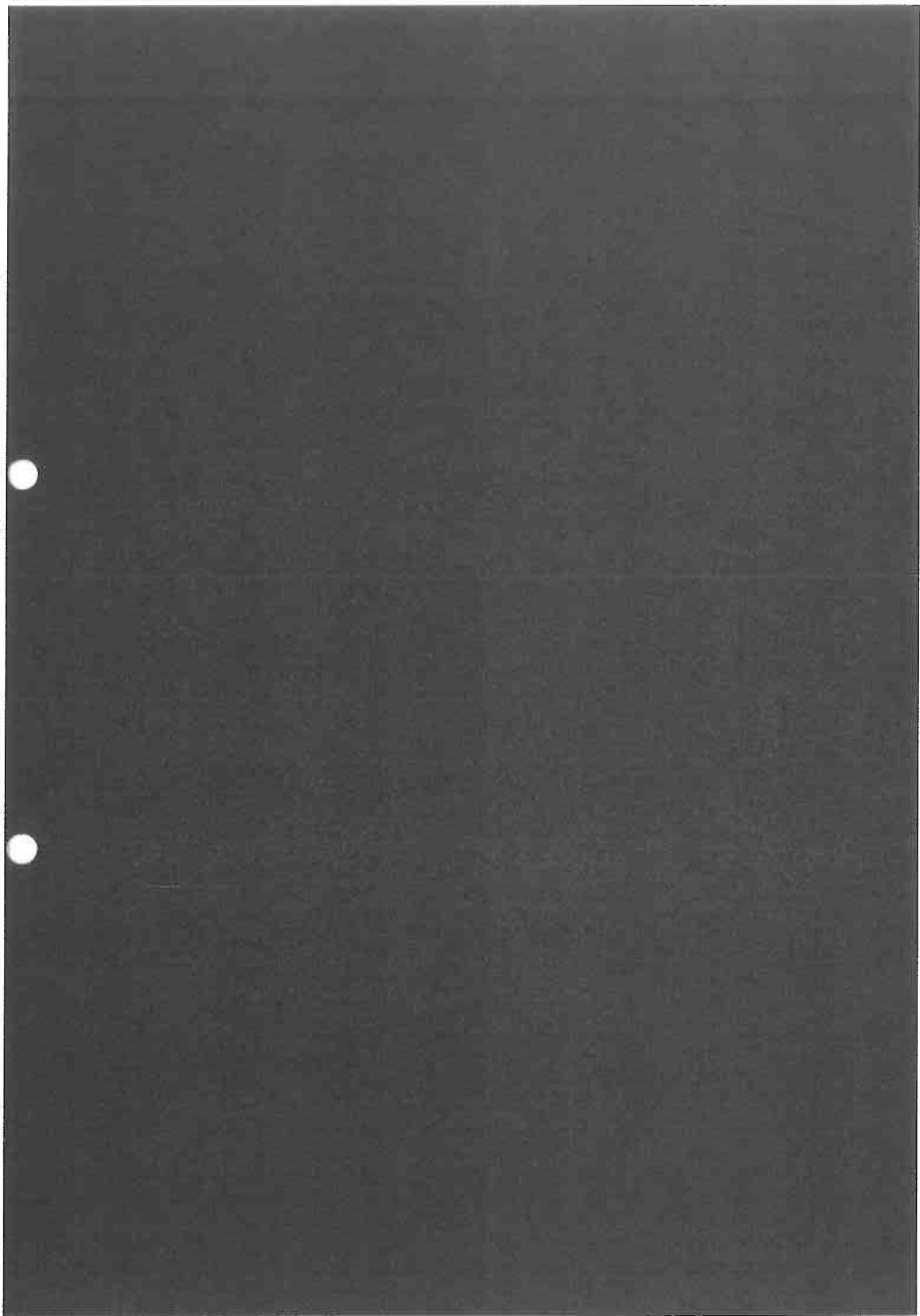
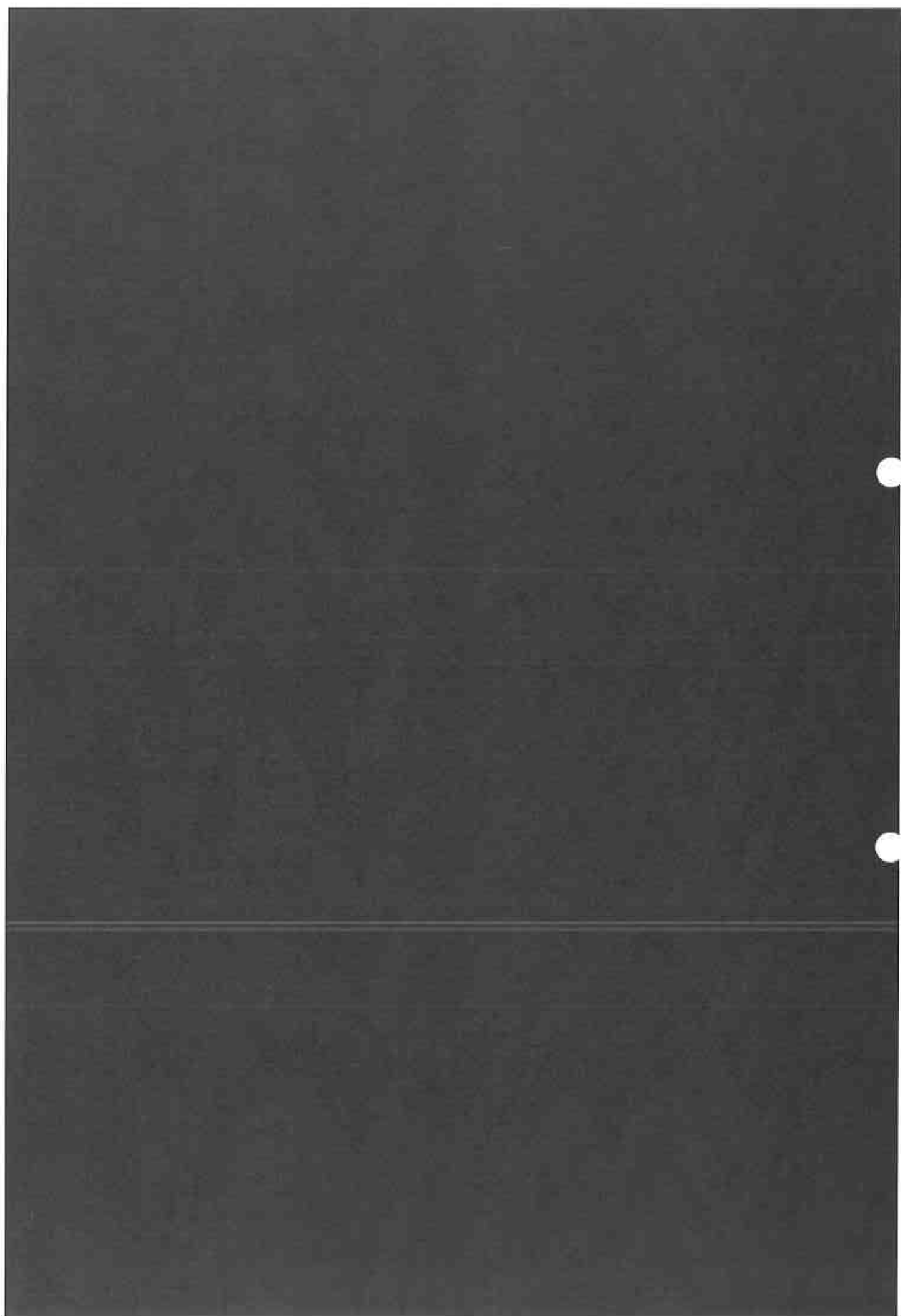
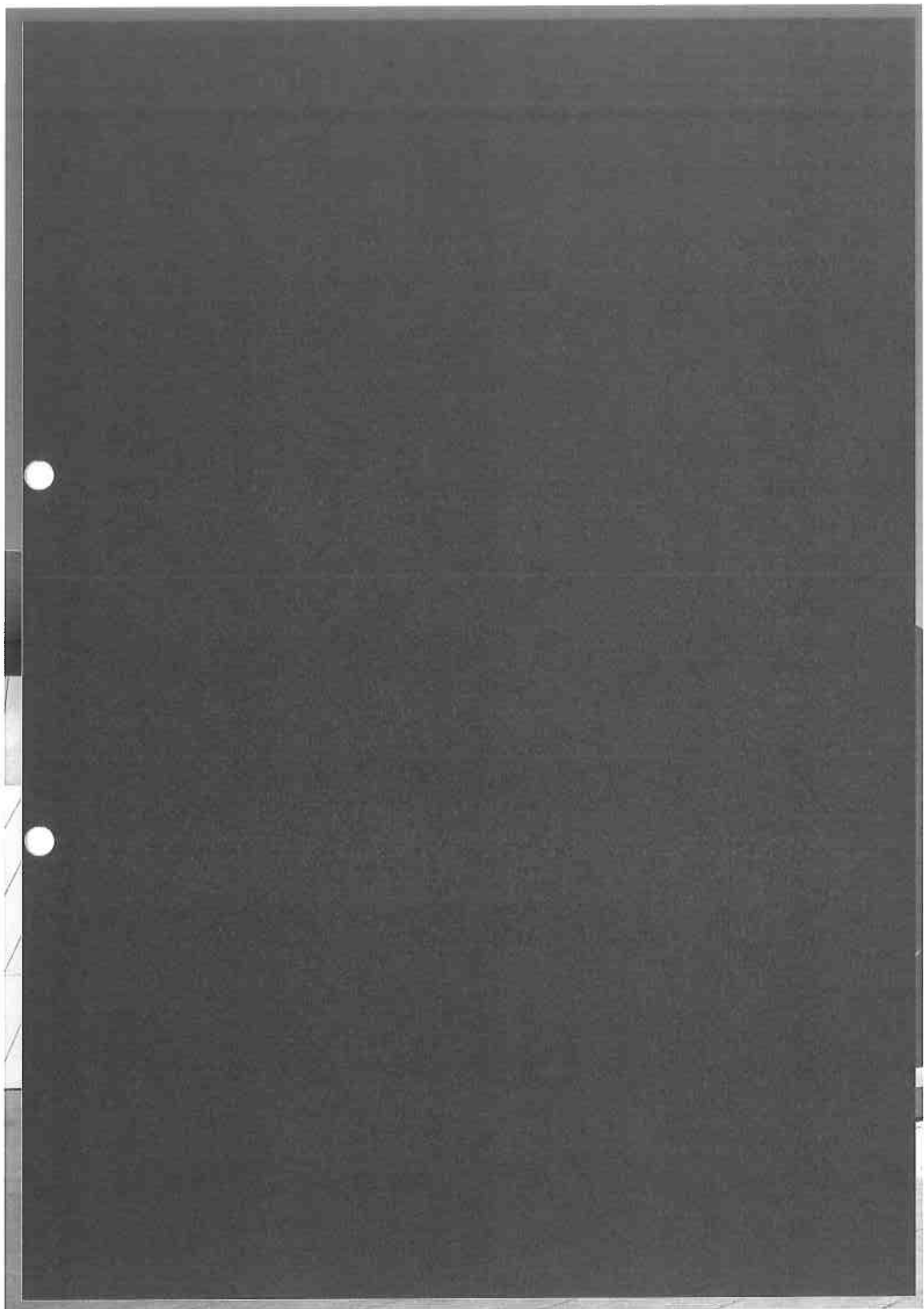
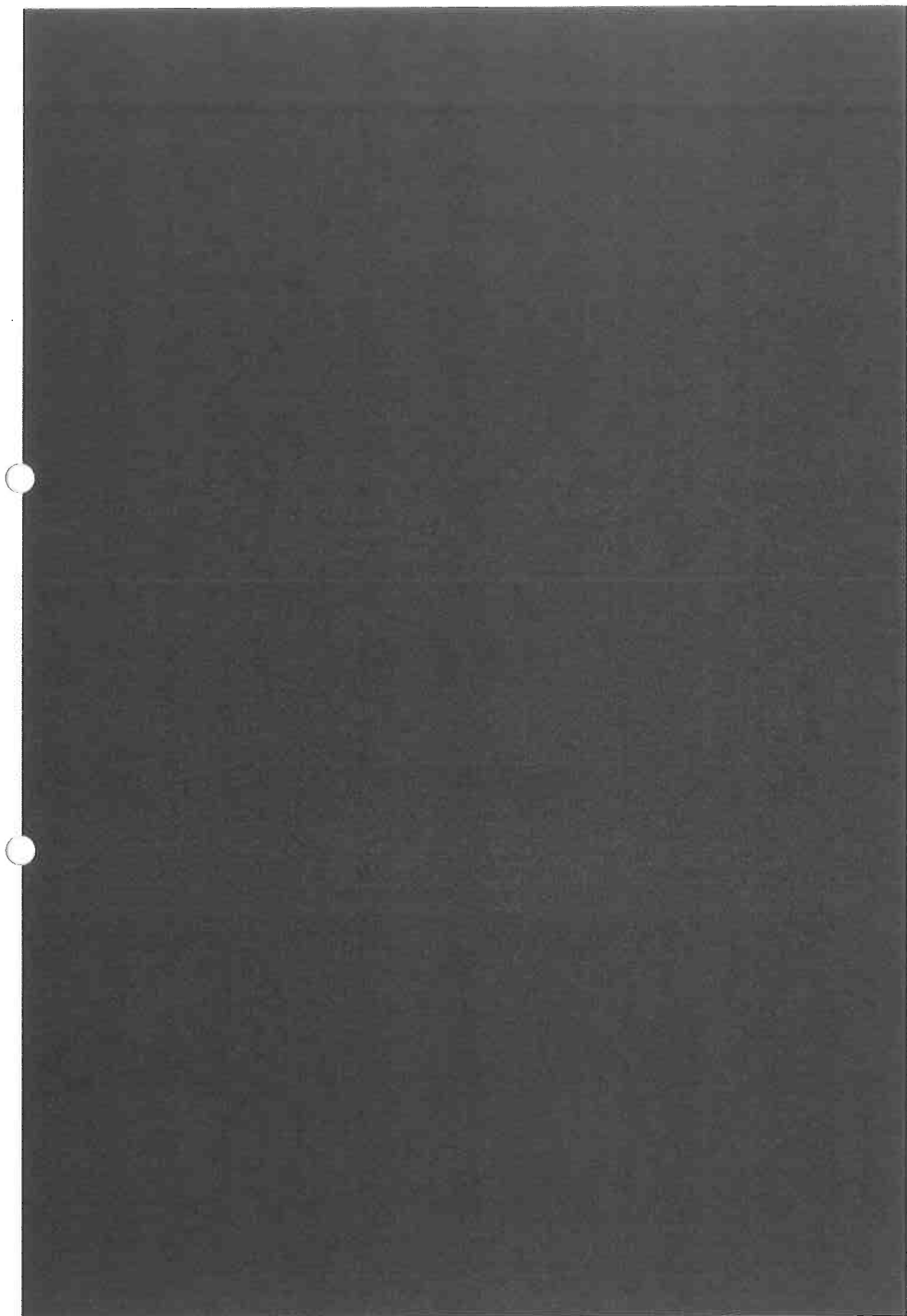
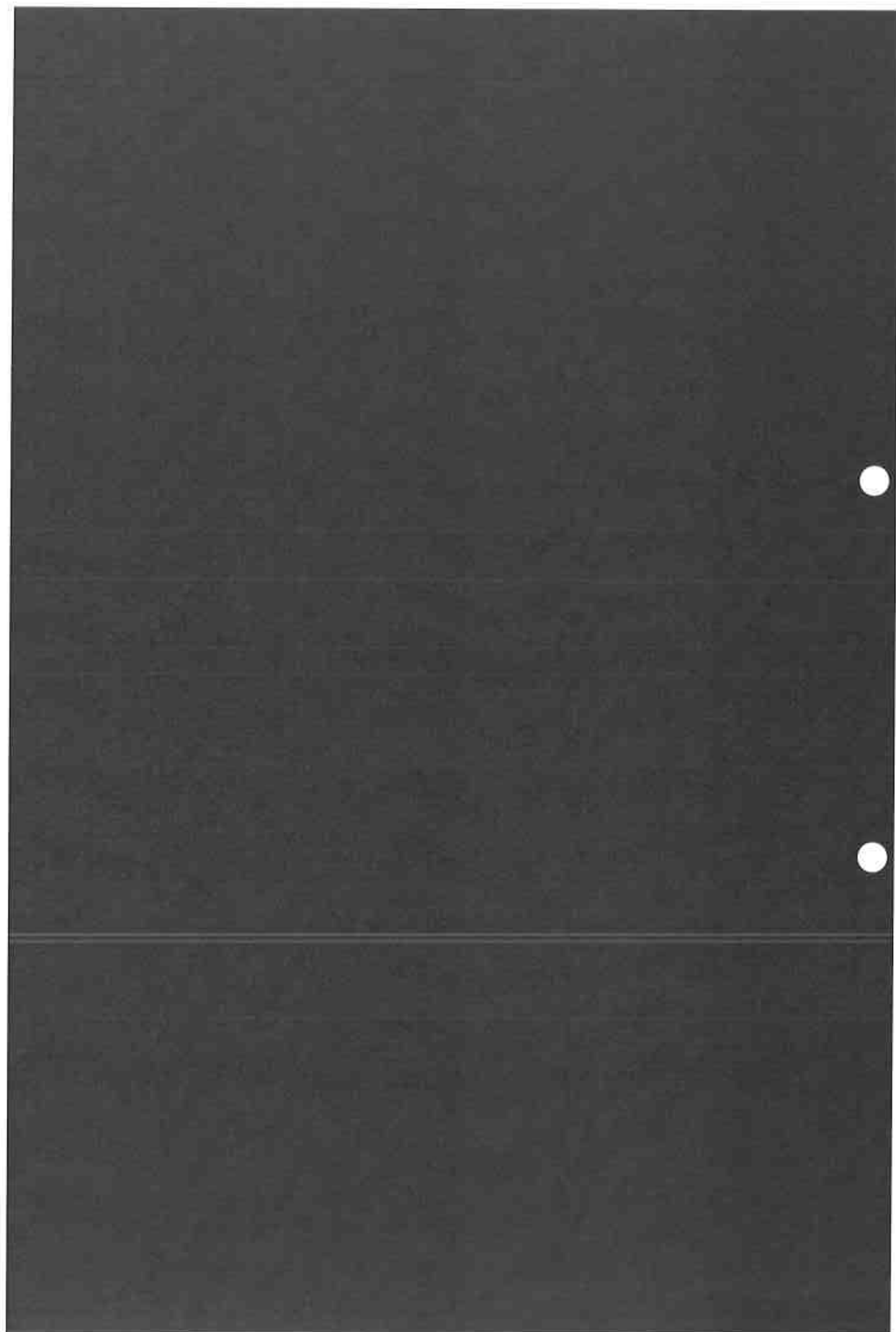


