposed as part of the southern section of this project.
The addition of four extra sets of traffic lights could further delay travel times for the R4 rapid bus service.	To optimise the green time for all traffic using the arterial road network along Athllon Drive, including the R4 bus from Tuggeranong to Civic, the traffic light design, phasing and programming are being developed with Roads ACT.
Support for the addition of the new pair of bus stops between the existing Wanniassa shopping centre bus stops and Sulwood Drive.	The ACT Government notes this support for the proposed new pair of bus stops that is planned to be constructed as part of this project.
The additional bus stops between Langdon Avenue and Sulwood Drive have the advantage of being serviced by both the R4 and R5 routes. Suggestion to add Park and Ride facilities for these stops as they are likely to be popular.	The ACT Government notes this support for the proposed new pair of bus stops that is planned to be constructed as part of this project. Over 20 Park and Ride facilities are provided across the ACT. These are located along rapid bus routes and at selected group centres to allow easy connections with peak hour bus services in particular. A Park and Ride facility is already located at Wanniassa shops which is not fully utilised. Currently the ACT Government has no plans to provide an additional Park and Ride facility in this part of Wanniassa or Kambah.
Consideration should be given to adding bus stops between the Wanniassa Park and Ride and Drakeford Drive. This long stretch of road does not currently have any bus stops and they do not appear to be included in the current design.	As part of the early stages in this design project an options study was requested by Transport Canberra to consider the best location for an additional pair of bus stops in the vicinity of the Athllon Drive/Drakeford Drive intersection. This study determined that the best location for these additional bus stops was on the Tuggeranong Town Centre side of the Drakeford Drive intersection. It was agreed that these bus stops would be considered for future development by Transport Canberra.

Communications Plan

Project: Athllon Drive upgrade

Directorate/Business Unit: TCCS – Infrastructure Delivery

Launch/release date: June 2023 (updated May 2024)



What is being communicated?	The ACT Government is duplicating Athllon Drive in south Canberra to improve road safety, connectivity and make public transport more accessible and reliable.		
Why are we communicating on this issue?	To create awareness of the project, ensure the community is well-informed of the project, communicate its benefits and advise of any potential disruptions.		
Background/research/insights	- YourSay Panel Survey 2022: 43% of Canberrans get their information from ACT Government websites. - YourSay Panel Survey 2022: preferred channels to receive information were the Our Canberra newsletter (39%), closely followed by social media (38%) of which 75% highlighted Facebook as their preferred platform. - TCCS Community Satisfaction Survey 2023: 11% decline in satisfaction with the road network to 69%.		
Tier:	Tier 2		
Other directorates/agencies involved	N/A	Spokesperson	Minister for City Services, Tara Cheyne A/g DDG City Services, Bruce Fitzgerald A/g EBM Infrastructure Delivery, Sophie Clement

Target audiences

Primary	Tuggeranong/Woden residents and commuters
Key influencers/stakeholders	- Relevant community councils and resident groups including the Tuggeranong Community Council, Woden Valley Community Council and South East Tuggeranong Residents Association - Representative groups including Pedal Power, Canberra by Bike and the Public Transport Association of Canberra - Local residents adjacent to the construction works - Off-leash dog walking area adjacent to planned construction site
ACTPS (if relevant)	- Major Projects Canberra (extension of light rail to Mawson, if progressed, and not precluding future stages) - EPSDD (hydrological/flood modelling, water detention and water quality including WSUD, Indicative Land Release Program and Territory Plan including new District Strategies and Design Guides) - Planning authorities (EPSDD – ESO and DA, NCA - if Works Approval is required)

Approved by: Geoff Virtue

Action officer: Emily Wadwell

Date: 29/06/2023, last updated 20/05/2024

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	• EPSDD's Climate Change Action Plan requires an ISC Infrastructure Sustainability Essentials rating for the project • Suburban Land Agency (land release for housing supply) • Transport Canberra (Woden Bus Depot operations including bulk feeder main, and rapid and local bus routes as well as bus stops) • TCCS road network modellers, active travel and asset owners including Roads ACT (including intersection arrangements, design requirements, road barriers, signposted speed limit, traffic noise, stormwater, bridges and road pavements) • Urban Treescapes (tree removal and carriageway realignment, tree planting and handover) • ACT Heritage (heritage trees and carriageway realignment) • Conservator of Flora and Fauna (Gang-gang nesting hollows) • City Management (handover of grassing and shrub areas) • EPA if any site contamination is found • TCCS design standards (MIS/MITS/TRIS/TRITS) • Treasury (population growth numbers and project funding via ACT Budget Business Cases) • MPC (project delivery support)
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Key messages

- The ACT Government is duplicating Athllon Drive in south Canberra to improve road safety, connectivity and make public transport more accessible and reliable.
- There are two sections included in this project with the southern section to be constructed between Sulwood Drive and Drakeford Drive in Kambah and the northern section extending just beyond Shea Street and Melrose Drive in Phillip.
- Early works packages are also being progressed to expedite the delivery of the project by constructing works such as utility services relocations, active travel path improvements and elements of the intersection works in advance of the main construction contracts. This will make the main construction works safer for users of the road corridor and construction workers.
- Athllon Drive is outlined in the Government's infrastructure priorities for Tuggeranong as a crucial transport corridor for motor vehicles, public transport and active travel that will support future growth across the city and the region.
- This project is being designed and planned to be constructed for all transport modes including active travel, public transport and road vehicles, whilst not precluding light rail which is planned to be constructed in this transport corridor in the future.