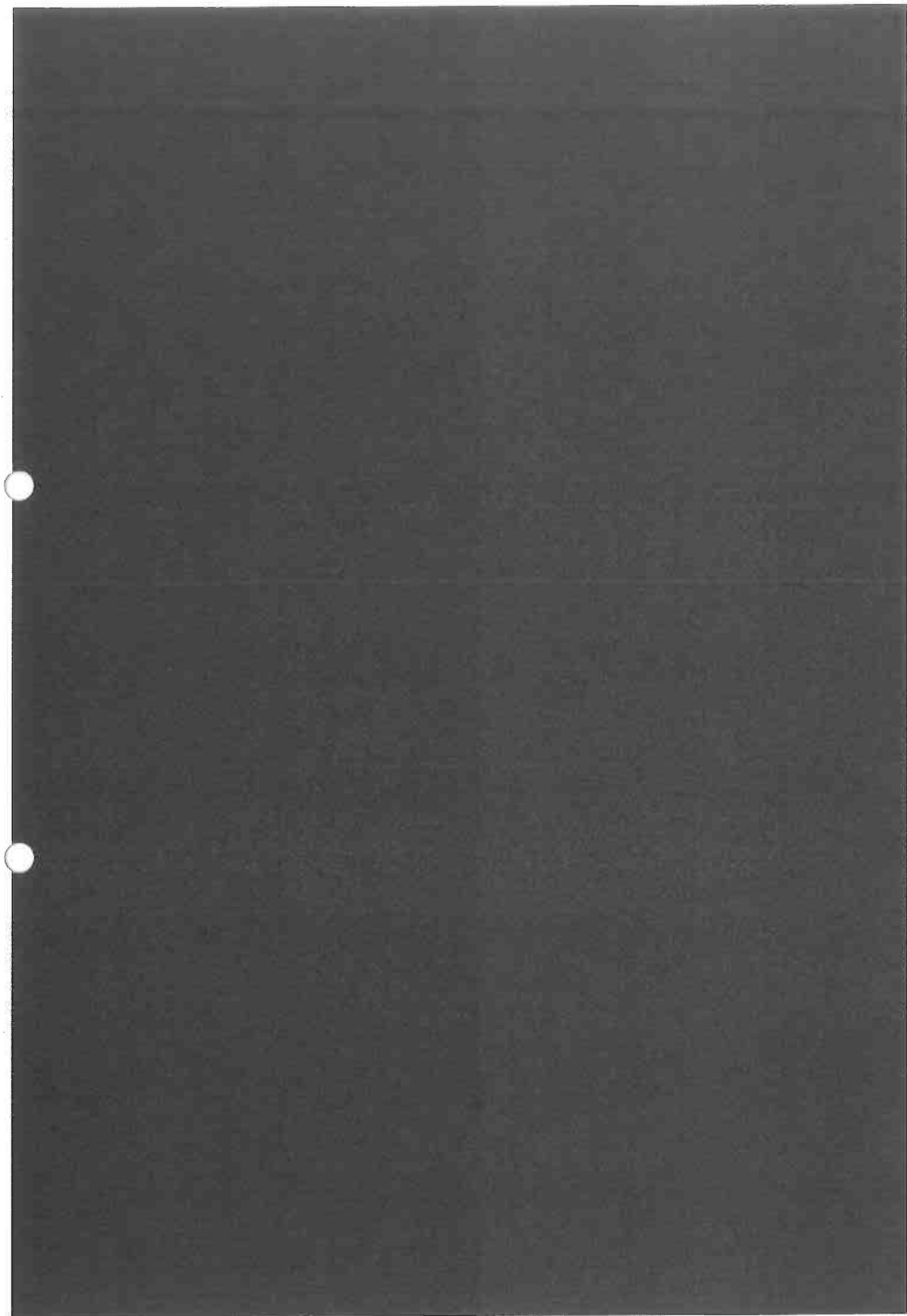


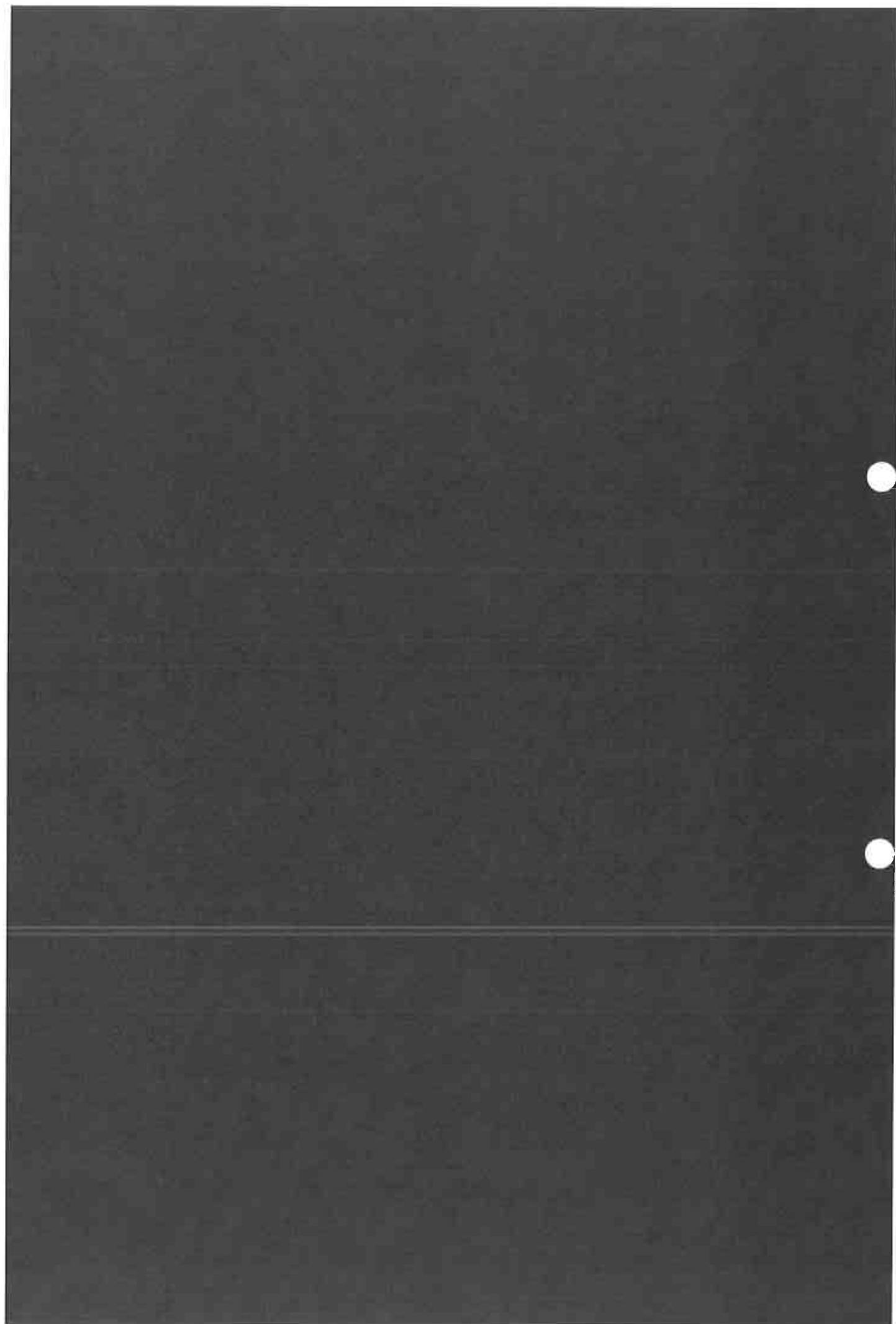


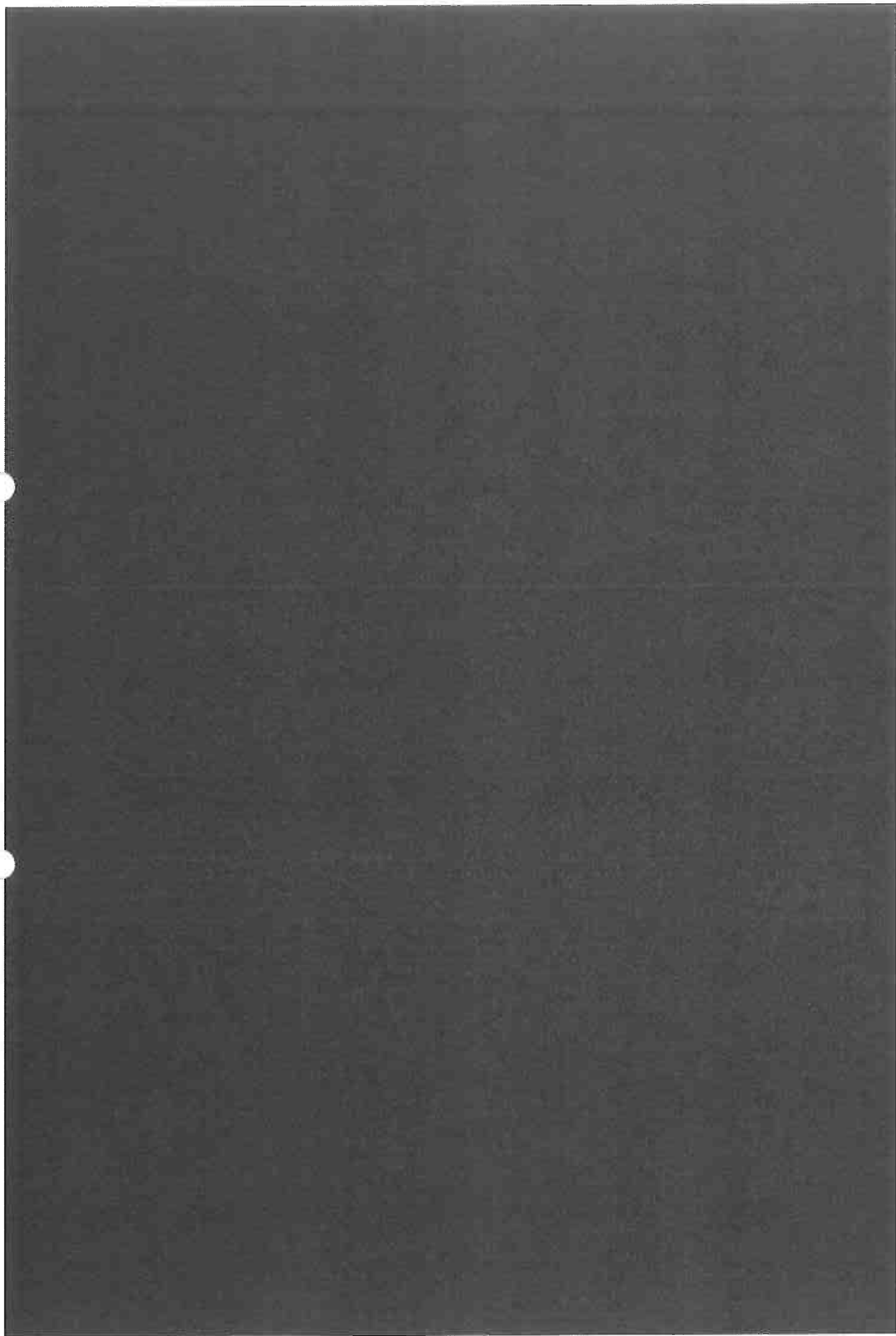


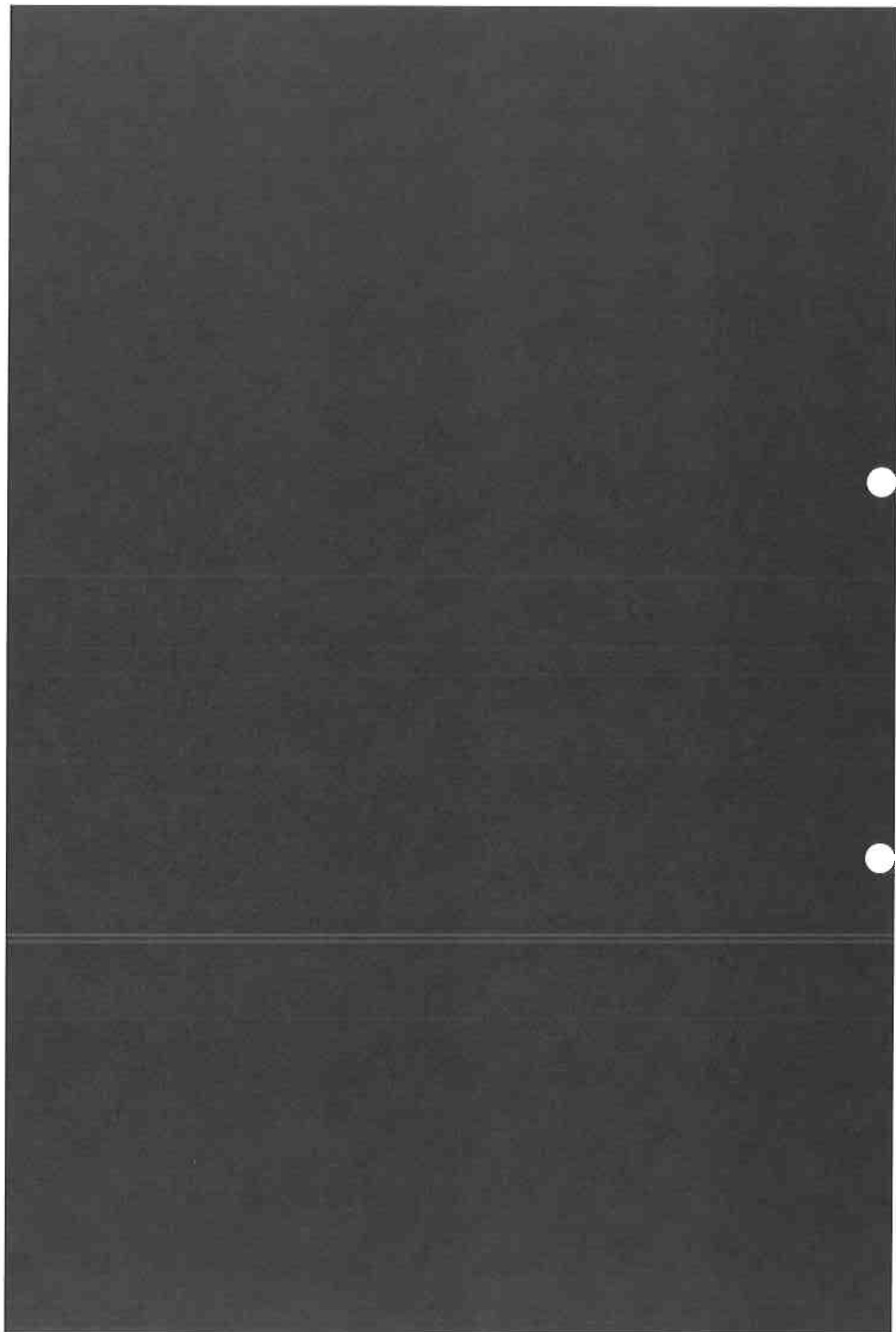


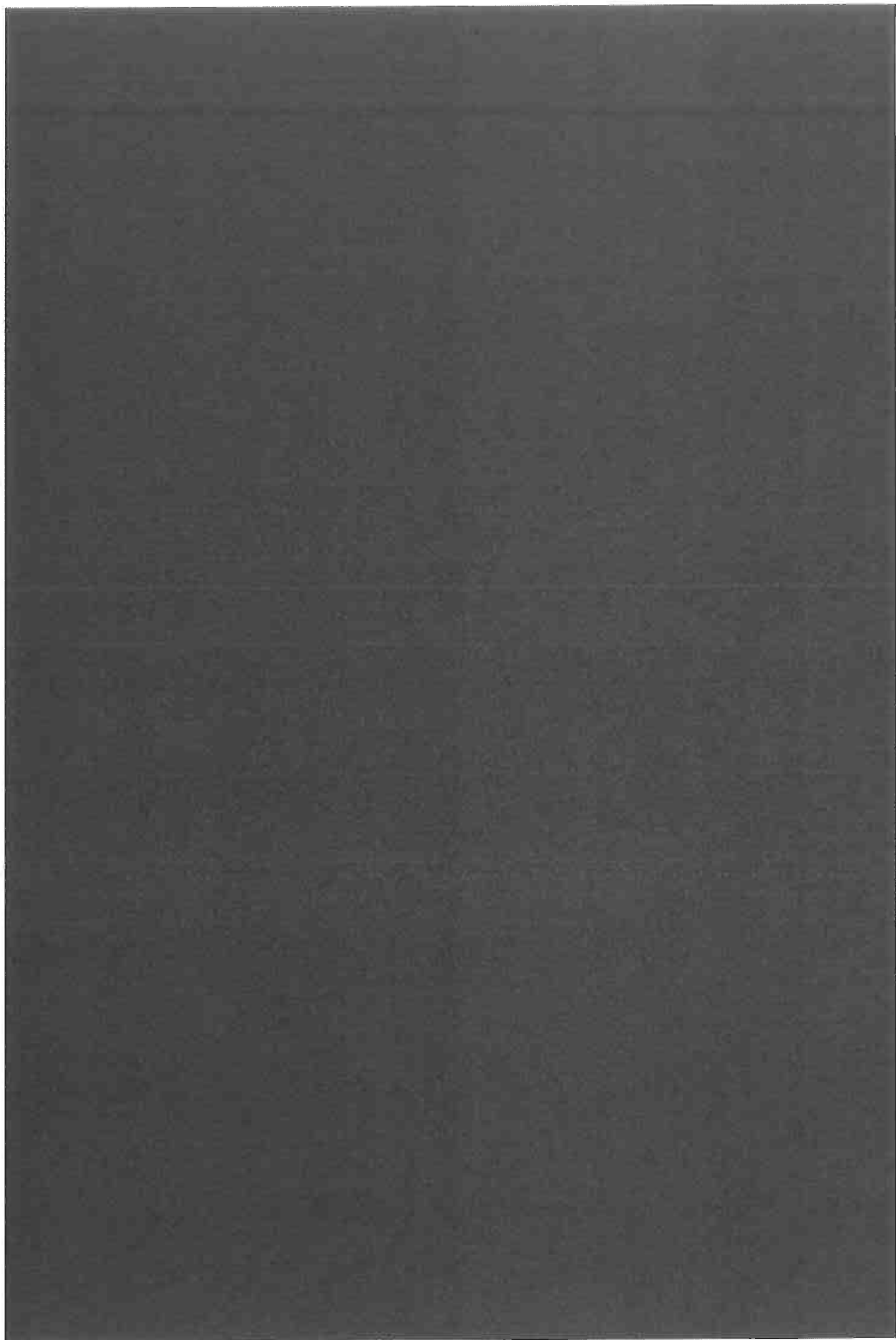


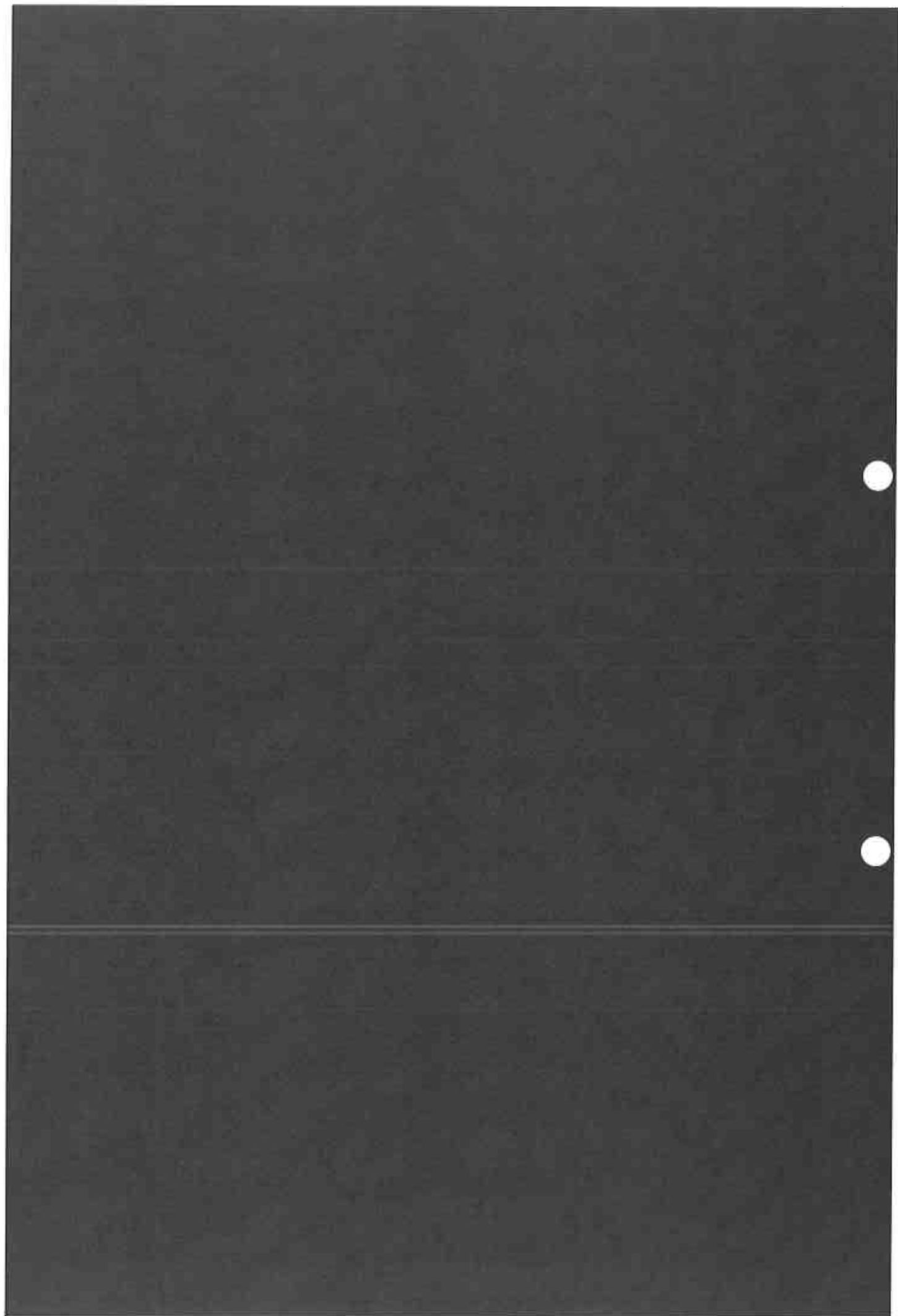


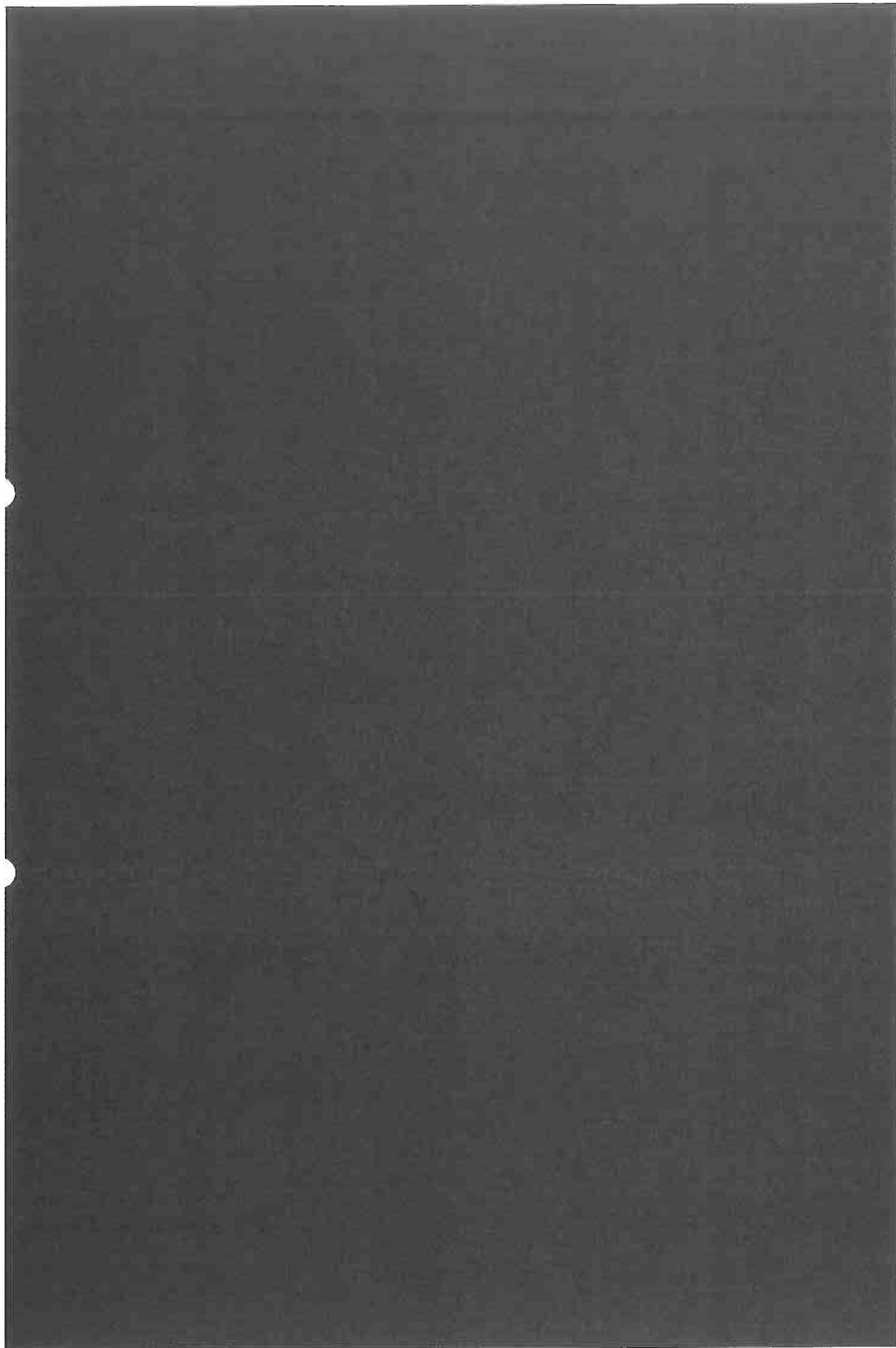












ACT Wellbeing Framework Assessment – William Hovell Drive Duplication Construction

The 4.5km of William Hovell Drive (WHD) Duplication Construction project (the Project) will align with the ACT Wellbeing Framework as follows. Only relevant framework assessment items have been included and the specific omissions are; *Education and life-long learning, Identity and belonging and Living standards.*

Access and connectivity

Construction of the Project will enable the travelling public to readily access the City from West Belconnen / Ginninderry (including the new suburbs of Strathnairn and Macnamara) via (as a minimum) a dual carriageway arterial road.

The Project delivery will also include two on-road cycling lanes and a dedicated shared path. This will ultimately link to an off-road shared path that has been designed between Coulter Drive and Bindubi Streets. Depending on environmental approvals, and the availability of funds from the construction tender submissions, this project could well be included as a separable portion to the main Project delivery. These paths have been designed to provide ready connection and access into future adjacent urban development, particularly Whitlam, and the future Molonglo 3 East development. There will also be a 1.2km section where cyclists and pedestrian will pass between two nature reserves.

The upgraded and duplicated road will also cater for public transport by being able to cater for buses into the future, if required.

Economy

This construction project will be publicly tendered to engage a suitably prequalified and experienced construction contractor. The Canberra Region Local Industry Participation Policy (LIPP) will apply as a weighted criteria to this procurement, ensuring consideration is given to each tenderer's potential economic contribution to the ACT and the Canberra Region and the subsequent economic benefits which will result.

The direct economic stimulus from the Projects \$63.25million construction budget could create up to 200 new employment opportunities to the ACT and the Canberra Region, while providing even wider economic benefits via the engagement of numerous sub-consultants who will assist with the Project delivery.

Environment and climate

The WHD Duplication will occur between The Pinnacle and Kama Nature Reserves and the Project design will incorporate physical infrastructure, and mitigation measures to enhance and support the Pinnacle-Kama nature reserve corridor. Liaison has occurred with the ACT Government Ecologist and the Conservator Liaison Officer. This is ensuring these ecological benefits will be incorporated into the final Project design and construction.

There will be an overall lowering of climate change factors and improved sustainability measures from the Project. This will occur from the incorporation of the active travel measures as outlined in the *Access and Connectivity* section as well as catering for buses if required. The project also has a mandatory constraint to not encroach on adjacent properties while providing an optimum vertical and horizontal alignment to reduce 'hard' driving and braking (and the reduction in greenhouse gases from this).

The Pinnacle-Kama nature reserve corridor mentioned above is shown following:



Governance and institutions

The WHD Duplication project has required a referral under the Federal Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). This referral is publicly notified by the Department of Agriculture, Water and the Environment (DAWE). This provided the opportunity for government entities, and the public, to provide direct feedback to DAWE on EPBC Act issues which relate to the Project.

The Territory planning and development approval process has triggered an Environmental Impact Statement (EIS). This required the submission of an EIS Scoping Document which was commented on by relevant entities to ensure all key environmental, heritage, contamination, noise, social, financial, and other issues were addressed. The EIS will be publicly notified by EPSDD. This will provide the opportunity for government entities, and the public, to provide direct feedback to EPSDD on the EIS. Relevant feedback will be determined by EPSDD and requirements will need to be incorporated into the Impact Track Development Application, and ultimately consent conditions in the Notice of Decision. Engagement of the construction supervision, contract management and ultimately the construction contractor will be in accordance with relevant procurement and purchasing guidelines.

Health

There are direct health benefits to be delivered by the Project. The primary health benefit relates to the incorporation of the physical active travel infrastructure into the Project. The two on-road cycle paths and the dedicated shared path which will ultimately link into a shared path between Coulter Drive and Bindubi Street (as outlined in the *Access and Connectivity* section) will provide a cycle and pedestrian connection from West Belconnen to the Molonglo Valley and Bindubi Street. There will also be a 1.2km section where cyclists and pedestrian can pass between two nature reserves and generally enjoy nature.

This current section of WHD has a demonstrated crash history, namely rear-end and side-swipe crashes. In the previous five years there has been 82 crashes on this section of road. Motor vehicle crashes have a real and demonstrated cost to the economy, the health system and the health and wellbeing of accident victims. The upgraded road will largely eliminate these crash statistics.

As such, the other main health benefit relates to providing a dual carriageway transport link which does not involve sudden braking and merging manoeuvres. The intersection with Drake-Brockman Drive will also be upgraded to be signalised. This will significantly improve safety for pedestrians and cyclists by rationalising crossings into a controlled movement. This will also result in the general health benefits of having a lower stress level commute and reduced travel times.

Housing and home

The Investment Logic Map undertaken for the Project (as shown in Attachment B) identified that the unduplicated road was hindering (to a total of an 80% weighting) land release in Ginninderry and the new suburbs of Strathnairn and Macnamara. Providing residents with high quality transport infrastructure for active travel and vehicles is a key policy objective of the ACT Government.

The delivery of this Project will also assist to meet with the land release program for Whitlam, Molonglo 3 East and the Molonglo Valley as a whole.

Safety

A key deliverable of this Project was to address safety concerns. Currently there are 20,000 vehicles per day using this section of road which has it running well over its design capacity. The current roundabout intersection arrangement with Drake-Brockman Drive is also problematic for on-road cyclists and pedestrians. This will be addressed by having a signalised intersection with controlled pedestrian and cycle crossings.

This congestion is the direct cause of the demonstrated crash history. The southbound lane from Drake-Brockman Drive merges into one lane and has a history of rear-end and side-swipe crashes. A severe crash can have a broad range of negative economic impacts. These include lost work time (including loss of economic productivity and payment of leave / insurance payouts), the burden on the health / hospital system, increased insurance premiums, and the general loss of wellbeing for a person involved in an accident.

Social connection

The delivery of an efficient and safe transport link, including high quality active travel infrastructure, will improve social connections. This will be by providing improved access to your destination, including passive recreation areas such as the Molonglo River Reserve, encouraging the use of the off-road shared path for families, and the general connectivity for residents in and around the Molonglo Valley.

Time

The saving and better use of time is an overarching objective and deliverable of this project. Active travellers and motorists will be able to arrive at their destinations sooner and more safely. Their commute will be less stressful. Active travellers can enjoy the 1.2km section where they pass between two nature reserves. The Project will provide a high quality, dual carriageway arterial road from Drake-Brockman Drive through the Glenloch Interchange and onto the City. The time saved by not merging and being able to overtake safely will lead directly to more quality time at the active travellers and motorist's destination.

WELLBEING IMPACT ASSESSMENT

Proposal Name: William Hovell Drive Duplication	Being delivered by Transport Canberra and City Services Choose an item.	Wellbeing Impact 1
Purpose of proposal The purpose of this proposal is to meet the Government election commitment to duplicate William Hovell Drive, while ensuring suitable access to the adjacent SLA land releases at Whitlam and more broadly at Ginninderry, as well as ensuring safe and suitable road and active travel provisions are available to the community.		
Impact description We anticipate that the proposal will have the following wellbeing impacts in the Access and Connectivity and Economy Wellbeing Domains: • Major impact on the ACT community using public transport and for active travel opportunities from the Molonglo region, Whitlam residents and those commuting between Belconnen and the City along William Hovell Drive • Major impact on the continued release of land in Whitlam along John Gorton Drive • Minor impact on the people currently travelling along William Hovell Drive during construction • Minor impact on the employment opportunities during construction Construction of the Project will enable the travelling public to readily access the City from West Belconnen / Ginninderry (including the new suburbs of Strathnairn and MacNamara) via (as a minimum) a dual carriageway arterial road. The Project delivery will also include two on-road cycling lanes and a dedicated shared path. This will ultimately link to an off-road shared path that has been designed between Coulter Drive and Bindubi Streets. These paths have been designed to provide ready connection and access into the adjacent urban development, particularly Whitlam, and the future Molonglo 3 East development. There will also be a section where cyclists and pedestrian will pass between two nature reserves (the Pinnacle and Kama reserves). The upgraded and duplicated road will also provide for public transport by being able to cater for buses into the future, where required. During the construction of the duplication, there will be minor impacts on people travelling along William Hovell Drive. Specific safety measures, to protect the general public and the construction workers, incorporated into the design documentation will enable the minimum traffic speed to be 60km/h during construction, for peak hour travel Suitable staging of the works and coordination with adjacent contractors including the adjacent construction of the Molonglo Bridge and completion of the John Gorton Drive, and the SLA developments in Whitlam will seek to minimise disruption to the public. The direct economic stimulus from the project's construction budget will create up to 3.2 new employment opportunities to 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.		
Who is affected? Existing residents in a number of communities will be affected by this proposed road upgrade, including the residents of Whitlam, Belconnen and Molonglo primarily. Commuters along this critical movement corridor and who use William Hovell Drive and surrounding roads on their daily commute will also be affected by the transport and active travel improvements. Through the adjacent Whitlam land releases and the Strathnairn and Molonglo land releases, people will be provided the opportunity to have improved access to reliable public transport and more appropriate and safe active travel opportunities in the area. This includes improved and safer access for active travel and public transport users in Whitlam, Belconnen, Molonglo and Strathnairn.		

WELLBEING IMPACT ASSESSMENT

During construction access along William Hovell Drive will be maintained. However there can be expected to be some additional increases in travel times along William Hovell Drive as well as increased noise and reduced access between the Belconnen and Molonglo regions, during construction works. These will be proactively managed and communicated to ensure positive community engagement is maintained through the works

Wellbeing domain Access and connectivity

Note significant secondary impacts and benefits on the Economy and Health Wellbeing Domains

Timeframe

Five years plus

The design work will take approximately 1 year to be completed and construction is expected to be completed in 2025/26

Evidence base and data

What do we know now?

There are direct access and connectivity benefits to be delivered by the Project, as well as Economic and Health benefits. The primary health benefit relates to the incorporation of the physical active travel infrastructure into the Project. The two on-road cycle paths and the dedicated shared path which will ultimately link into a shared path between Coulter Drive and Bindubi Street (as outlined in the *Access and Connectivity* section) will provide a cycle and pedestrian connection from West Belconnen and Straithnairn to the Molonglo Valley and Bindubi Street. There will also be a section where cyclists and pedestrians can pass between and are provided the opportunity to experience the Kama and Pinnacle nature reserves.

This current section of WHD has a demonstrated crash history, namely rear-end and side-swipe crashes. In the previous five years there has been 82 crashes on this section of road. Motor vehicle crashes have a real and demonstrated cost to the economy, the health system and the health and wellbeing of accident victims. The upgraded road will significantly reduce these crash statistics.

As such, the other main economic benefit relates to providing a dual carriageway transport link which does not involve sudden braking and merging maneuvers and becomes more efficient. It also reduces the likelihood of head on accidents, which resulted in the first fatality of 2023 in the ACT. The intersection with Drake-Brockman Drive will also be upgraded to be signalized making the intersection more efficient and safer. This will significantly improve safety for pedestrians and cyclists by rationalizing crossings into a controlled movement. This will also result in the general health benefits of having a lower stress level commute and reduced travel times.

What do we need to know?

Due to the interconnectivity this project with the John Gorton Drive and Molonglo Bridge and SLA development works in Whitlam, there will be a clear requirement to ensure coordinated activities are undertaken, such as coordination of Temporary Traffic Management to minimize disruption to the local community. Coordinated and consistent community messaging will be delivered, along with an asset that is to be constructed using sustainable materials and with consideration on how to enhance and work with the local environment.

We need to maintain the positive community messaging and ensure that the disruptions are minimized by proceeding with the project now. This will allow the Land Release Program to continue to deliver much needed land in the Molonglo Valley and in Ginninderry, with this work supporting these developments and improving the travelling experience of road users and active travel users alike. These considerations will be monitored through social media and community engagement throughout the project and on completion of the works, the crash statistics are expected to continue to decline substantially in this area. This will have a significant benefit to road users with significant secondary benefits in reduction of emergency services responses and resource impacts to police and emergency

WELLBEING IMPACT ASSESSMENT

services, as well as contributing to maintaining the public confidence in the Land Release Program and the ACT Government's Capital Works Program.

Accountability and evaluation – how will we know this proposal has been successful?

This proposal will be evaluated on the following grounds:

- The provision of a duplicated carriageway that is acceptable to Transport Canberra and markedly reduces crash statistics along William Hovell Drive, and provides significantly improved public transport and Active Travel opportunities for the Community
- Coordination between the William Hovell Drive project team and the project team delivering the John Gorton Drive and Molonglo Bridge and the SLA development teams to ensure coordinated and consistent community messaging is delivered
- Verification of the traffic model assumptions and travel time reductions for Transport Canberra interim bus services along Williams Hovell Drive
- Monitoring and minimising negative feedback during construction through community engagement

Key relationships

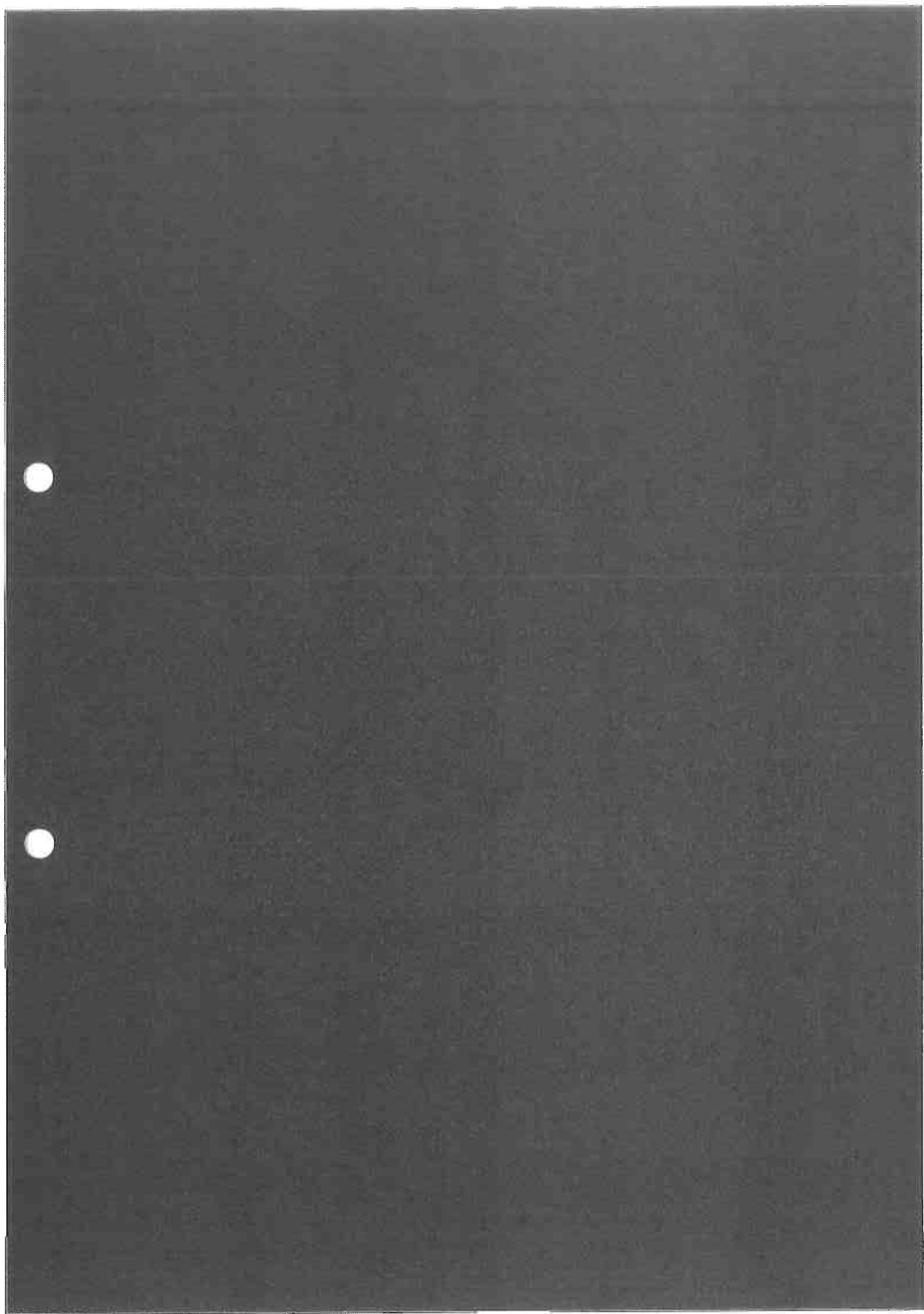
The following key relationships will need to be maintained during the delivery of this project:

Government

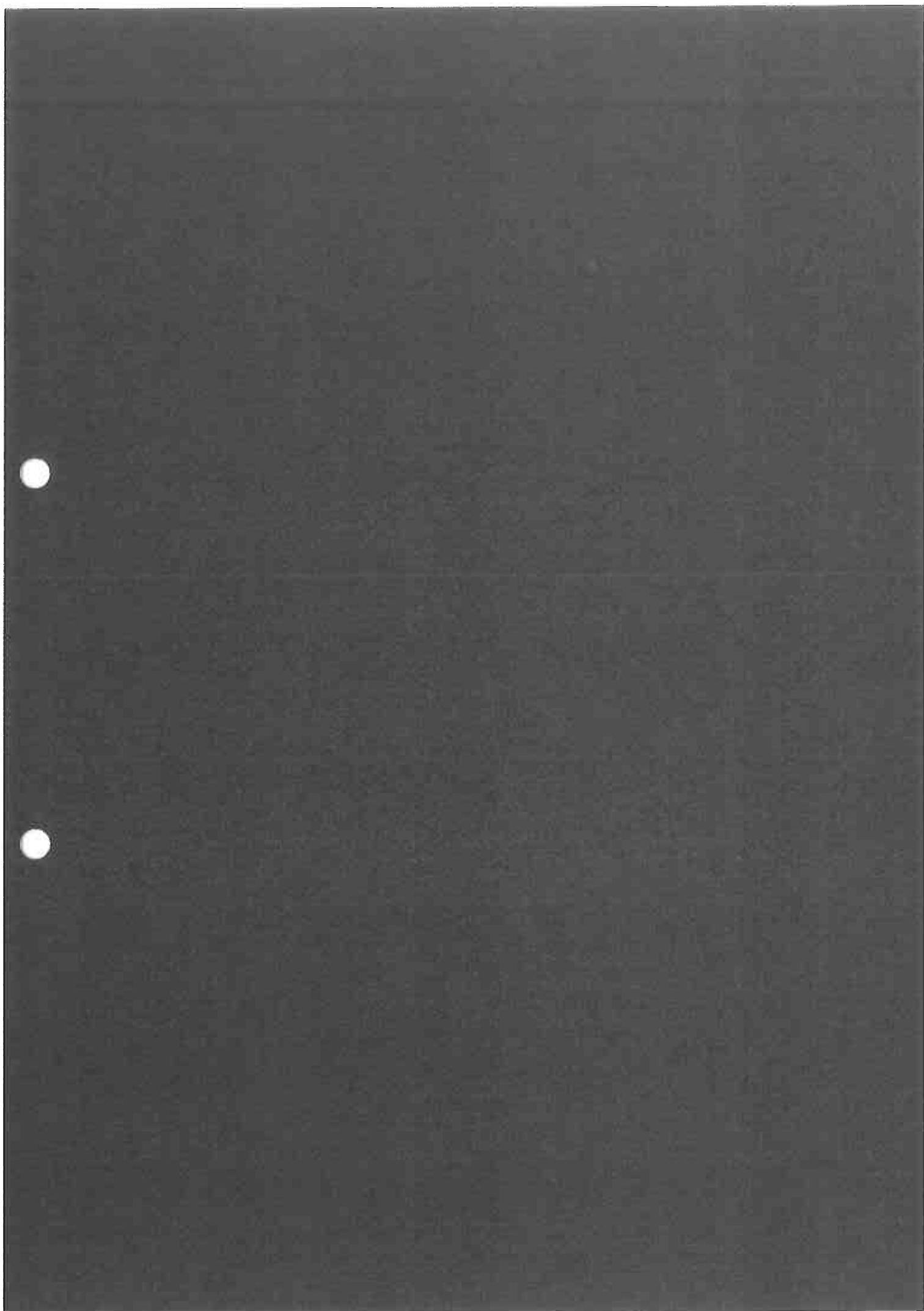
- a. Transport Canberra, TCCS
- b. Planning and Urban Policy, EPSDD
- c. City Services, TCCS
- d. Suburban Land Agency, EPSDD
- e. Infrastructure Delivery Partners, MPC
- f. Roads ACT, TCCS
- g. Infrastructure Planning, TCCS
- h. Active Travel, TCCS
- i. Planning and Sustainable Development, EPSDD
- j. Urban Treescapes, TCCS

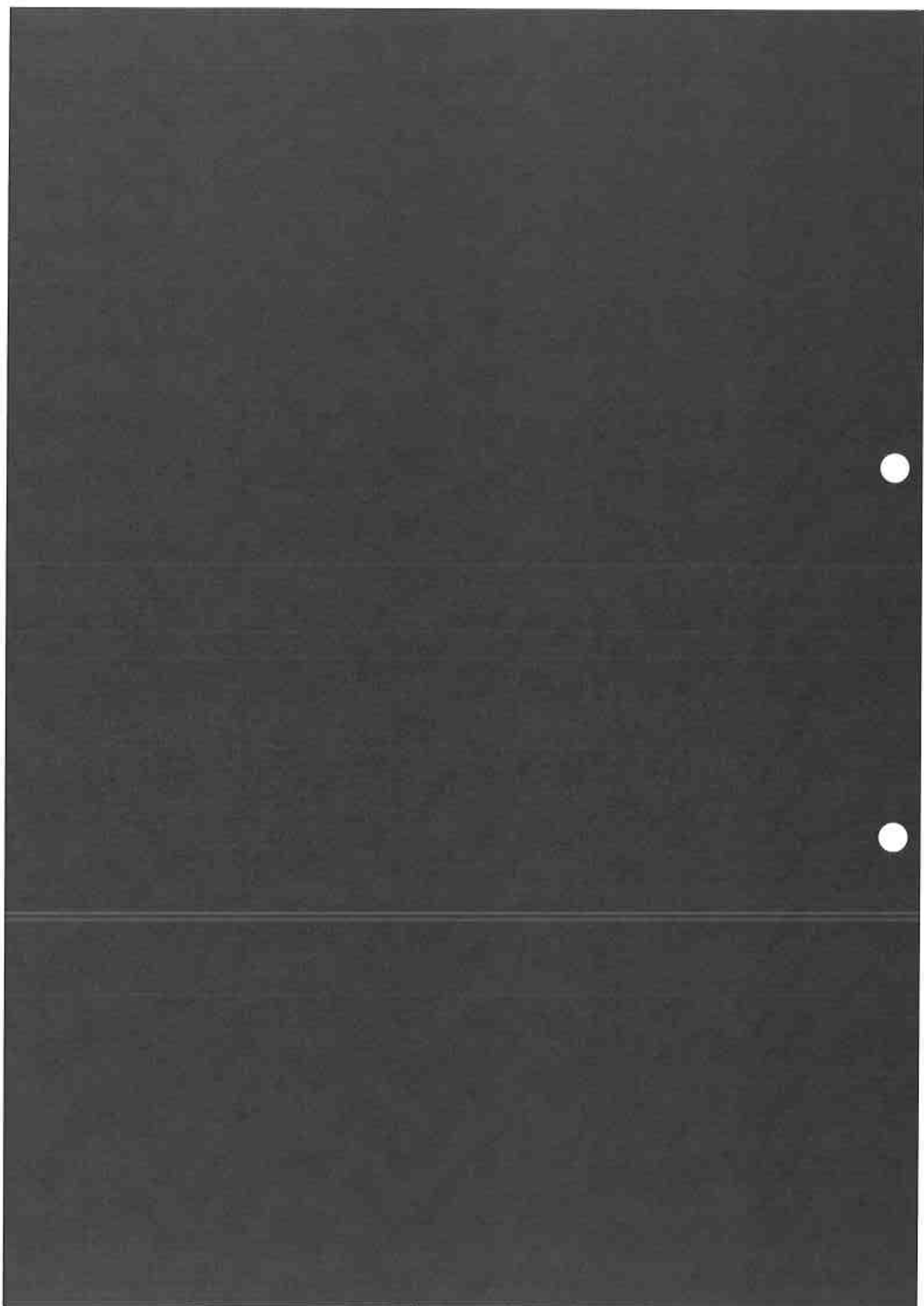
Community

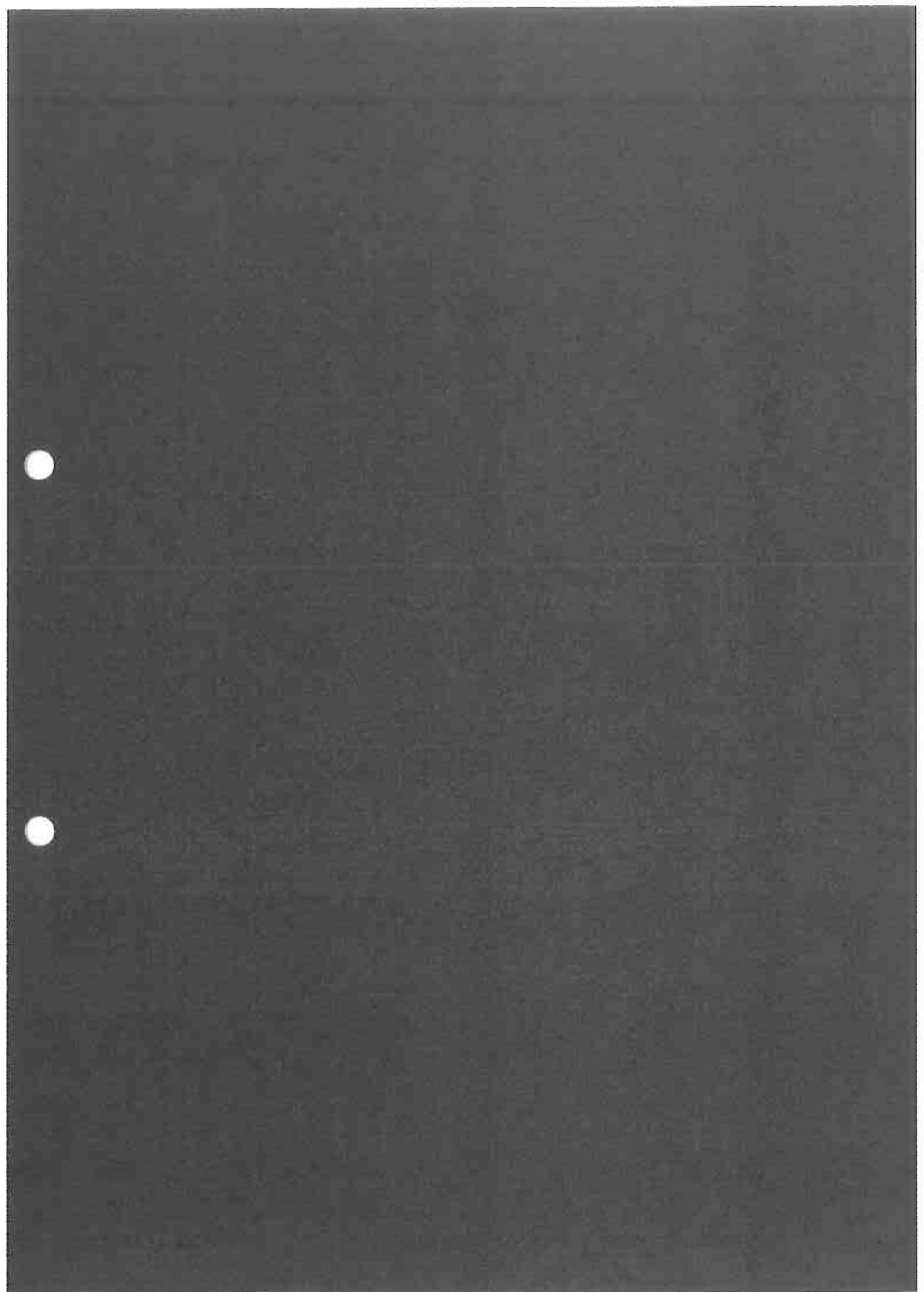
Engagement will take place through Community Groups including Community Councils and similar public meetings, individuals, and organisations. It is also proposed that community drop-in information sessions will be held as well as direct contact being made with directly impacted residents and other stakeholder organisations during the design and construction activities. There will also be coordination between the two project teams on the WHD and the John Gorton Drive and Molonglo Bridge to ensure coordinated and consistent community messaging is maintained and delivered, as well as engaging with the Suburban Land Agency to ensure that the Land Release Program is able to be maintained in the surrounding areas.