Action plan – how we are informing and engaging our target audiences

When	What	How	Responsibility
Planning and concept design phase			

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Action officer: Emily Wadwell

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December '19	Project page launched.	City Services website	TCCS Comms
March 2020	Installation of project signs.	Project signage	TCCS Comms
August 2020	Release of concept designs for both the north and south sections.	Media release, social media, web updates, OC content	TCCS Comms
April 2023	Project page launched.	Built for CBR website	TCCS/CMTEDD comms
Southern section (Sulwood Drive to Drakeford Drive): detail design phase			
November 2022	Release of tender for detailed design	Media release, boosted/targeted social media, web updates, OC content	TCCS Comms
March 2024	Project update provided to the Tuggeranong Community Council as part of a broader TCCS update.	Tuesday 5 March 2024	A/g ID EBM
10 May – 1 June 2024	Community engagement phase	Drop-in session, letterbox drop, stakeholder email, boosted/targeted social media, web updates, OC content	TCCS Comms/ID project team
TBC	Submission of Environmental Significance Opinion (ESO), and later submission of development application, and associated public notification period. This will subsequently release the 'updated design' following above community engagement.	Stakeholder email, boosted/targeted social media, web updates (noting this will support the legislated ESO and/or DA comms).	TCCS Comms
TBC	Approval of development application and preparation of construction documentation. Release of final scope.	Stakeholder email, boosted/targeted social media, web updates	TCCS Comms
Northern section (Shea Street to Melrose Drive): detail design phase			
October 2023	Release of tender for detailed design	Stakeholder email, media release, social media, web updates	TCCS Comms

Approved by: Geoff Virtue

Action officer: Emily Wadwell

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TBC	Community engagement commences	Drop-in session, letterbox drop, stakeholder email, boosted/targeted social media, web updates, OC content	TCCS Comms/ID project team
TBC	Submission of development application and associated public notification period. This will subsequently release the 'updated design' following above community engagement.	Stakeholder email, boosted/targeted social media, web updates (noting this will support the legislated DA comms).	TCCS Comms
TBC	Approval of development application and preparation of construction documentation. Release of final scope.	Stakeholder email, boosted/targeted social media, web updates	TCCS Comms
Construction phases			
TBC	Early works packages ahead of main construction works.	Replacement of existing signage, media ops, boosted/targeted social media, OC content, letterbox drops (dependent on location of works) and stakeholder emails.	TCCS Comms
TBC	Main construction works	Signage, fence wrap, media ops, boosted /targeted social media, OC content, letterbox drops and stakeholder emails	TCCS Comms
TBC	Communications will be developed for construction at various milestones and to support changes in temporary traffic management measures.	Signage, fence wrap, media ops, boosted /targeted social media, OC content, letterbox drops and stakeholder emails.	TCCS Comms

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Southern section detailed design – engagement action plan

Note: this is an engagement activity, not a consultation. We will be having a conversation with the community about the project. This also forms part of the sustainability rating being sought for the project. Whilst the community will be encouraged to ask questions via email and at the face-to-face sessions, the intention of this engagement is to provide information ahead of the upcoming planning approvals processes (which will have formal statutory notification periods).

Southern section (Sulwood Drive to Drakeford Drive): detail design phase		
When	What	Responsibility
10 May 2024	Update City Services project page including: - current update - key features - project fact sheet - upload preliminary design (to replace the concept design) - details of information sessions.	TCCS Comms
	Project update/letter distributed to residences and businesses in the area with details of the preliminary designs and upcoming engagement opportunities.	TCCS Comms
	Stakeholder email issued to the project email list and key stakeholders (Pedal Power and Public Transport Association of Canberra) and local resident and community groups.	TCCS Comms
	Boosted social media post to the Tuggeranong and Woden Valley regions.	TCCS Comms/ CMTEDD
w/c 20 May 2024	Information 'drop-in' sessions on Monday 20 May from 4 pm to 5.30 pm at the Tuggeranong Library and at the Wanniasa shops on Saturday 25 May from 10 am to 12 pm. Materials will be prepared for the session including more detailed design drawings.	Project team
July 2024	Presentation at the Tuggeranong Community Council's monthly meeting providing an overview of the project and insight into the conversations we had with the community at the information sessions.	TCCS Comms/ Project team

Approved by: Geoff Virtue

Action officer: Emily Wadwell

Date: 29/06/2023, last updated 20/05/2024

Appendix I - Project Timeline

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