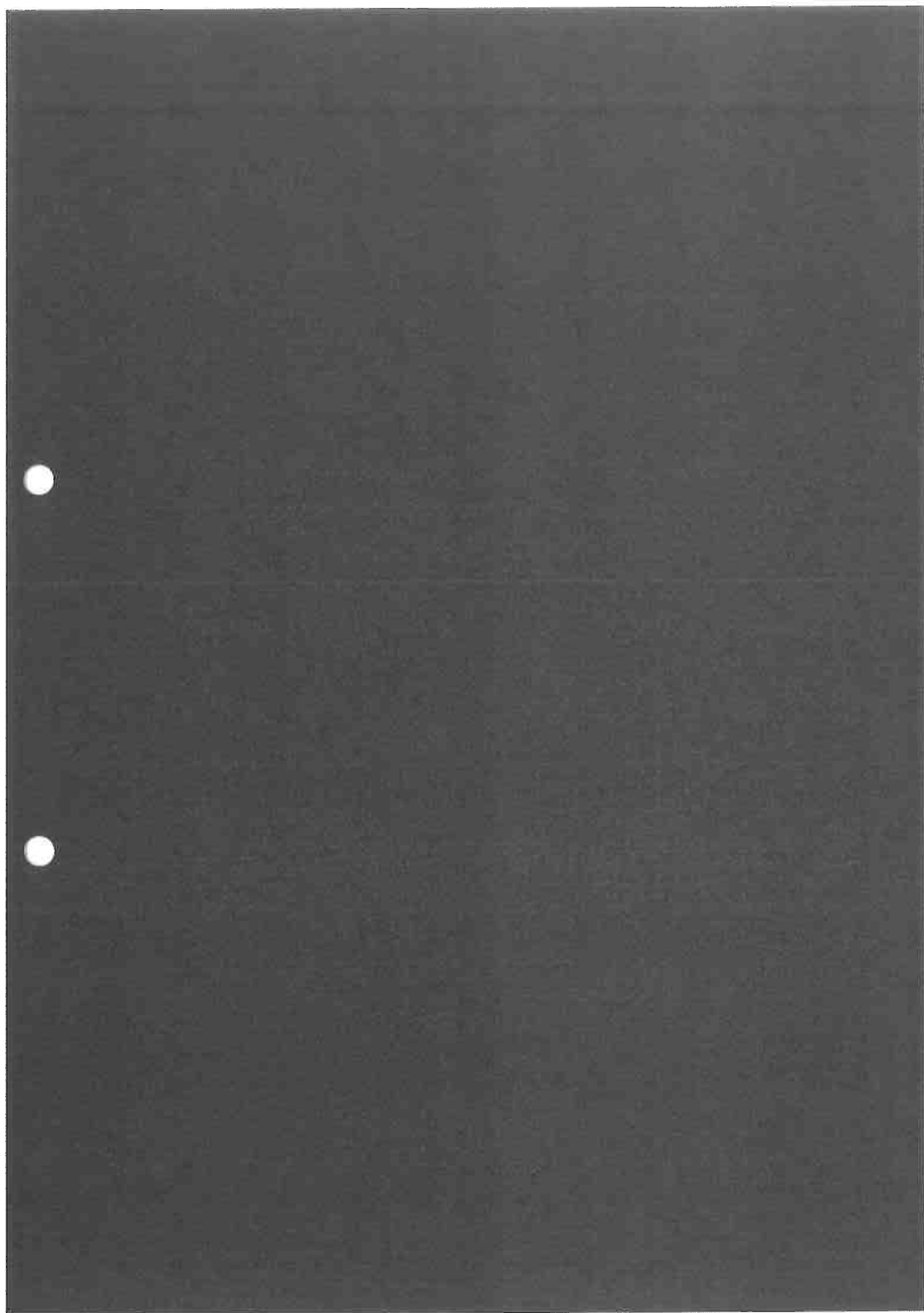


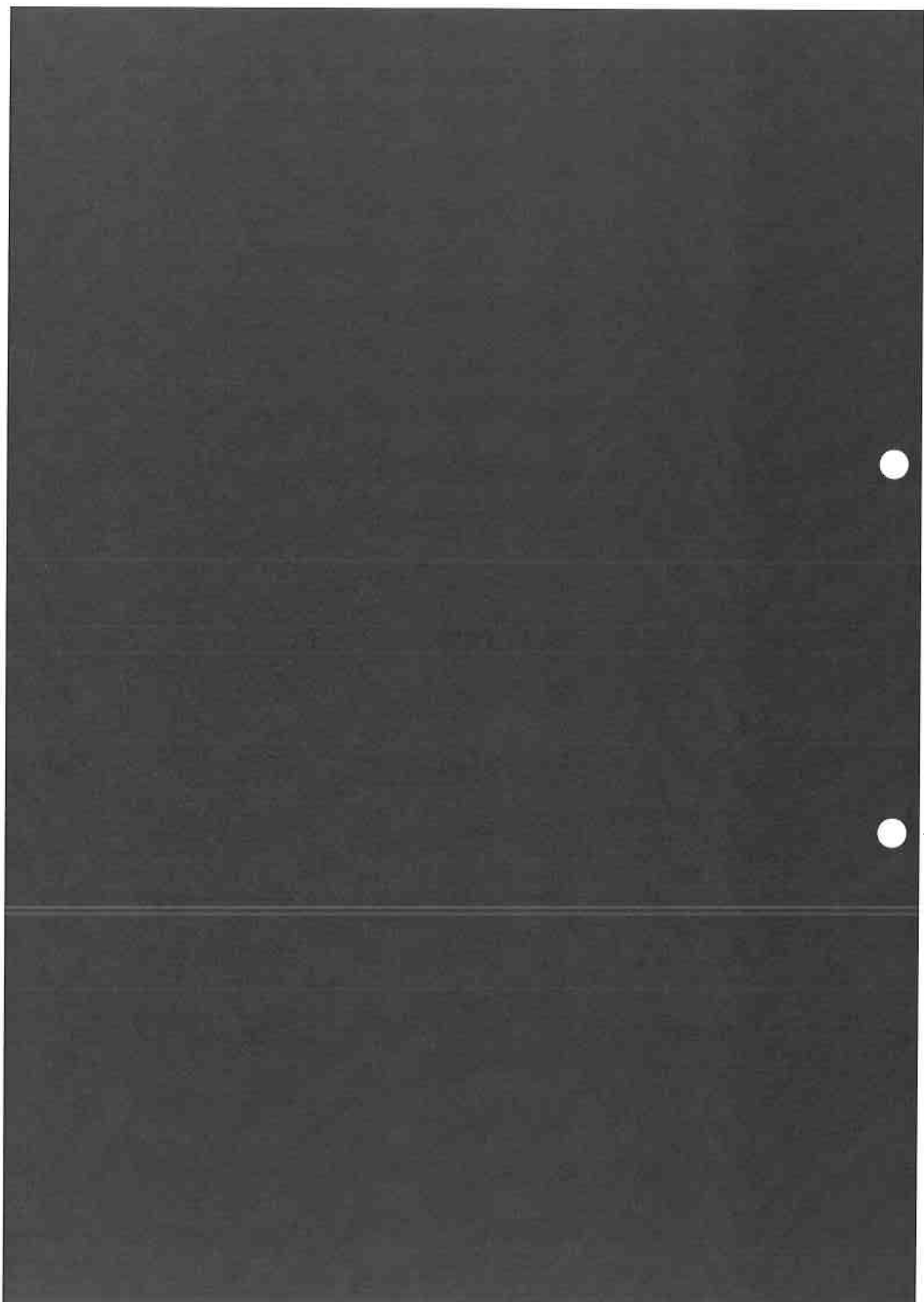


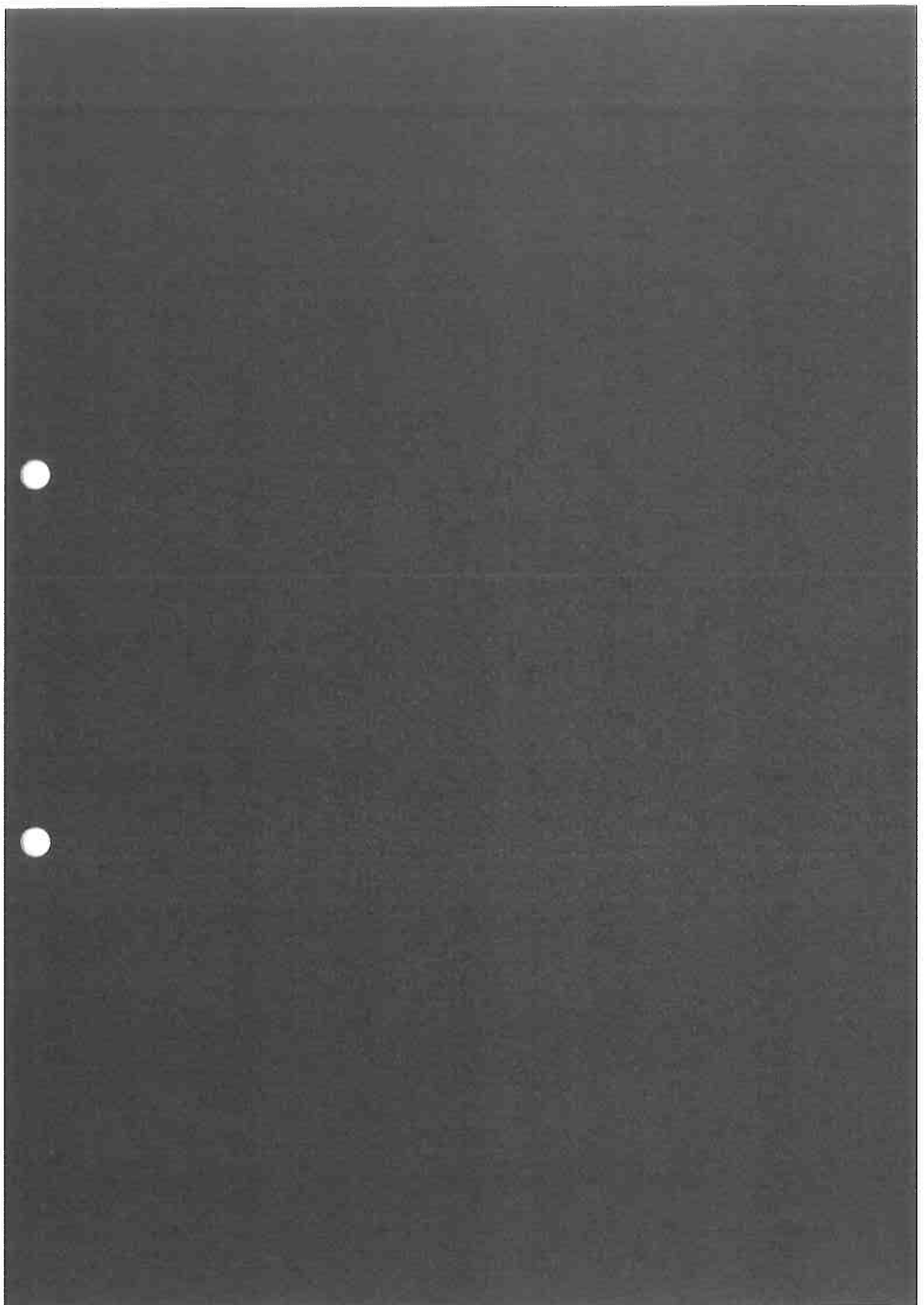


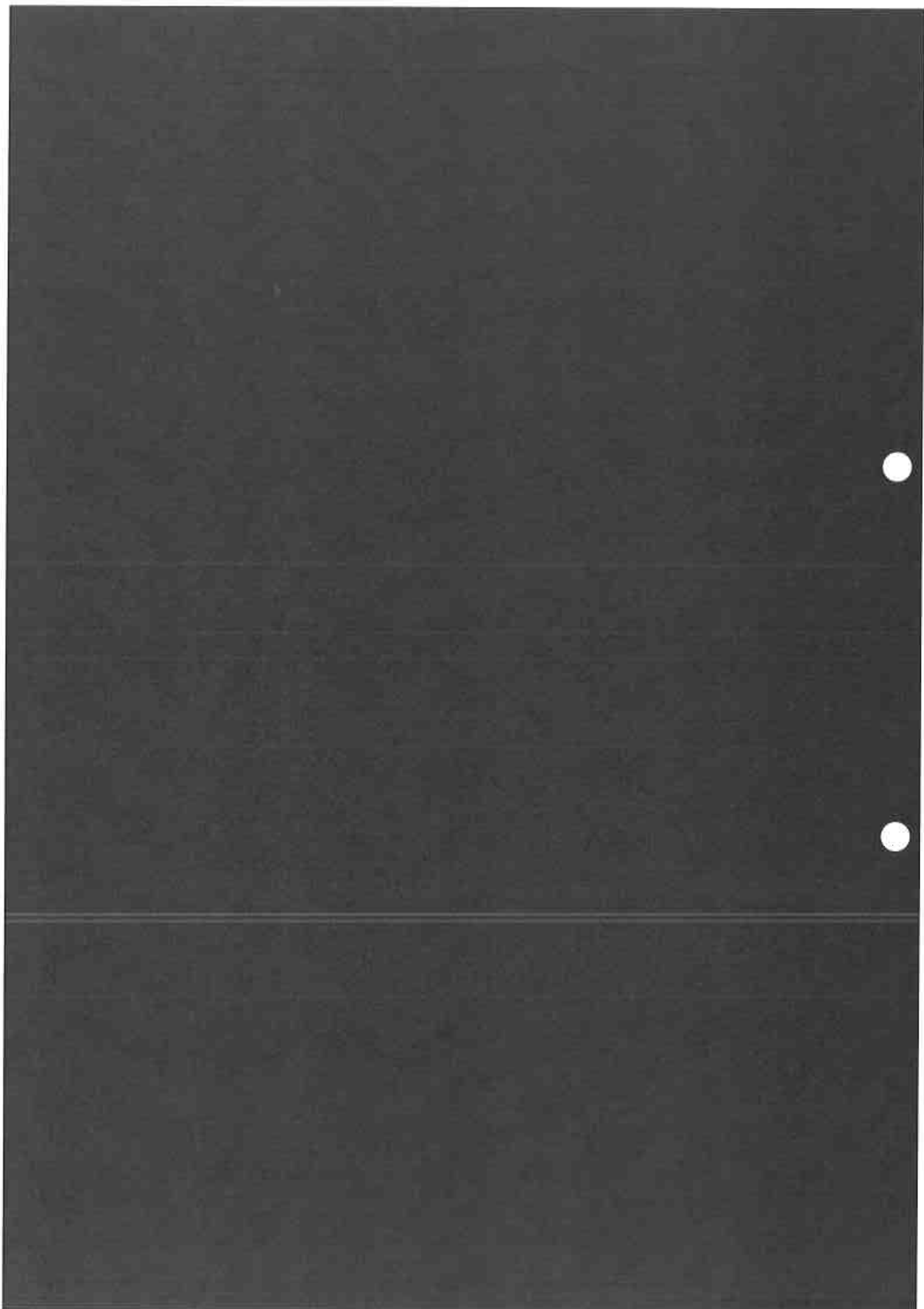


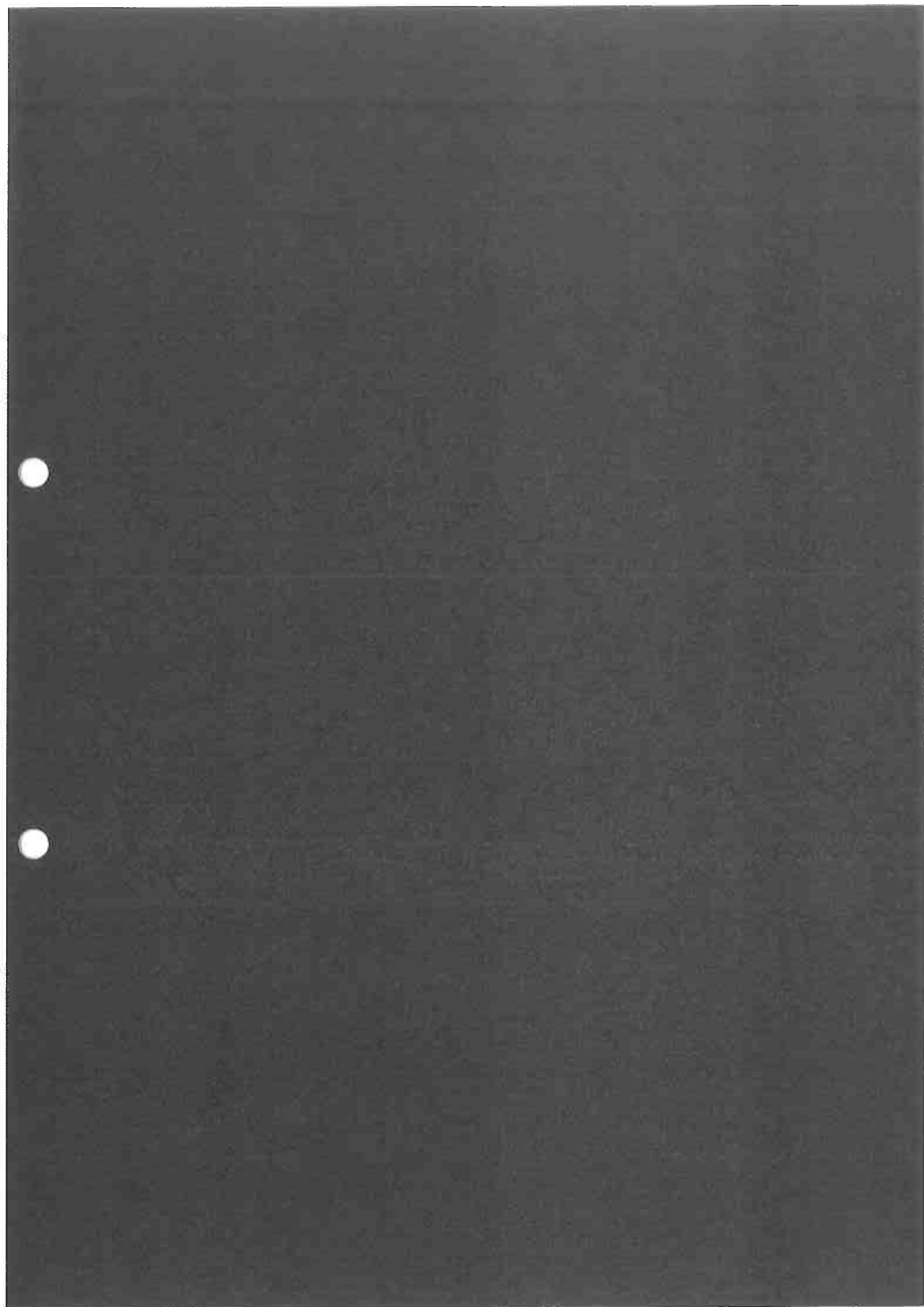


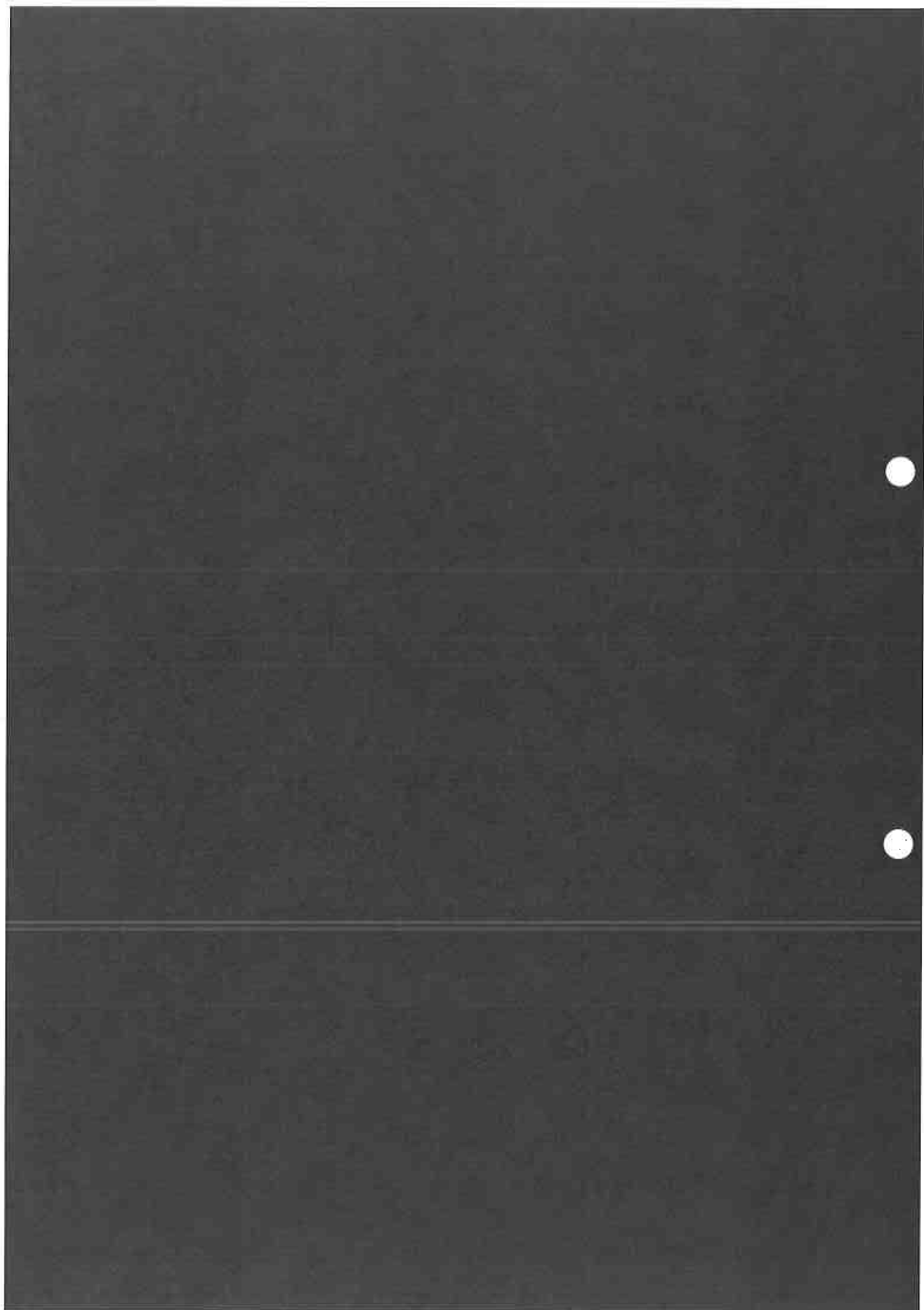


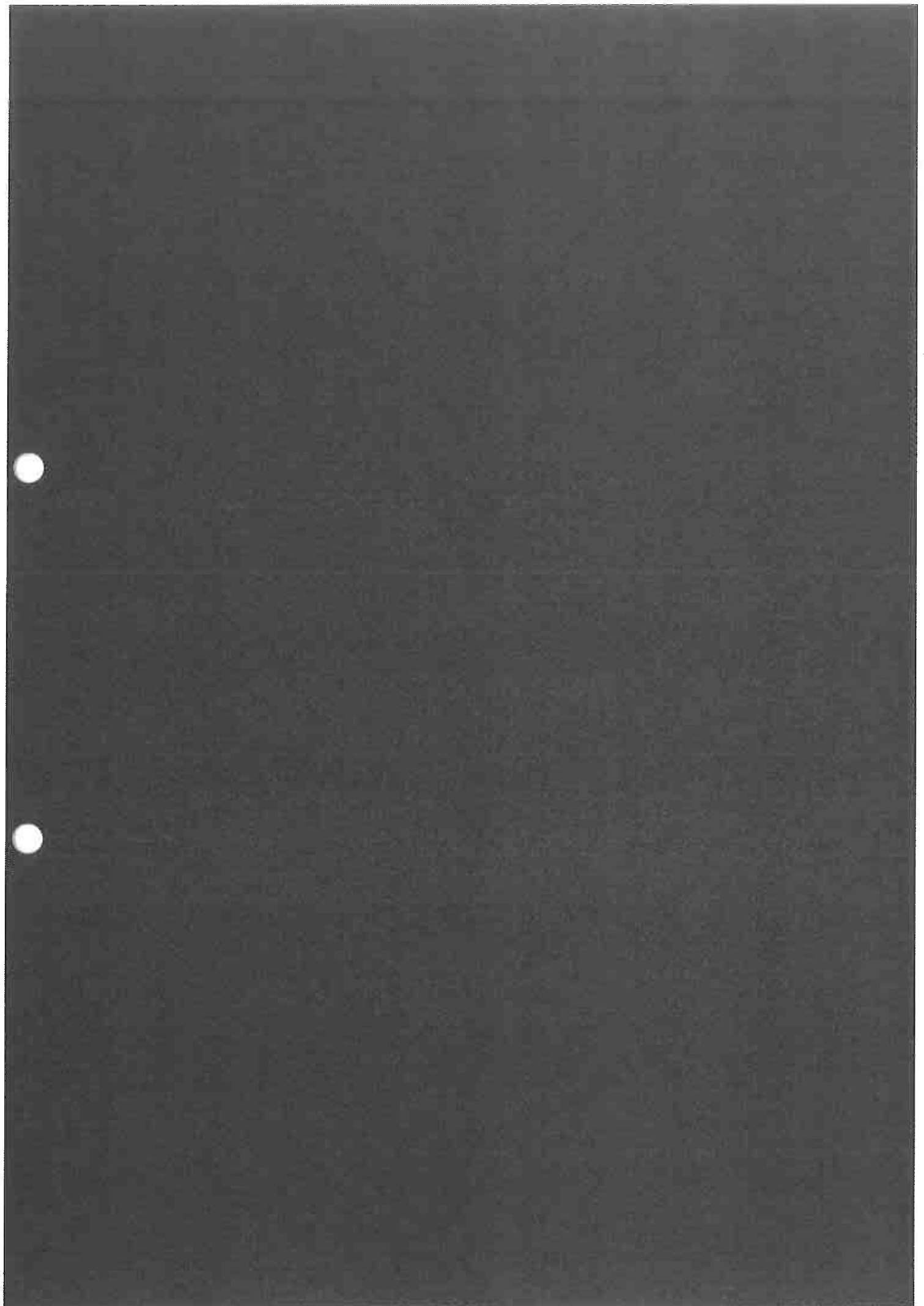


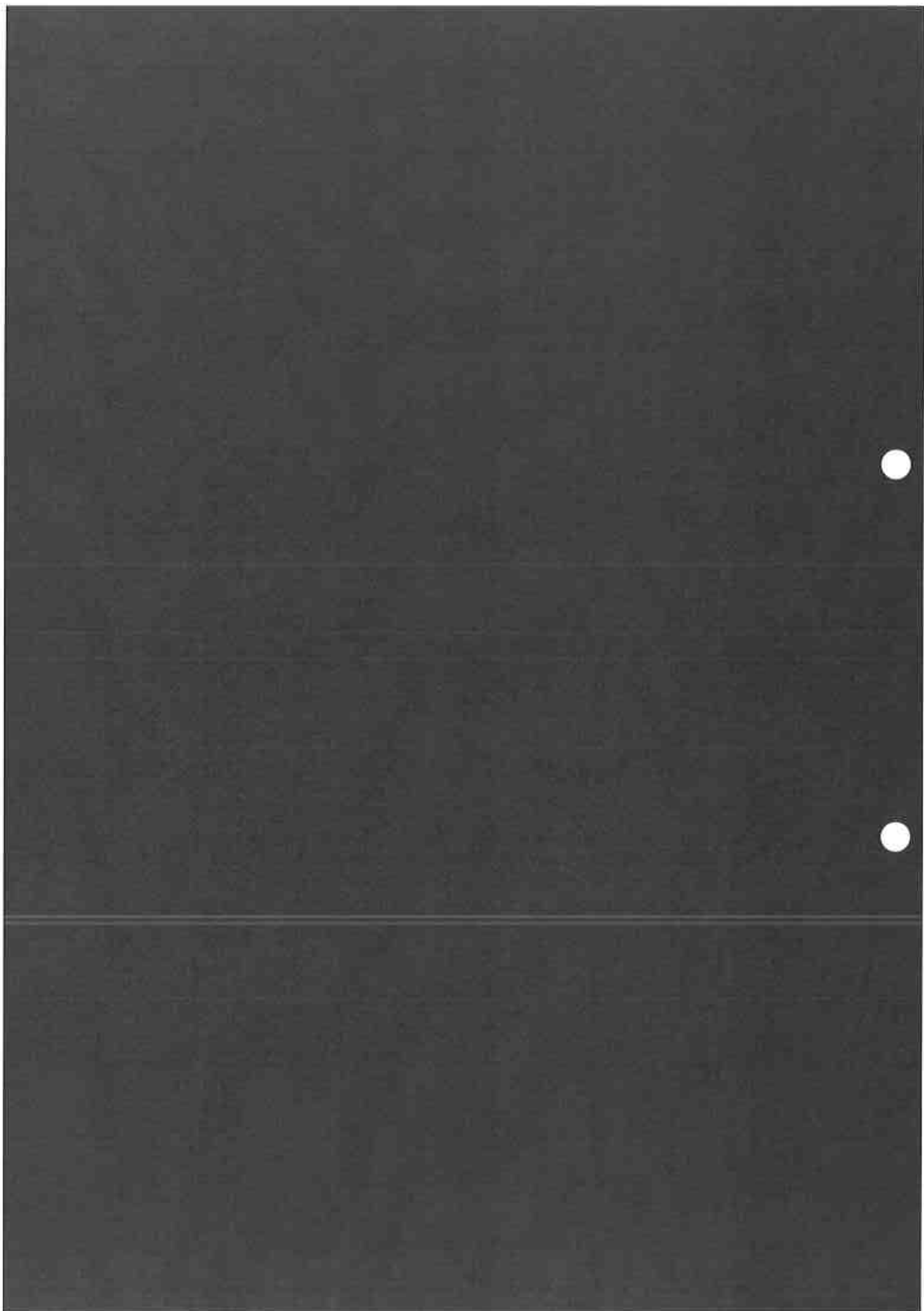




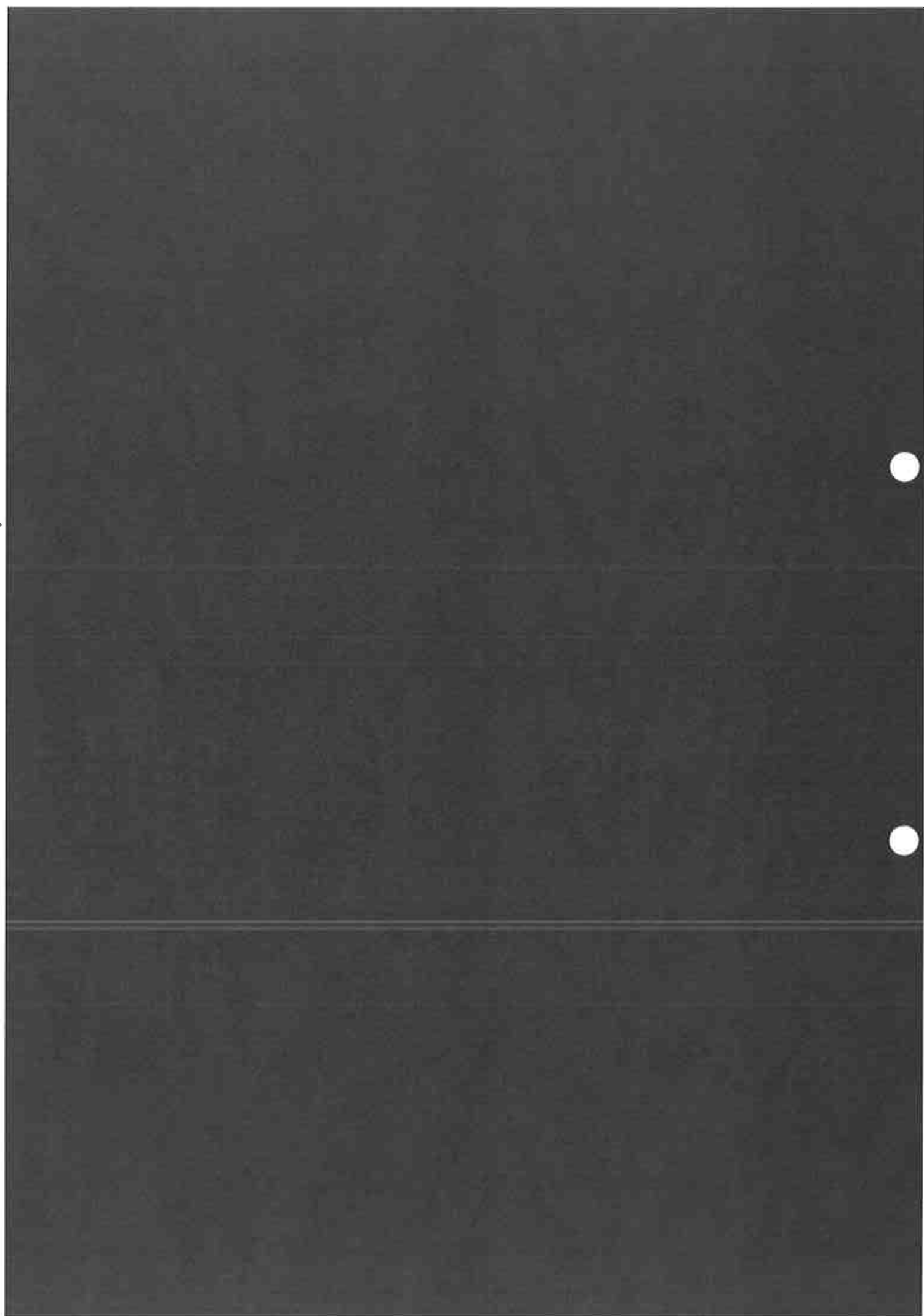


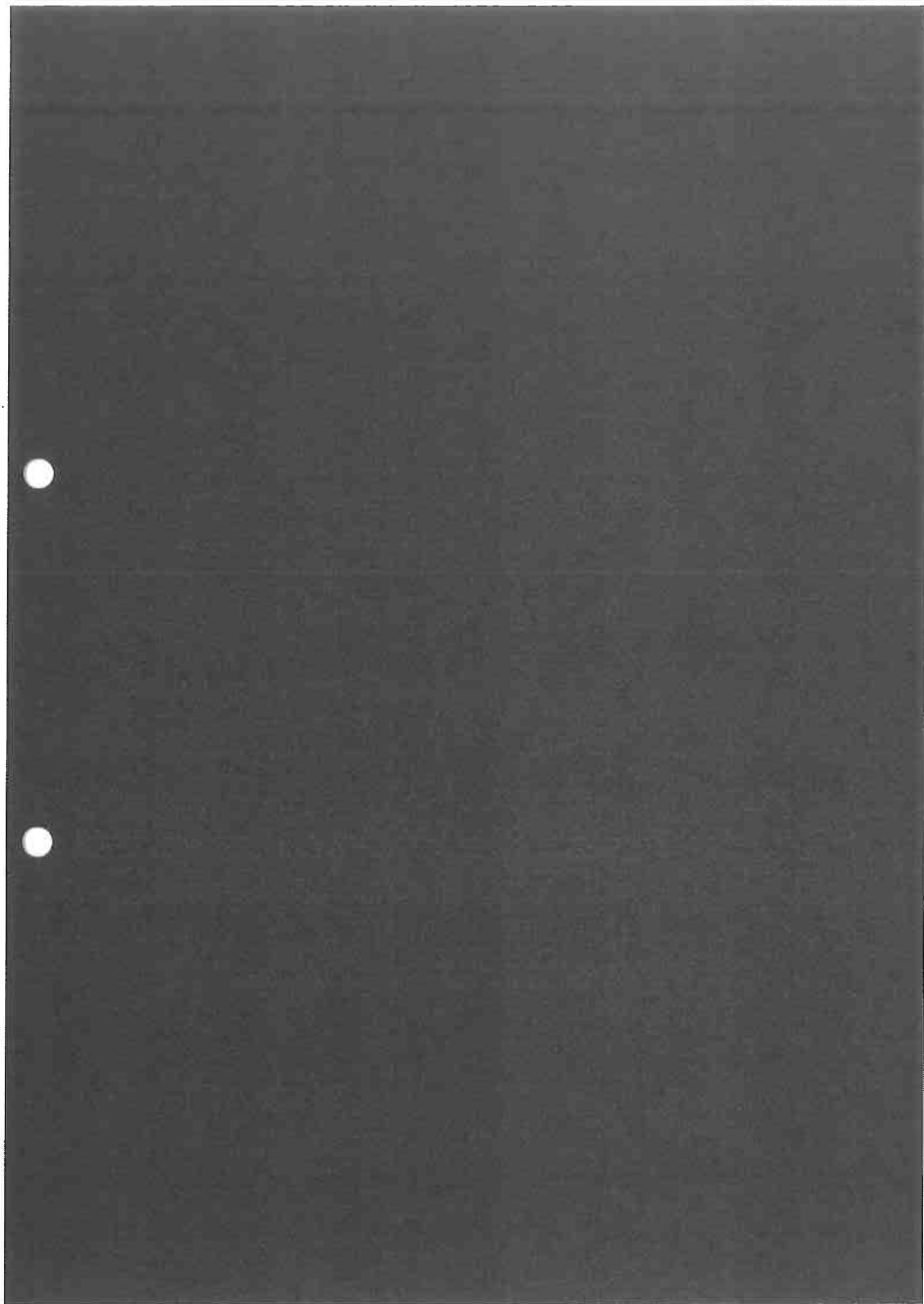


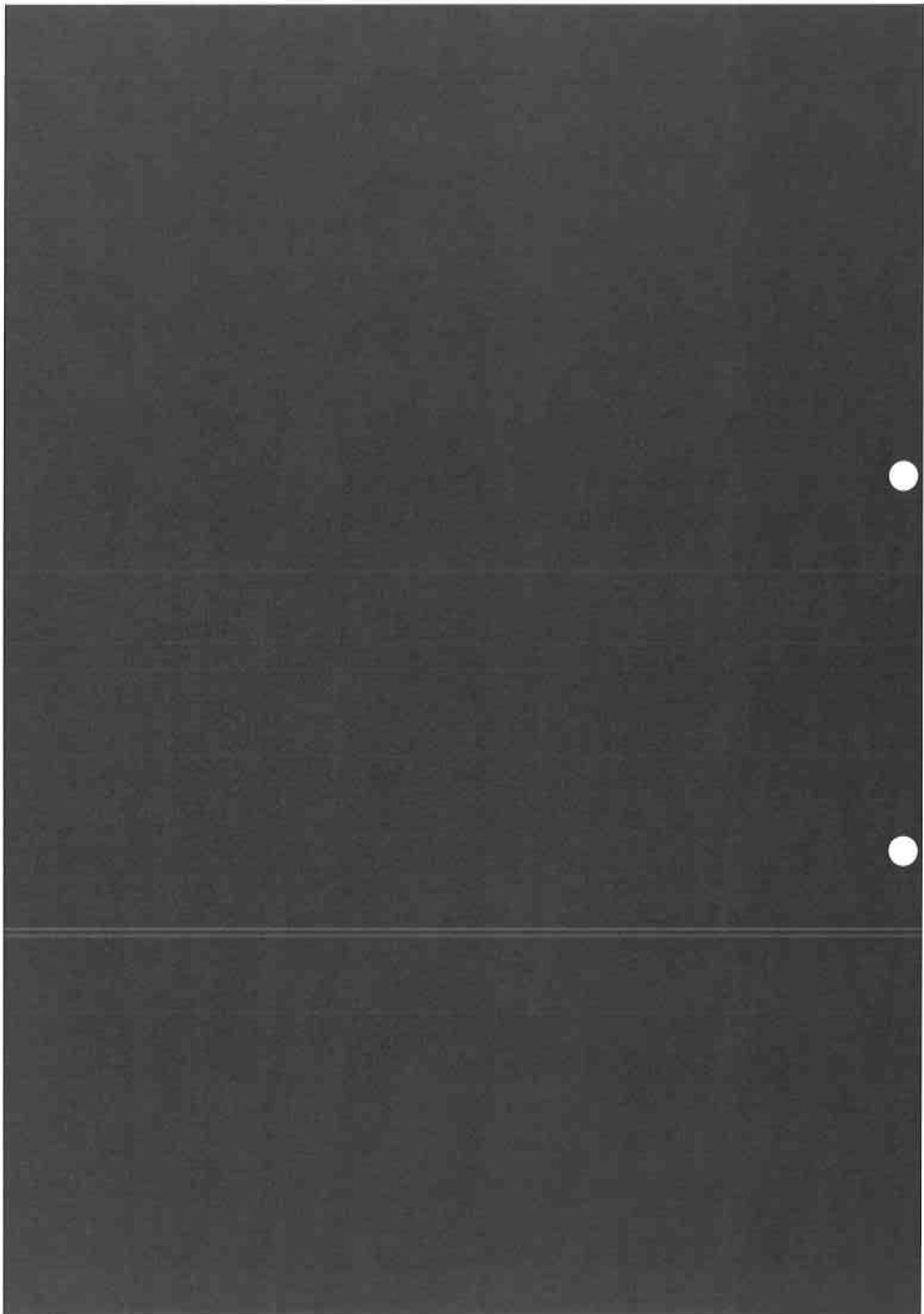


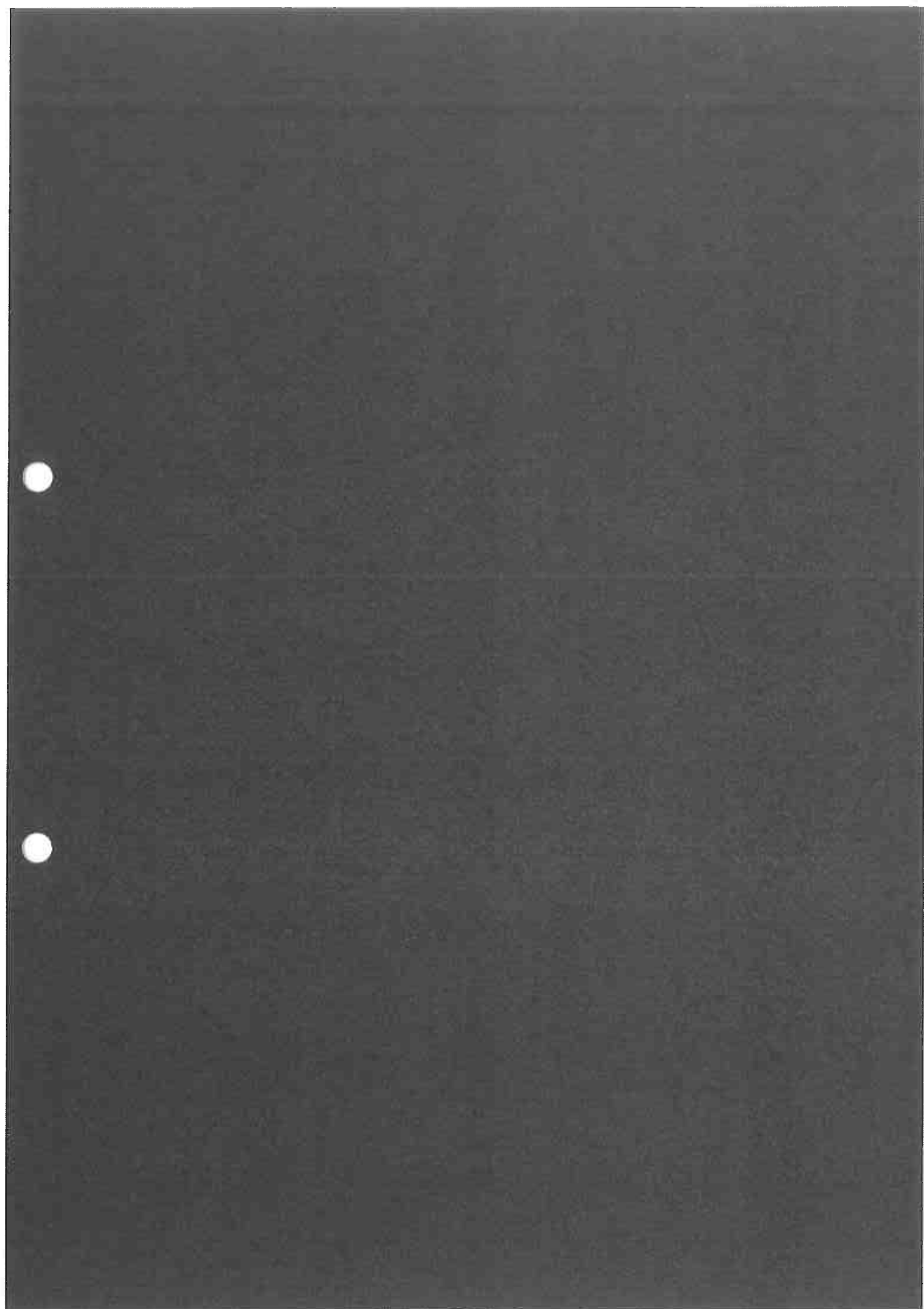


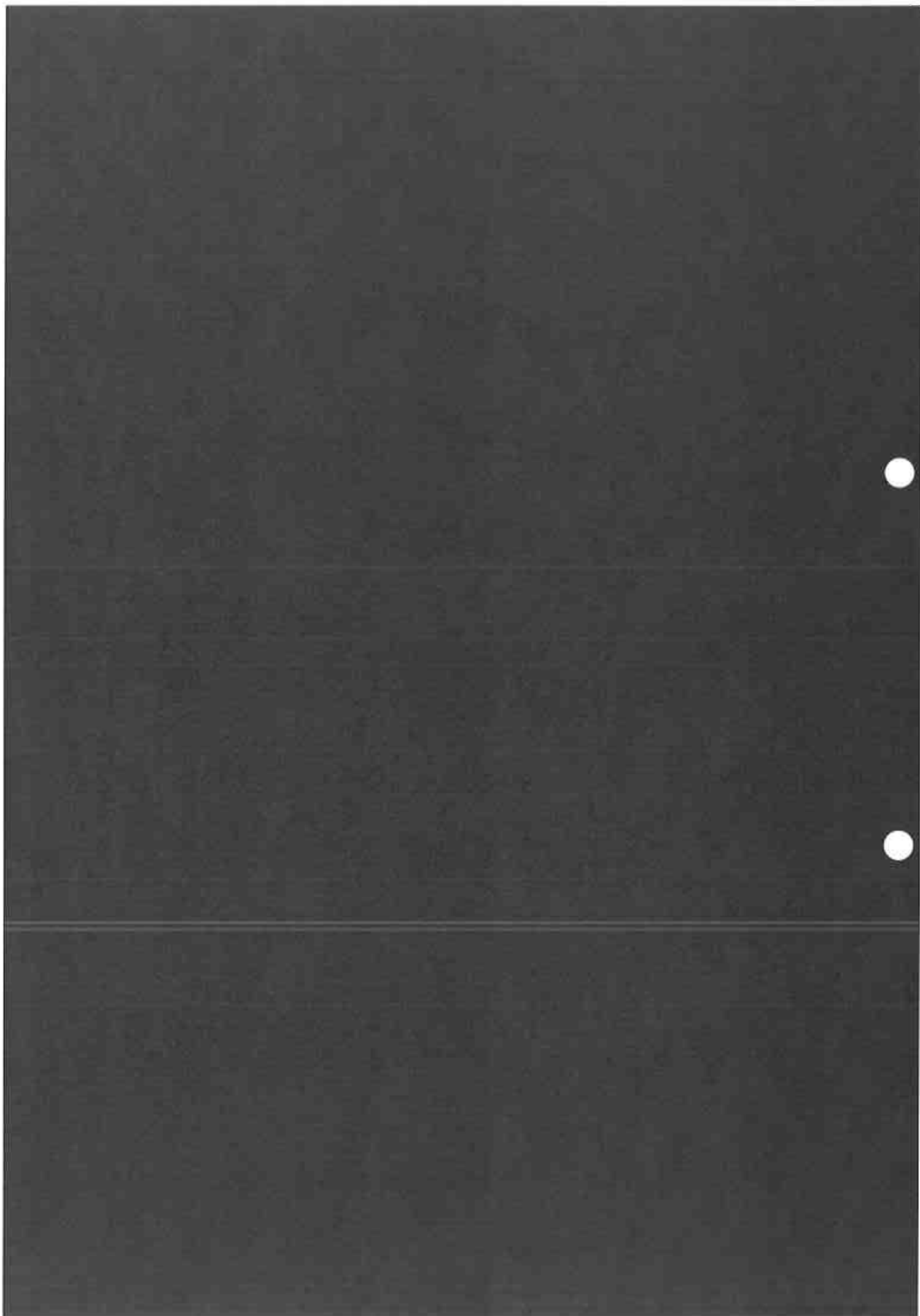


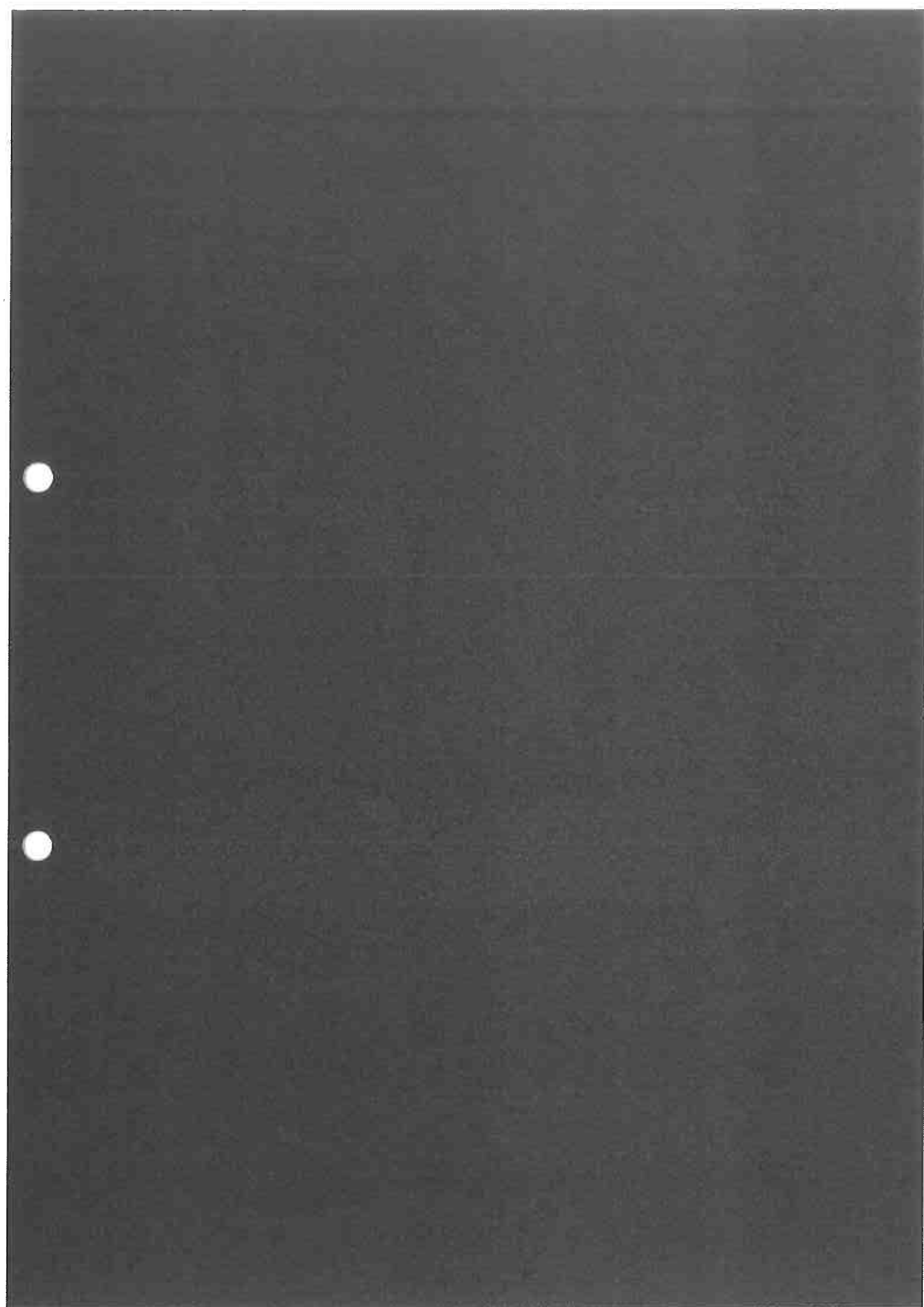


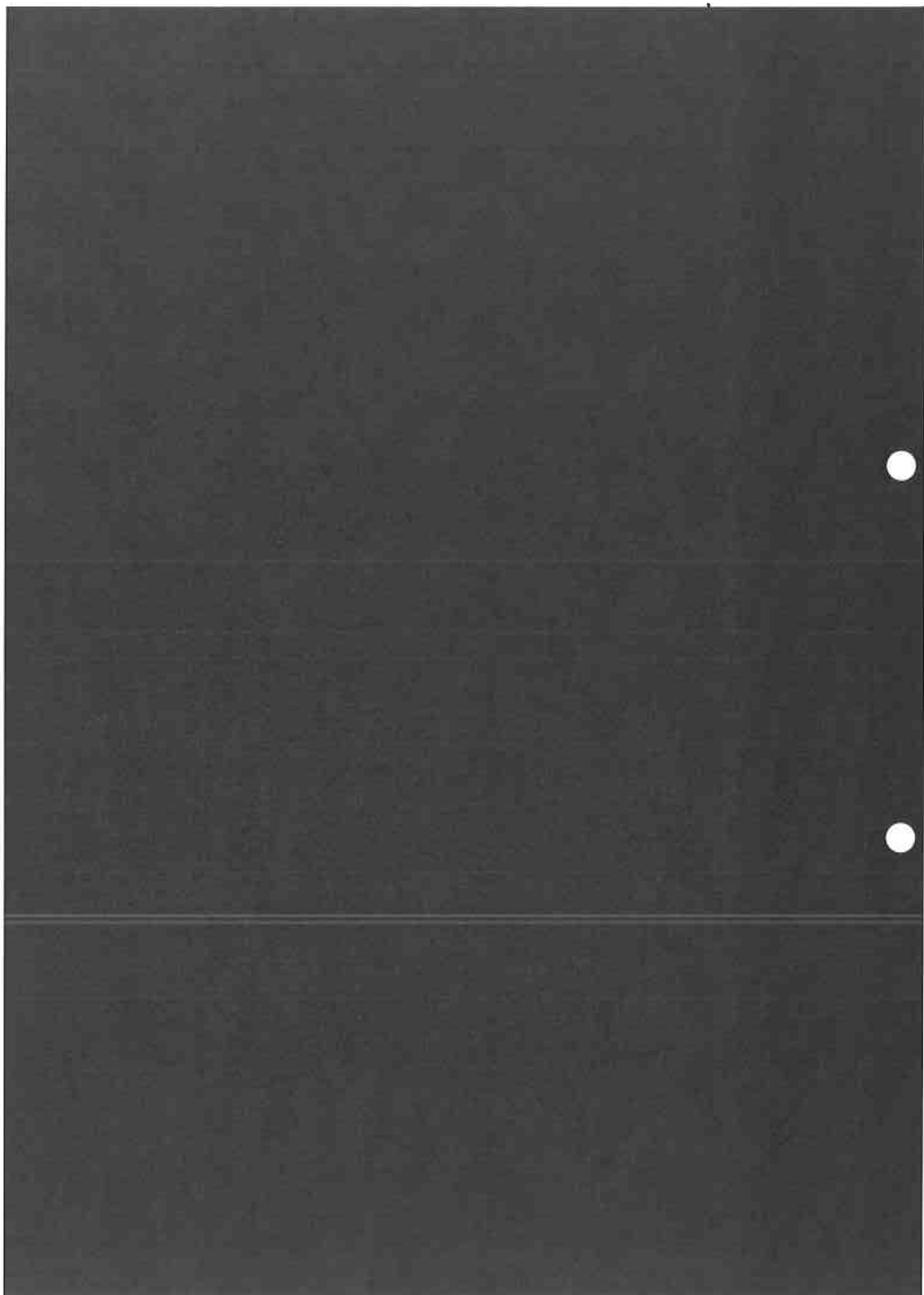


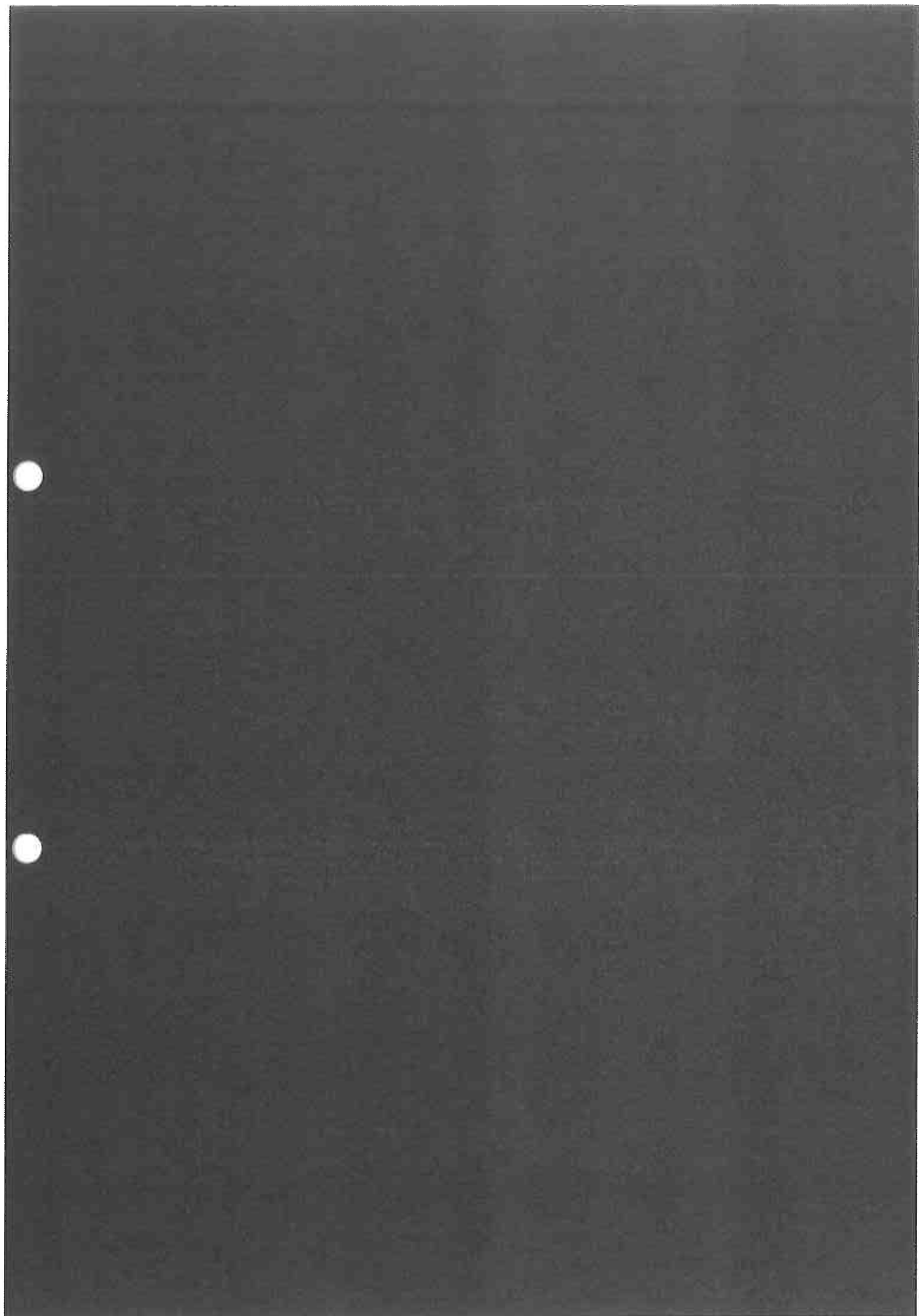


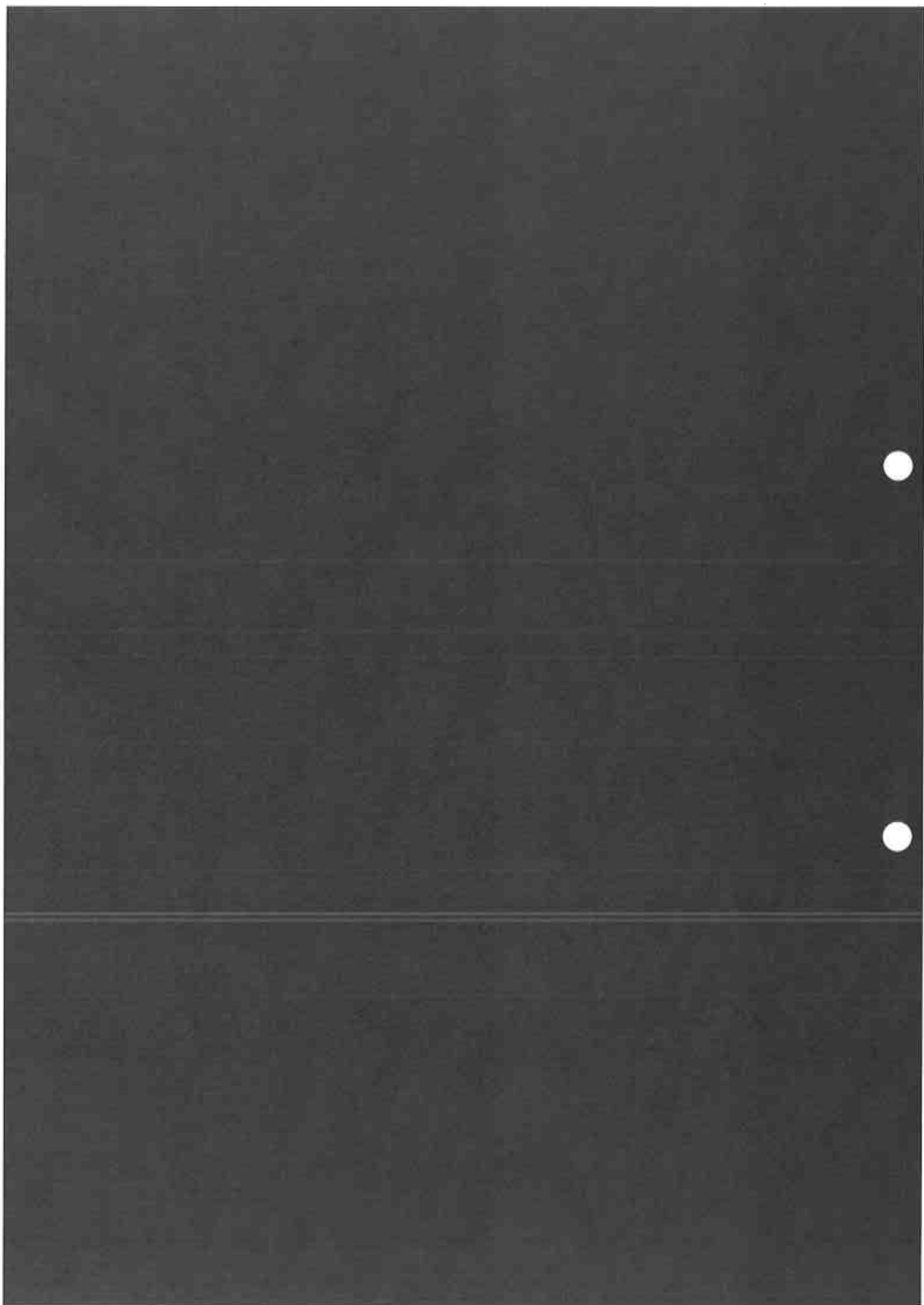


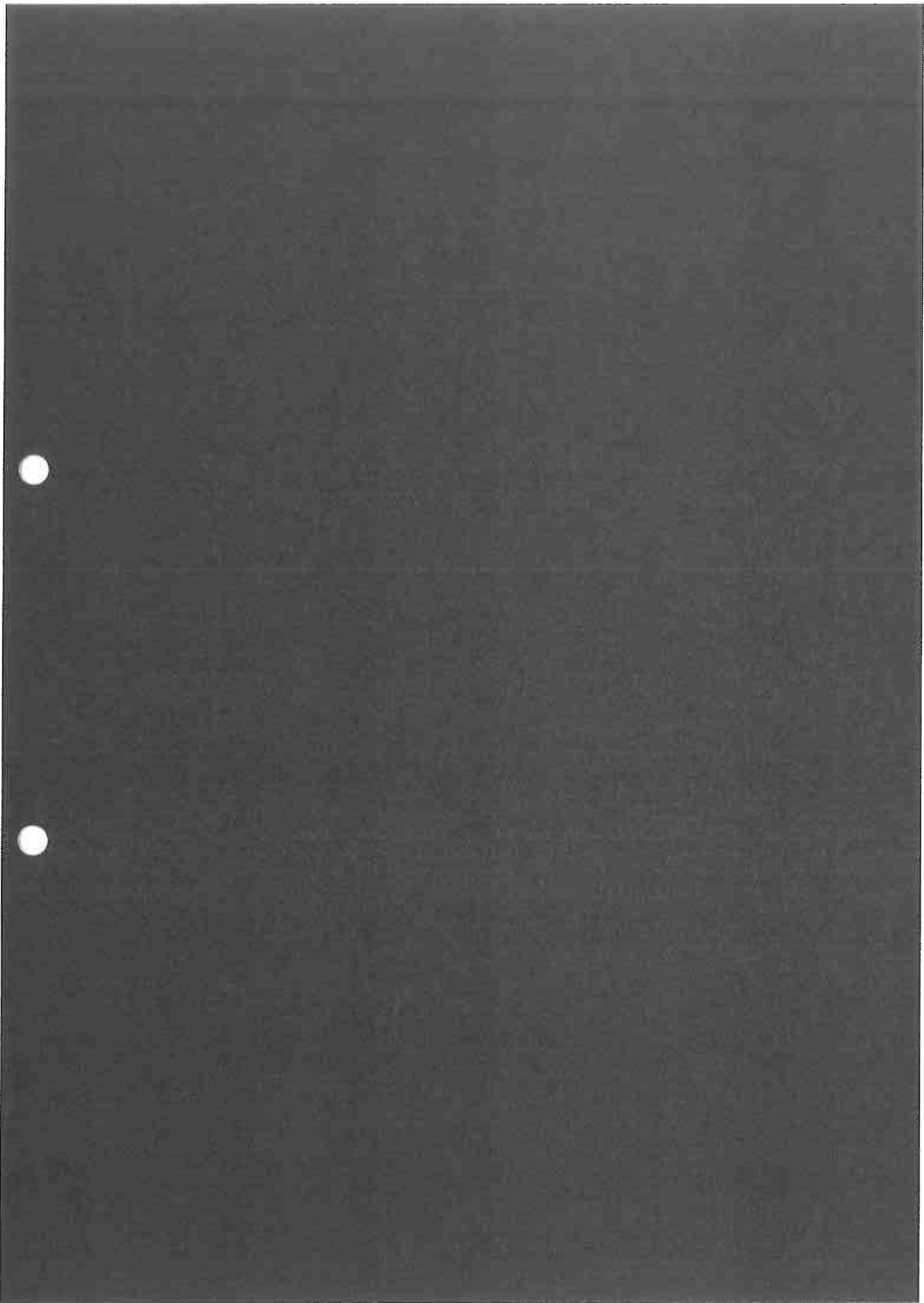


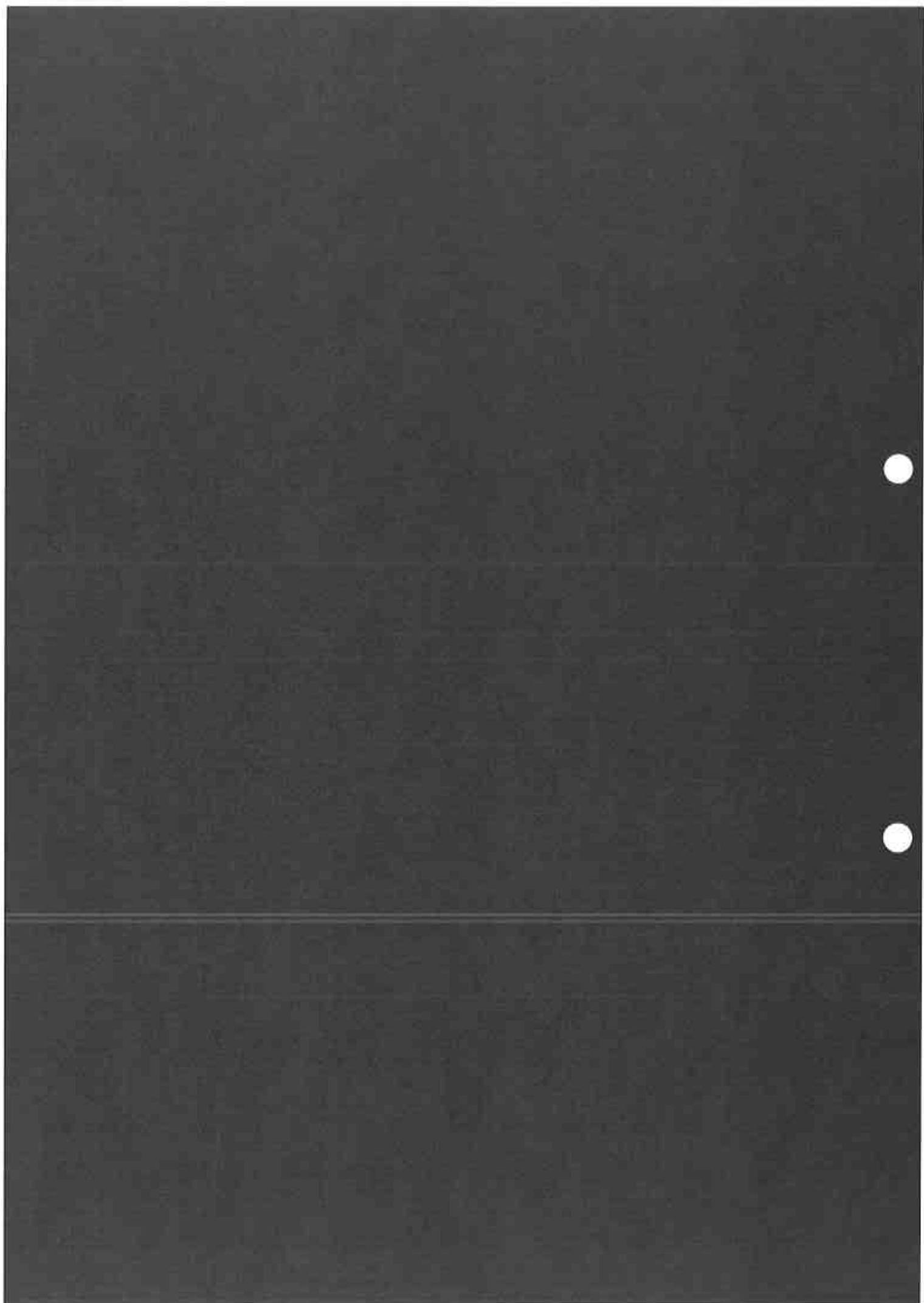


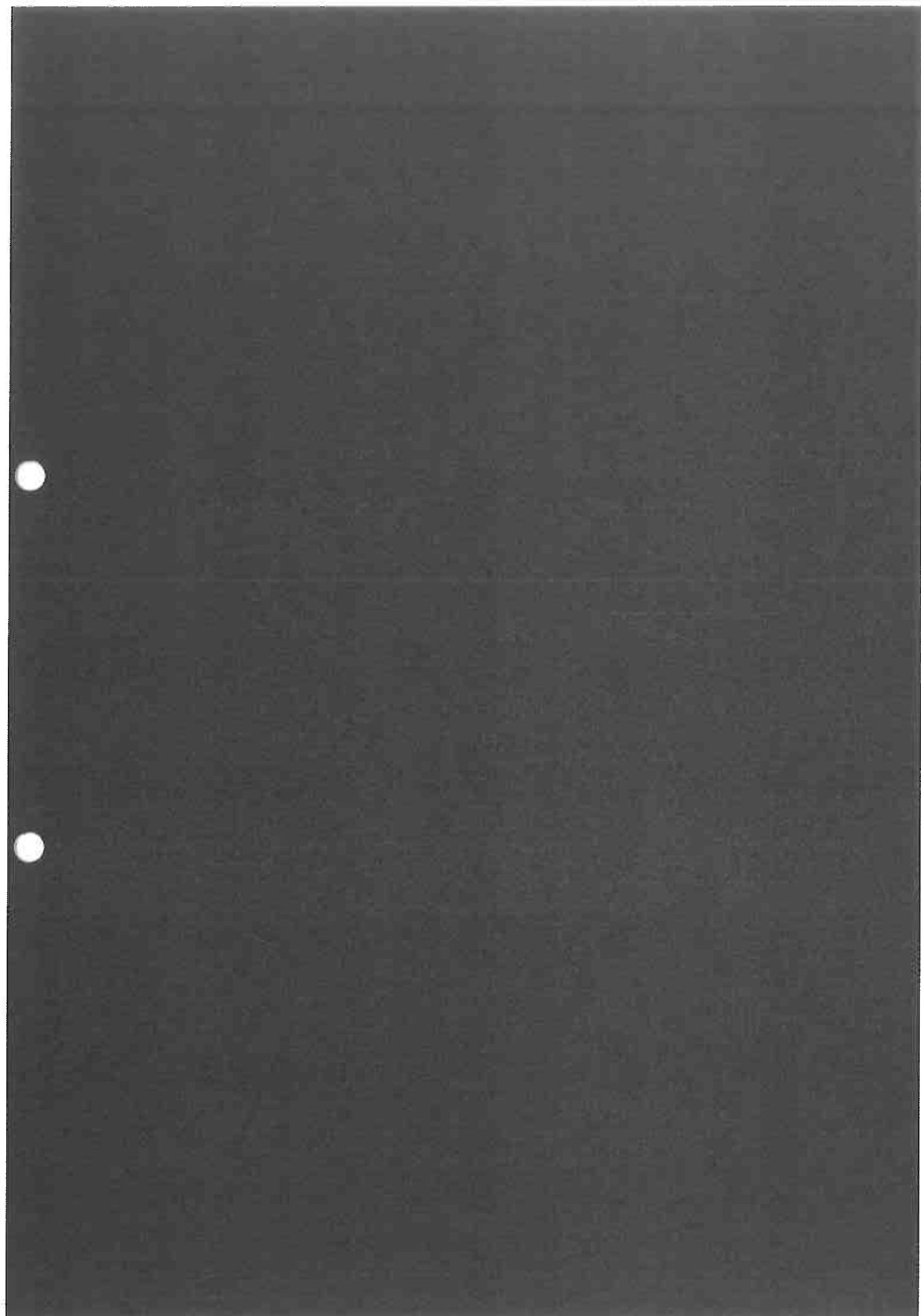


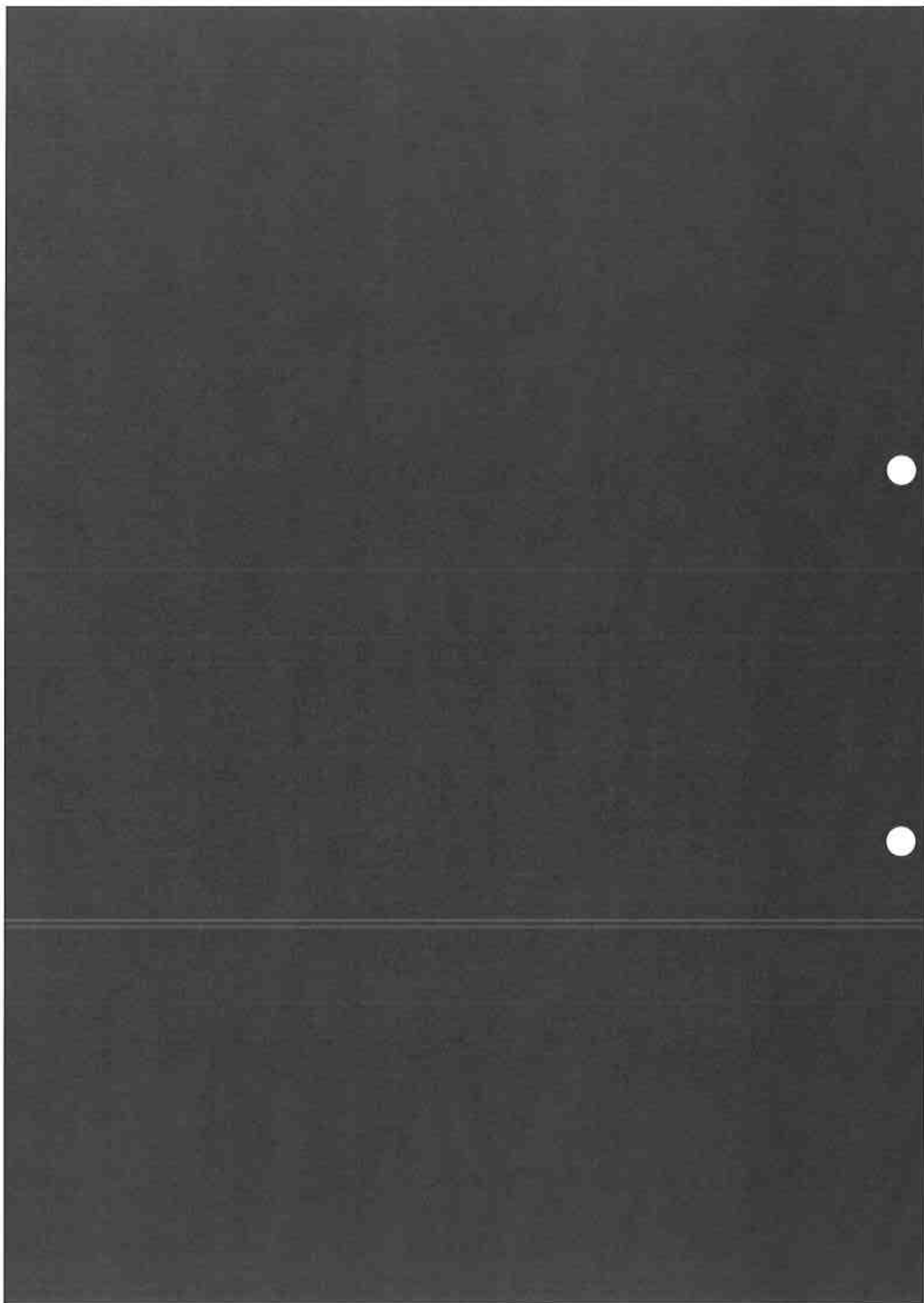


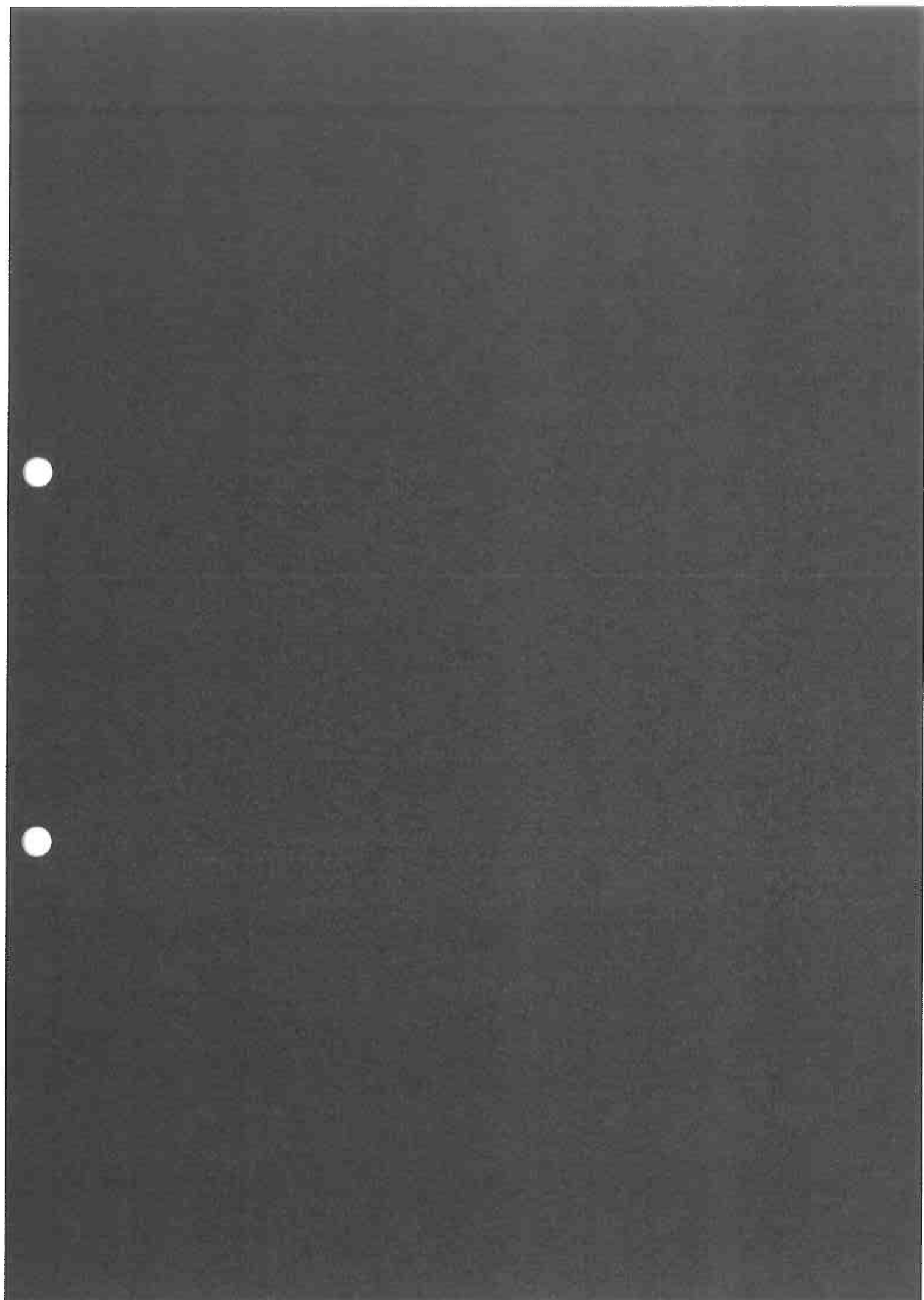


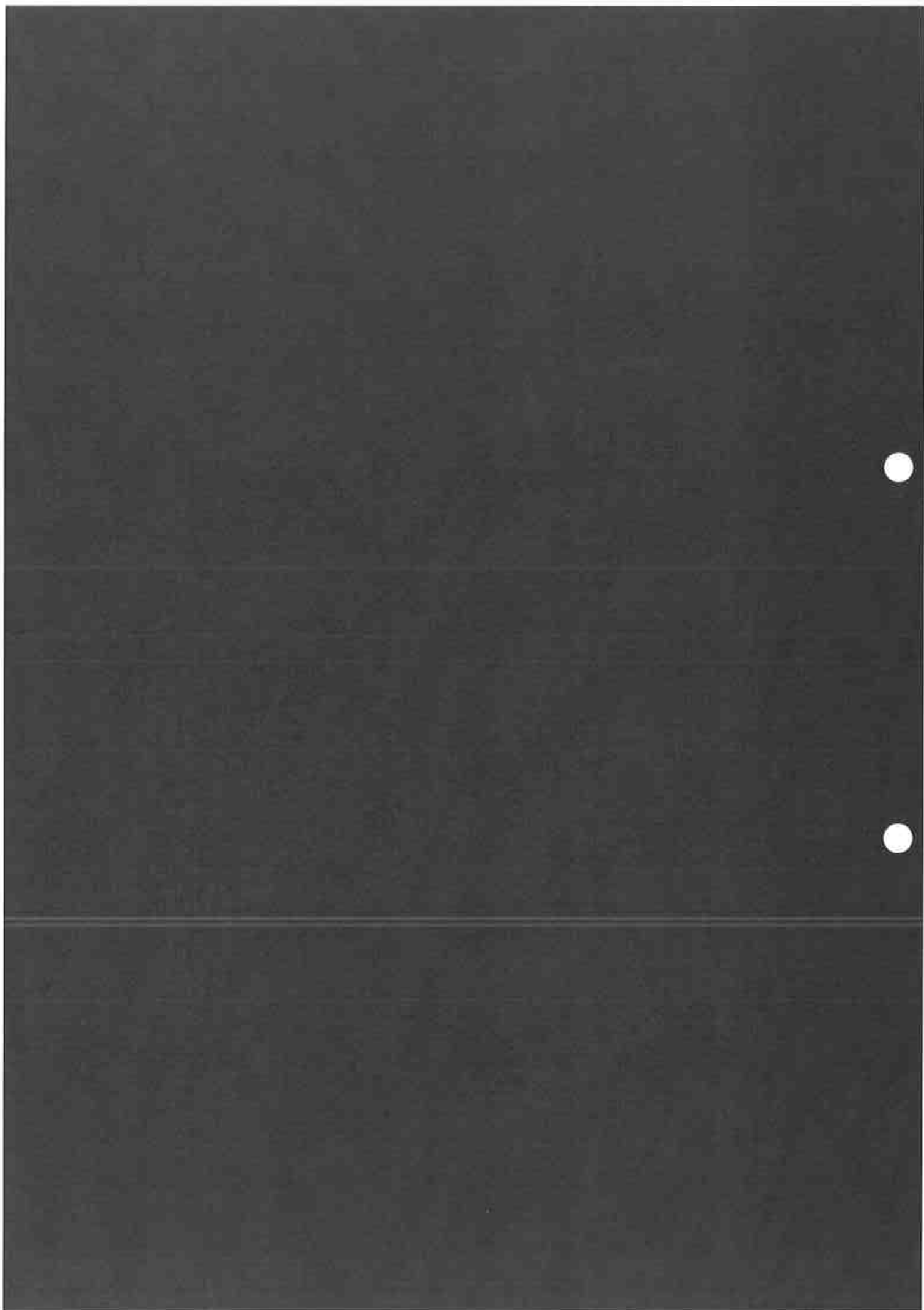




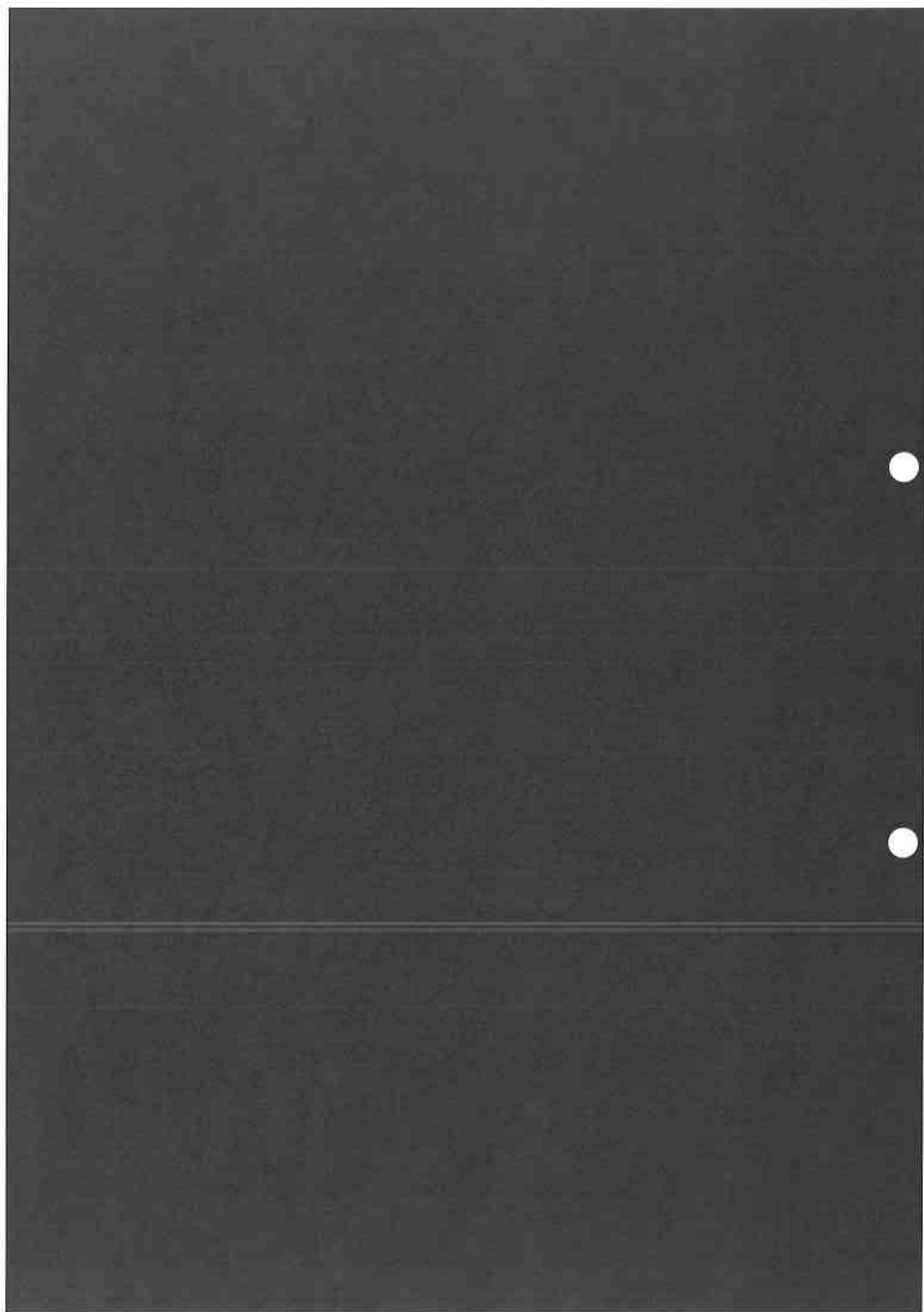


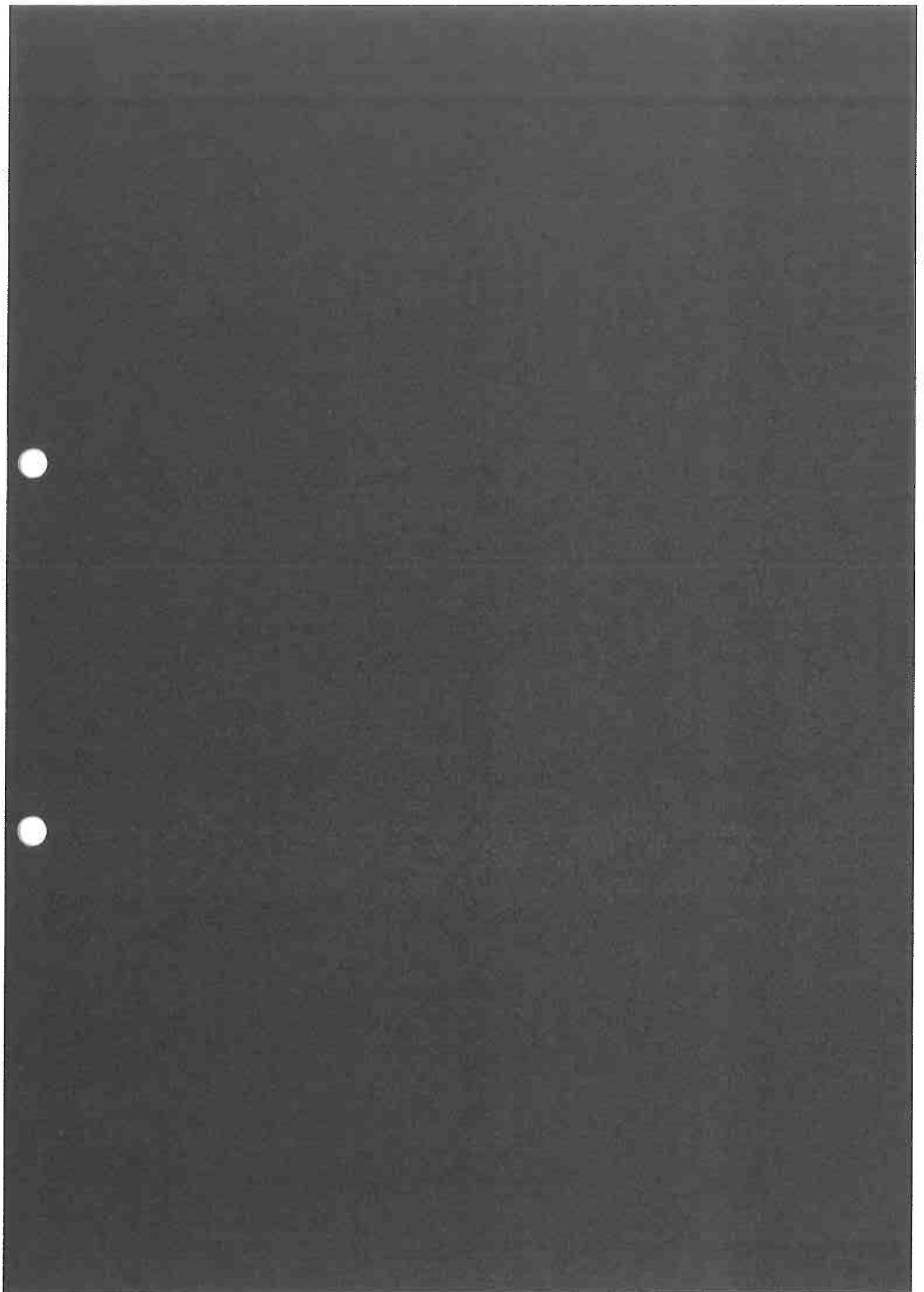


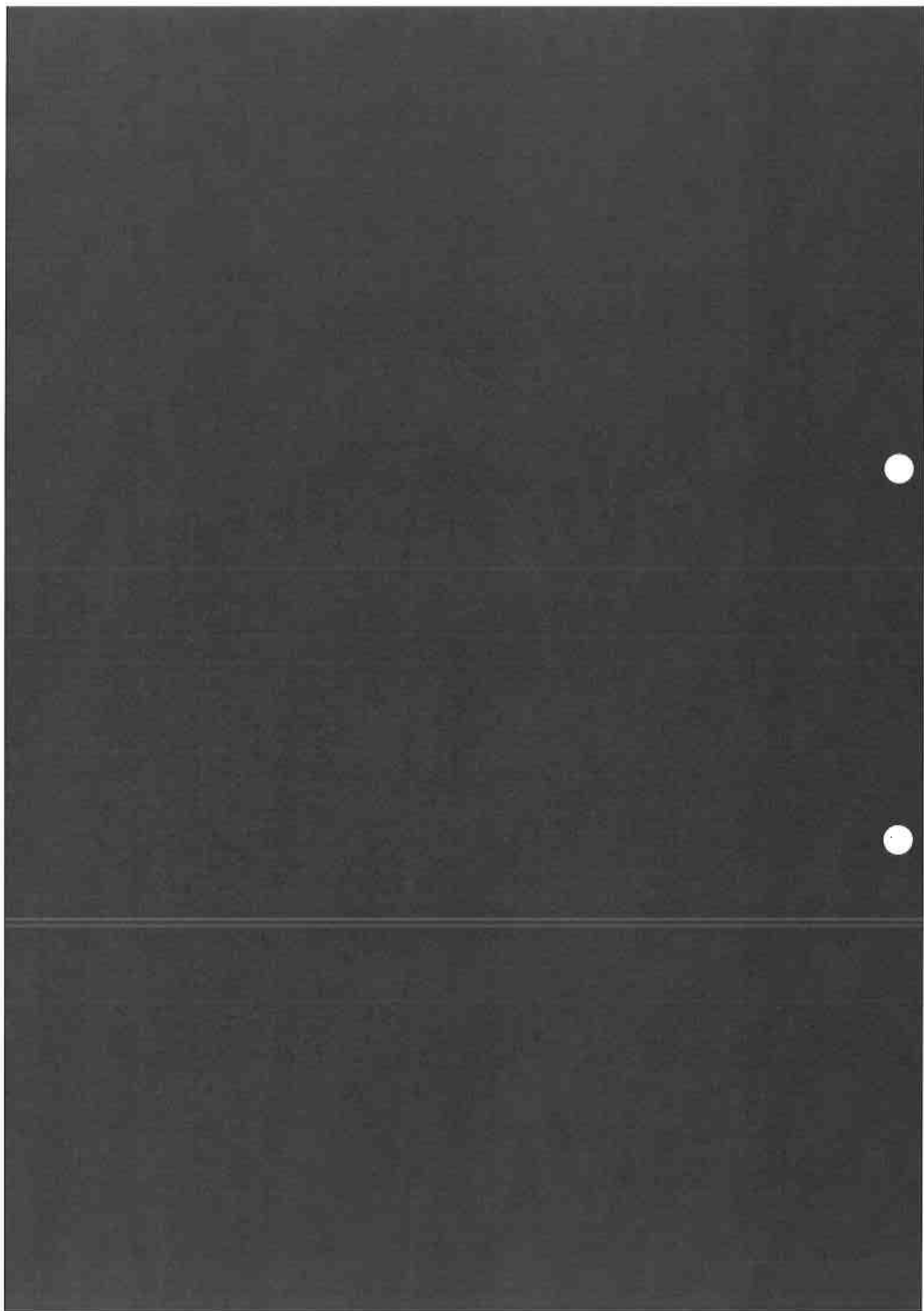


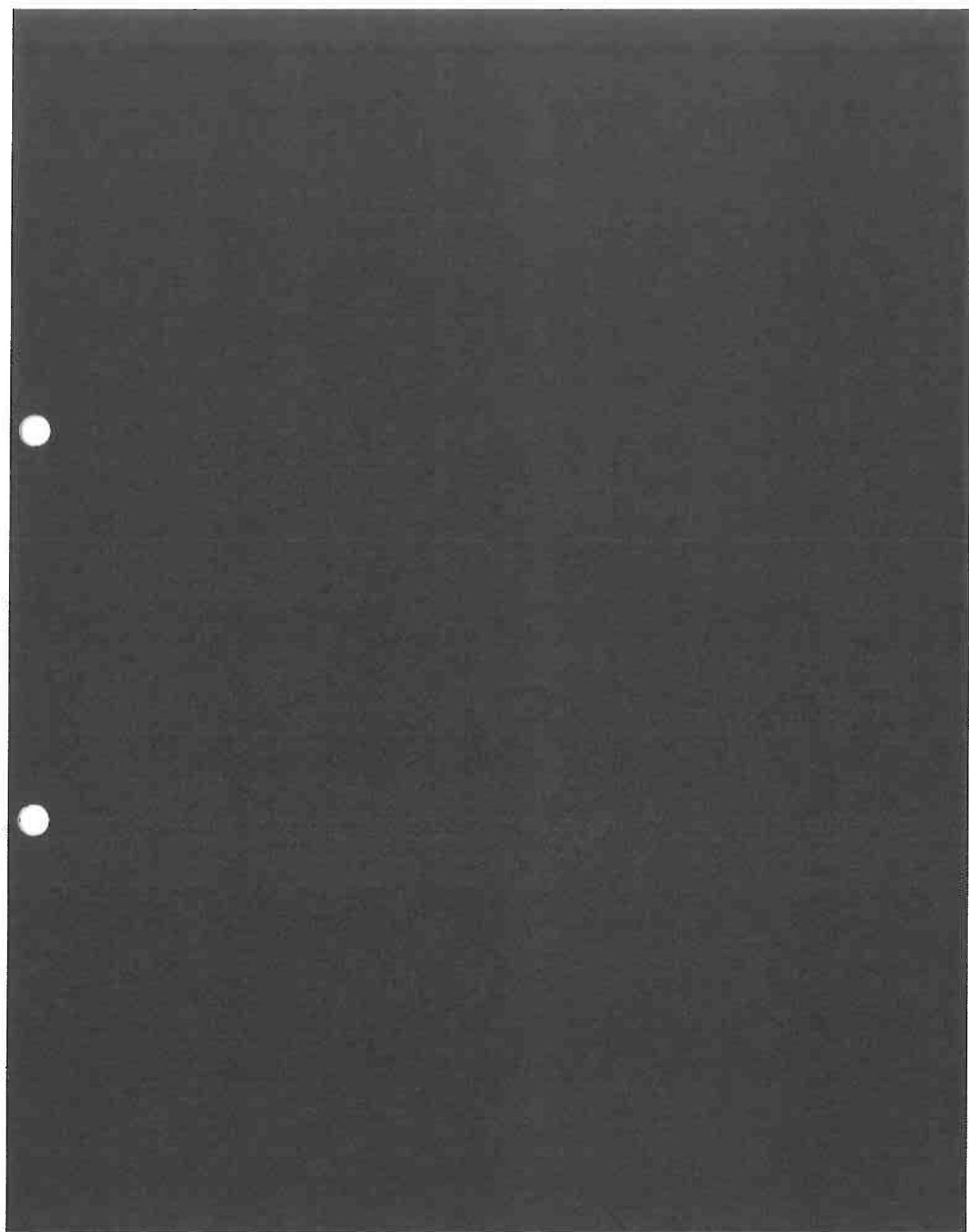


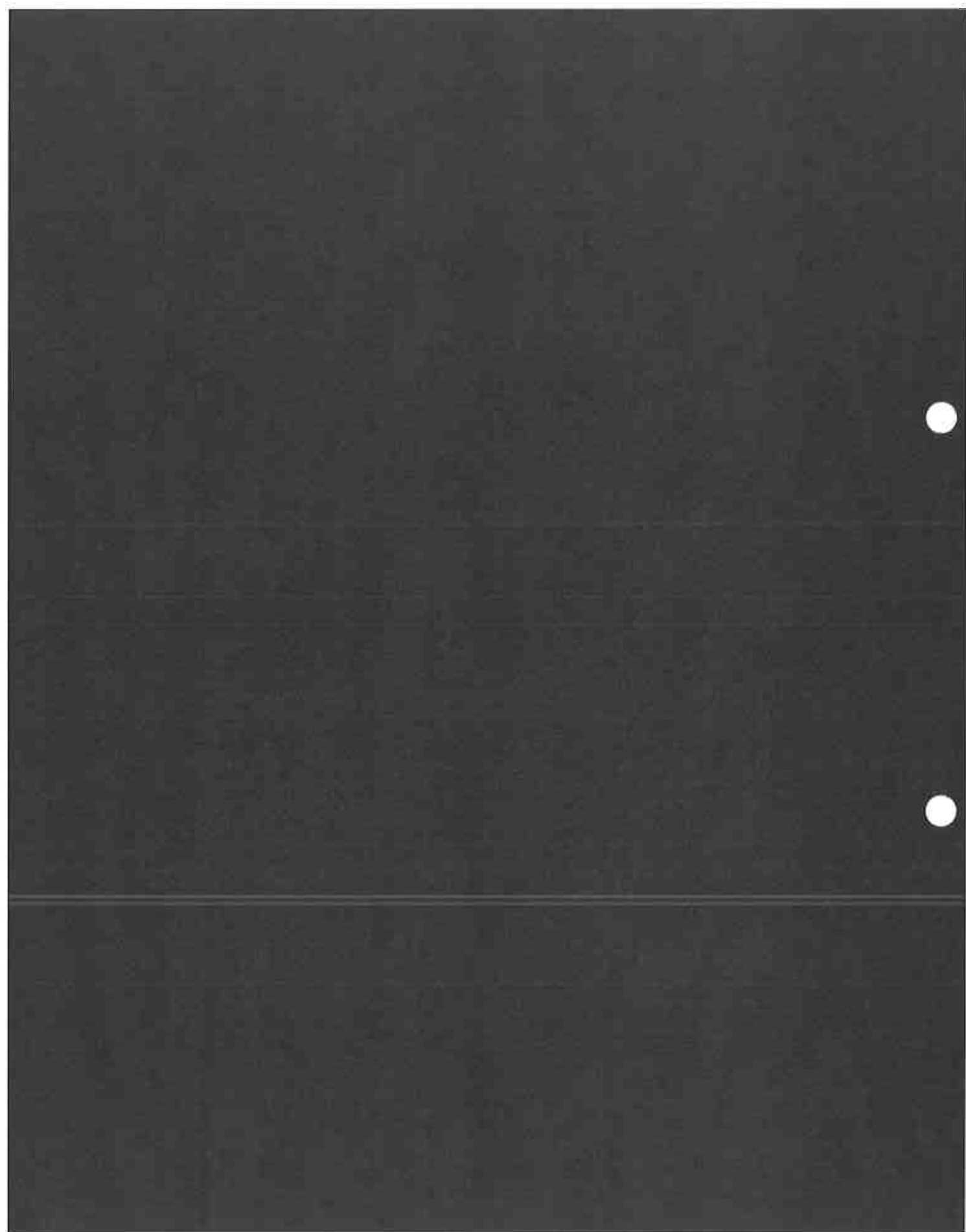


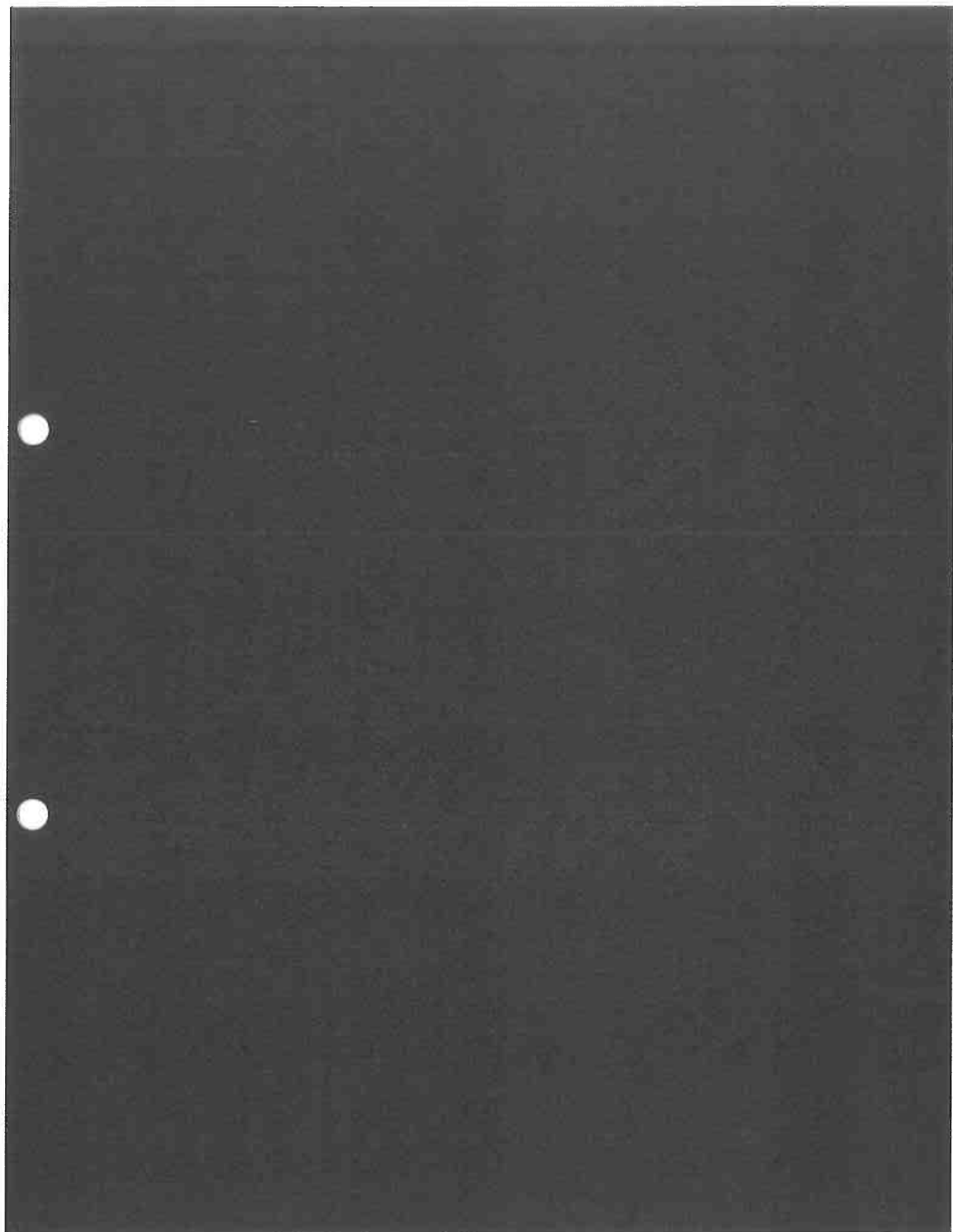


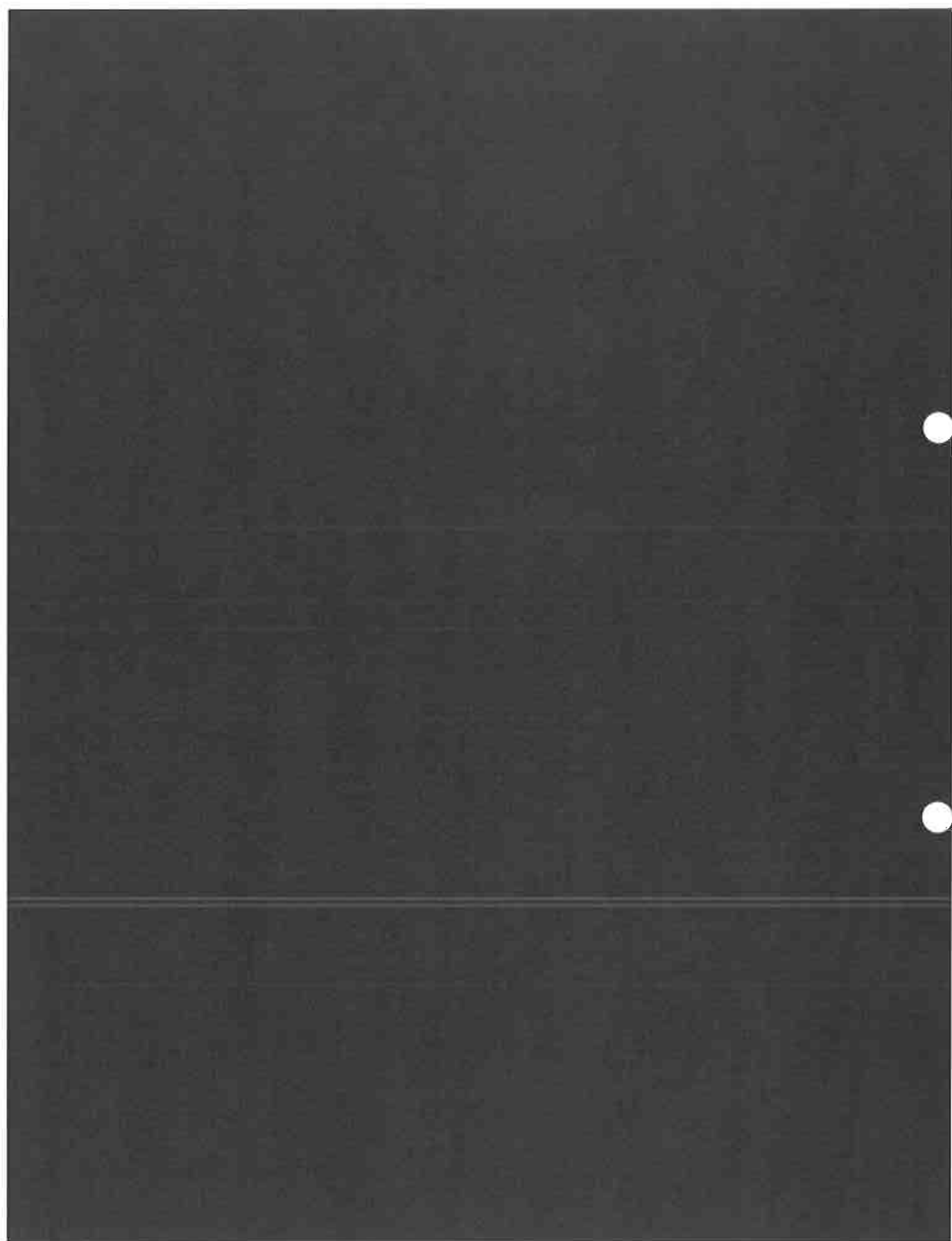


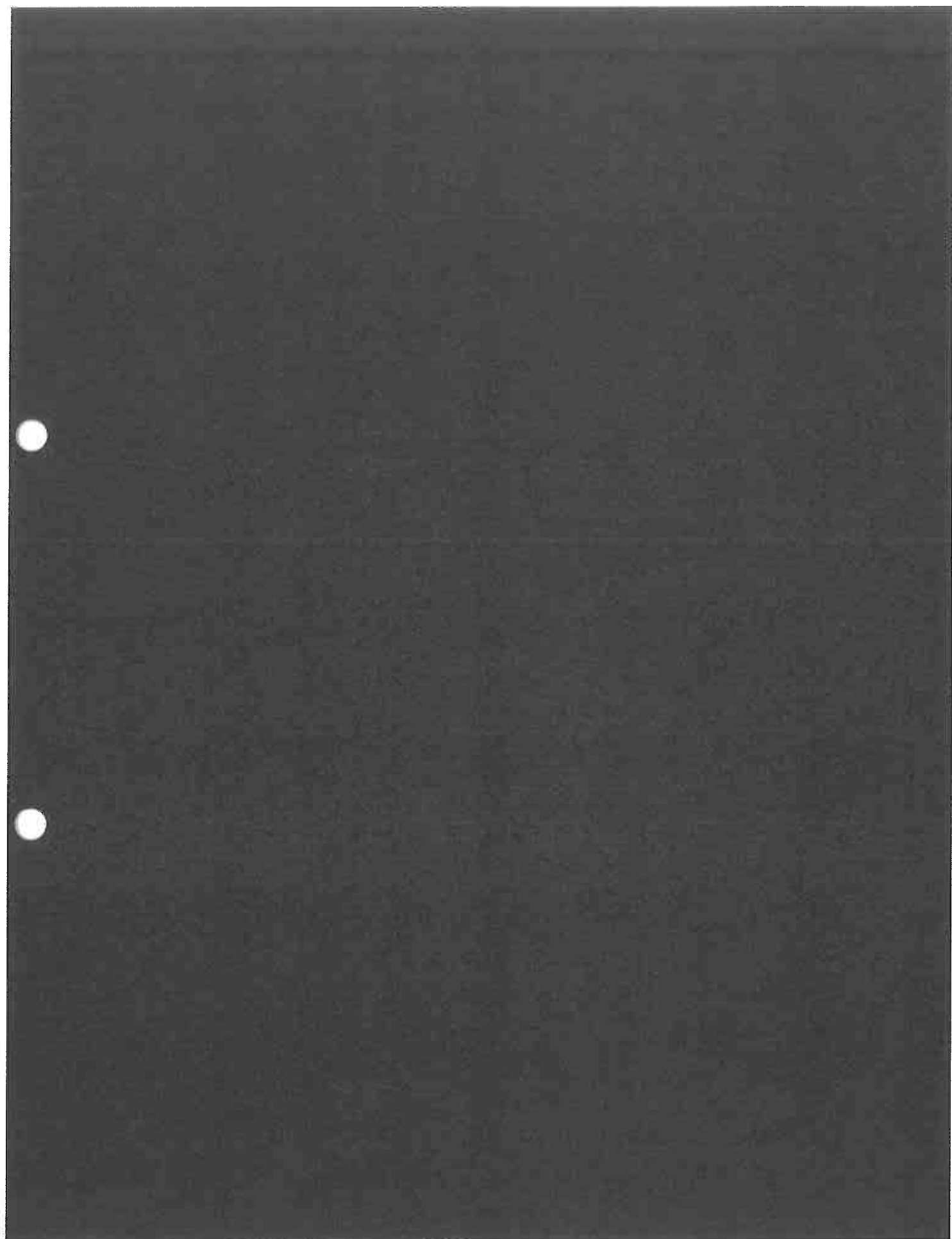


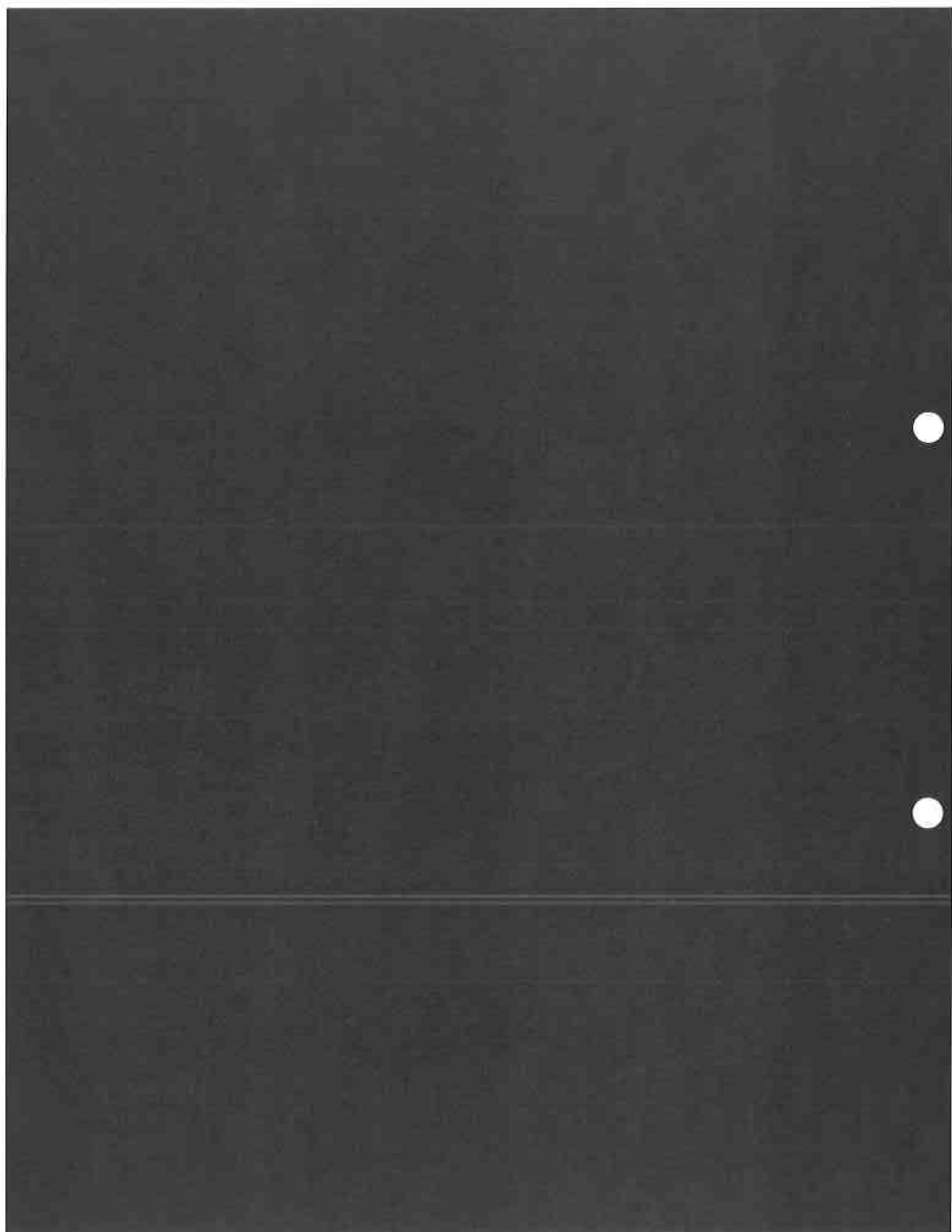


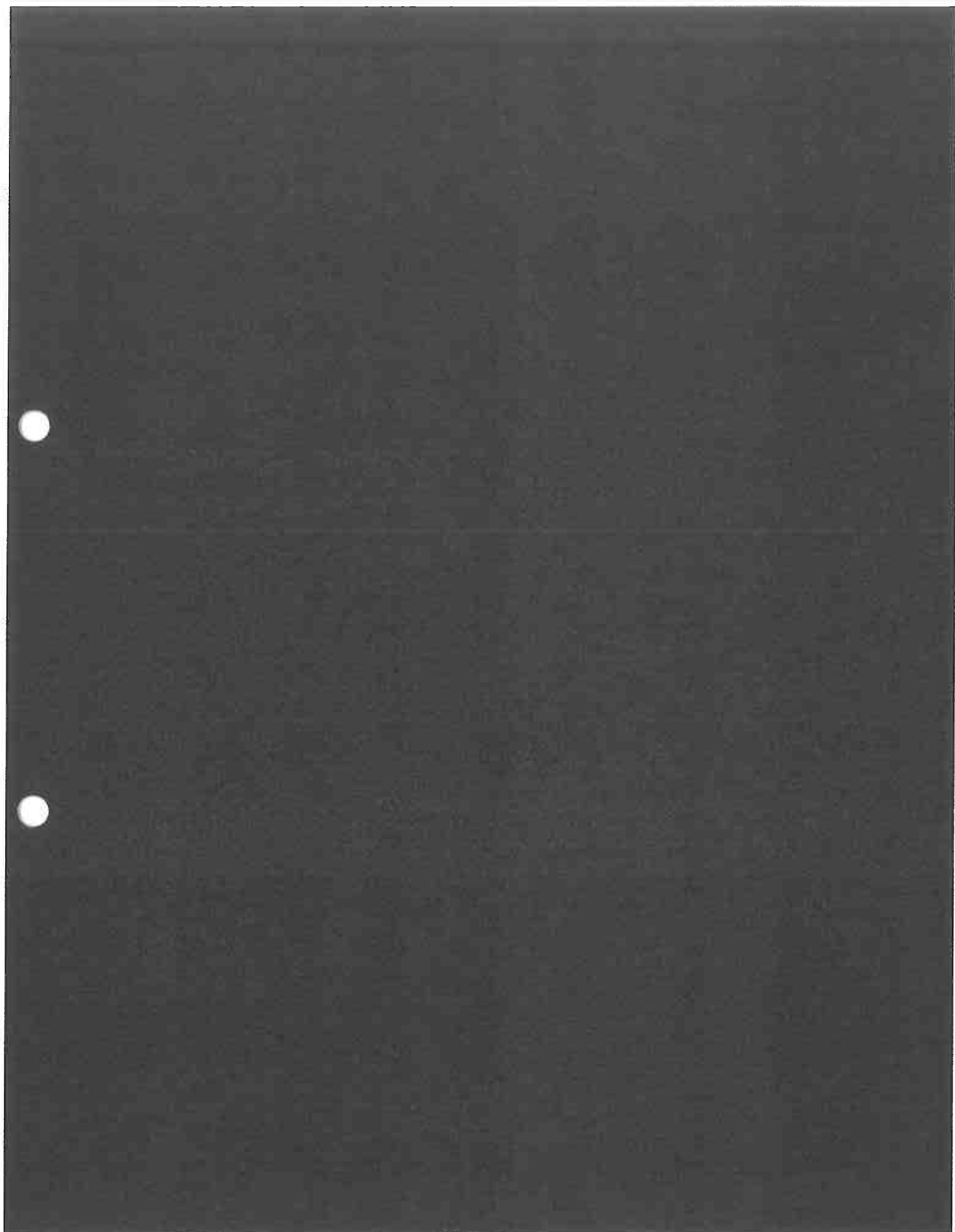


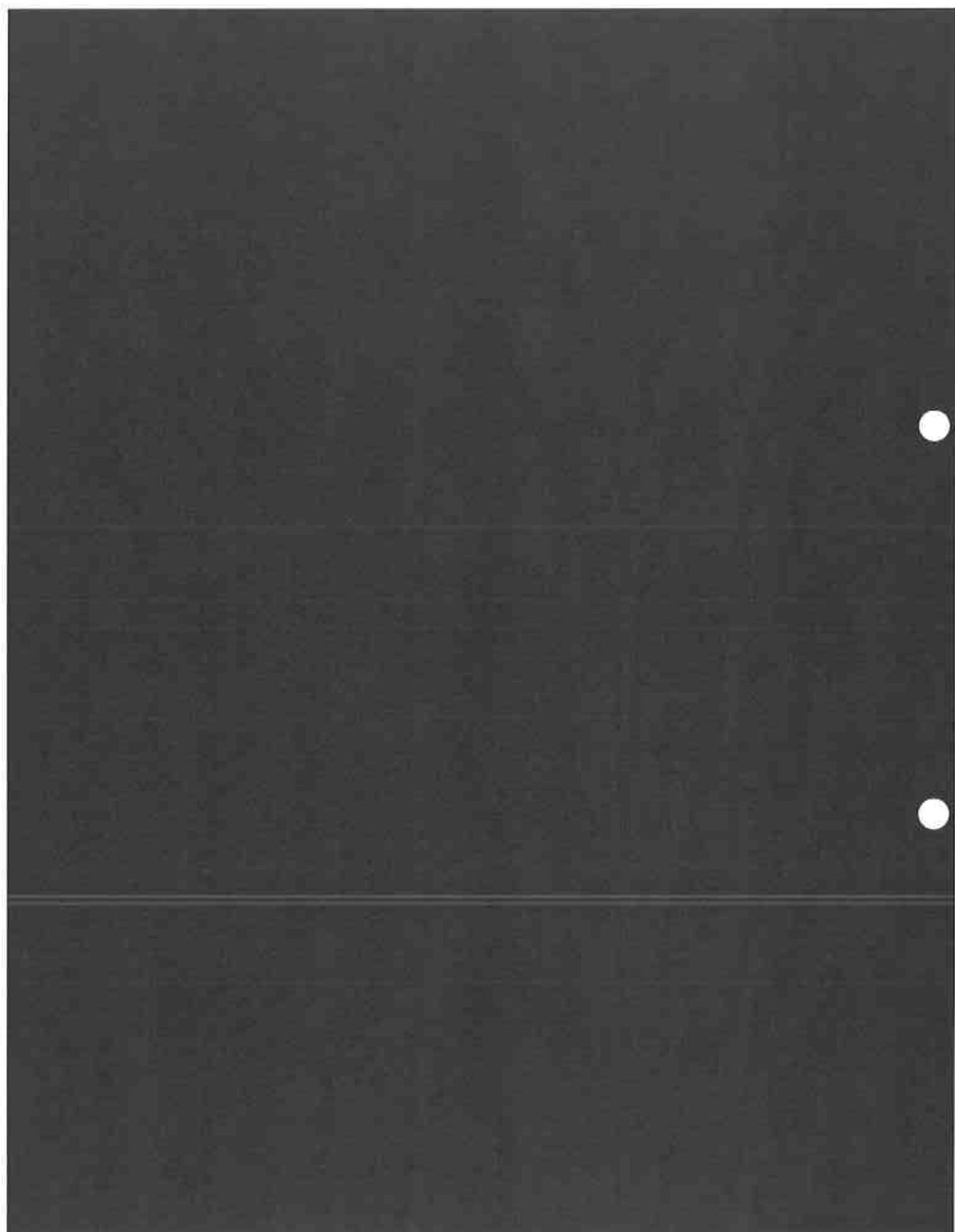


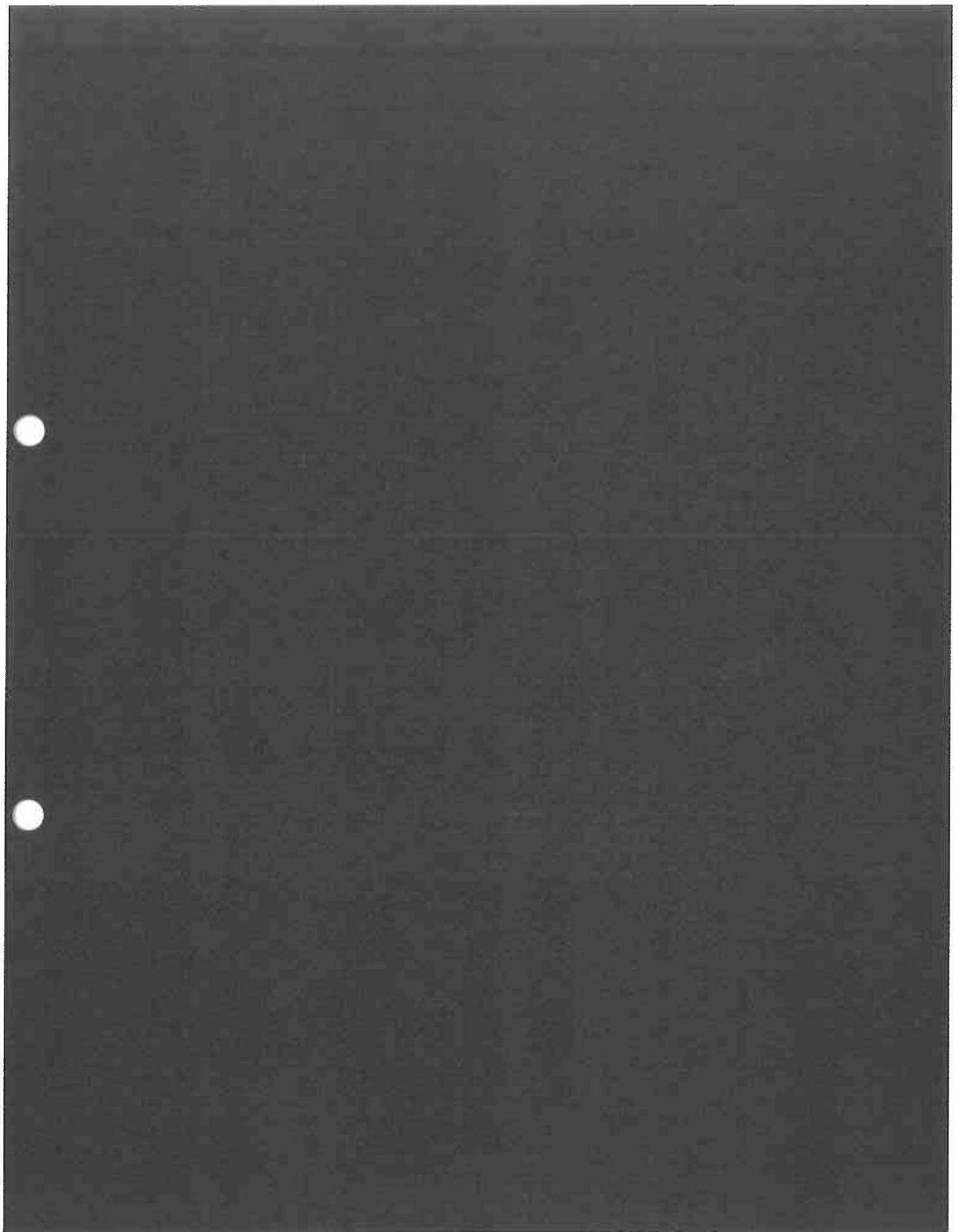


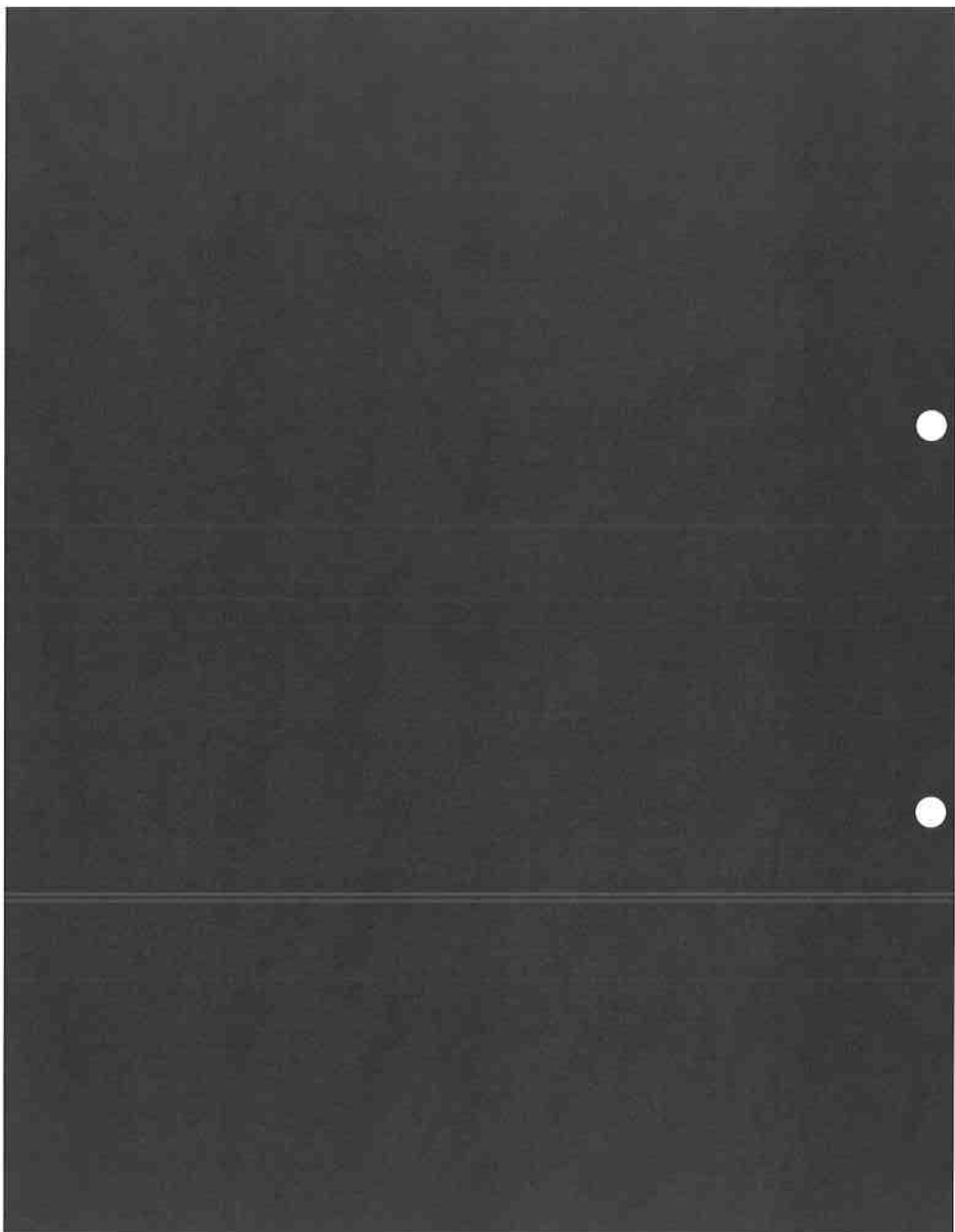


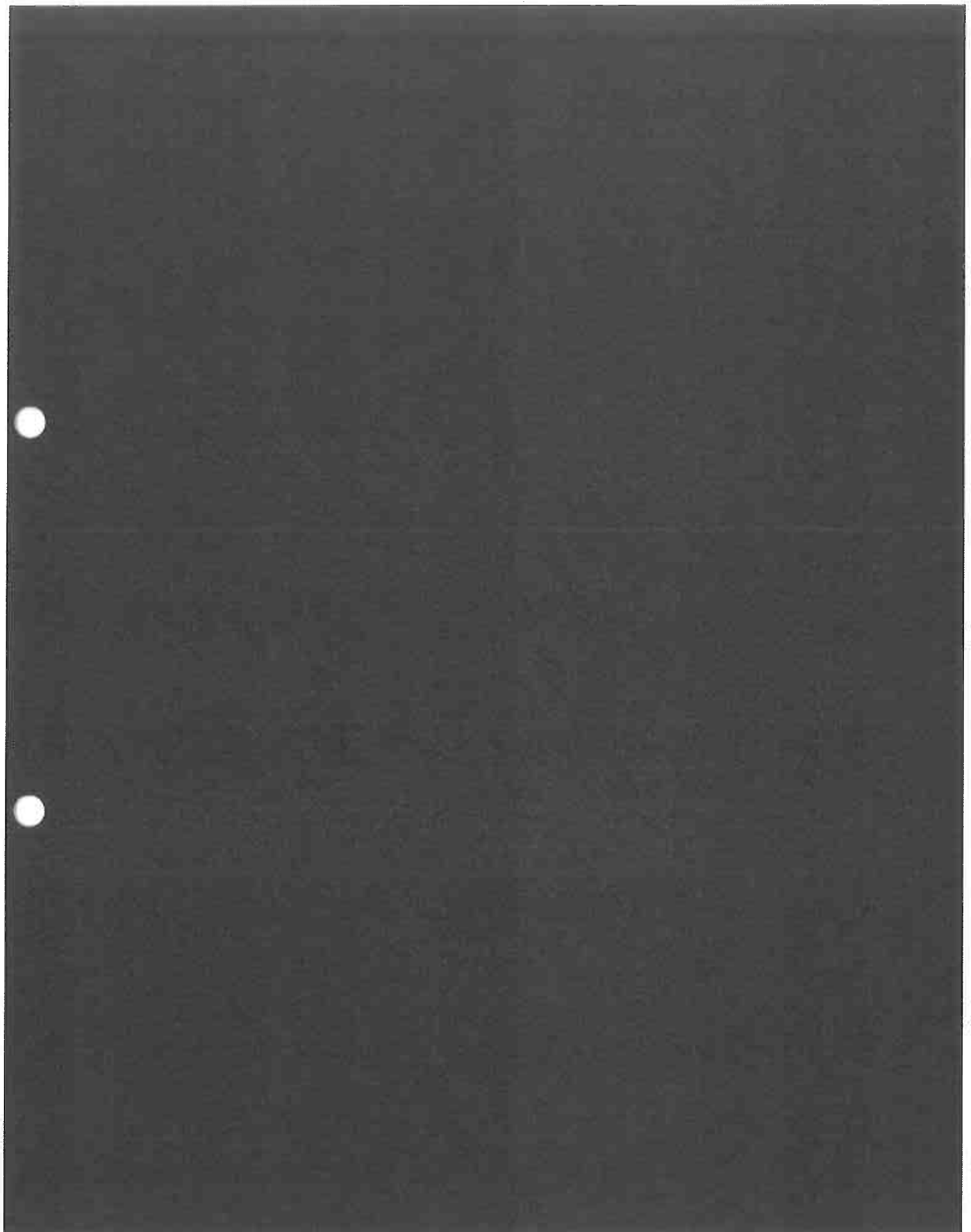


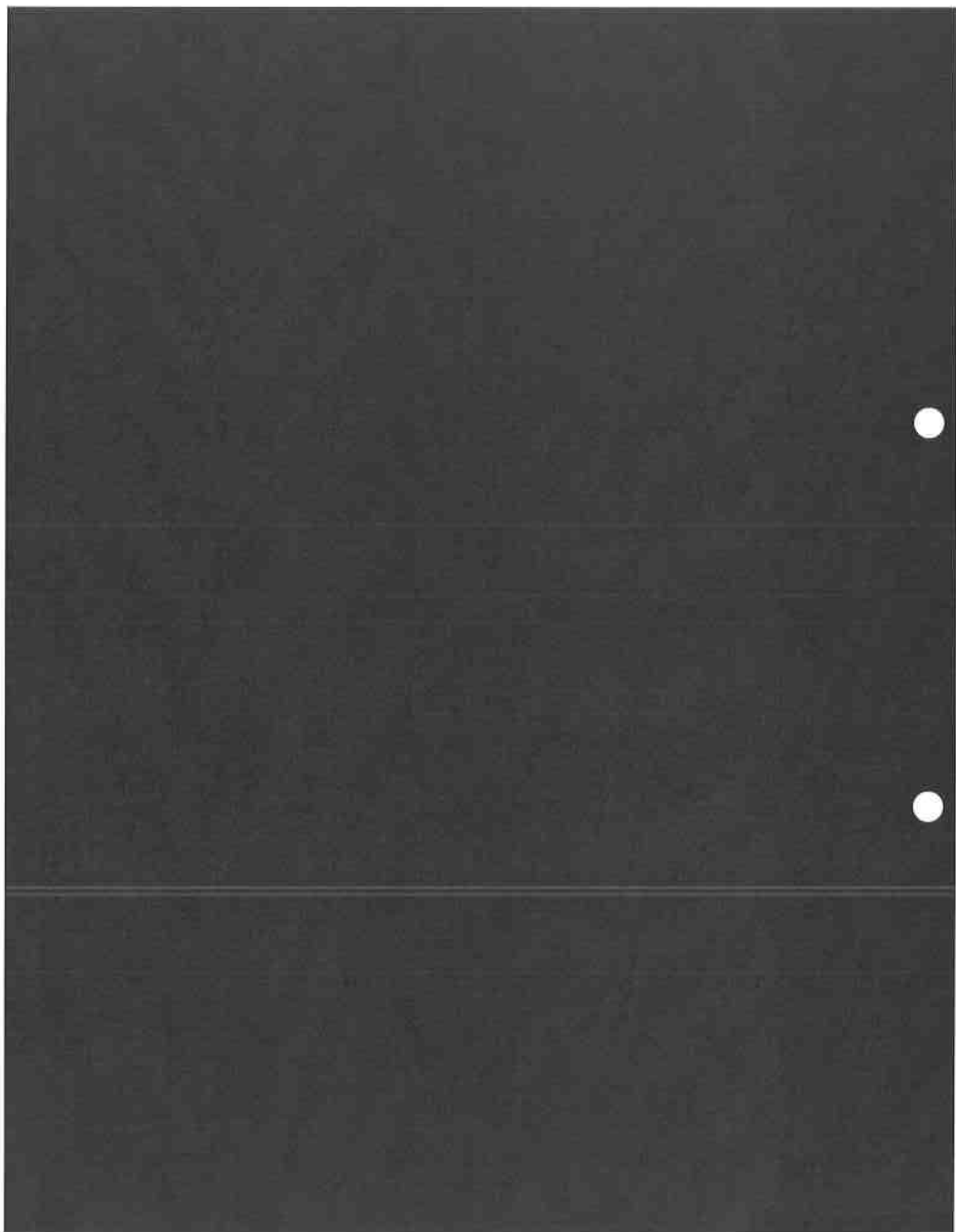


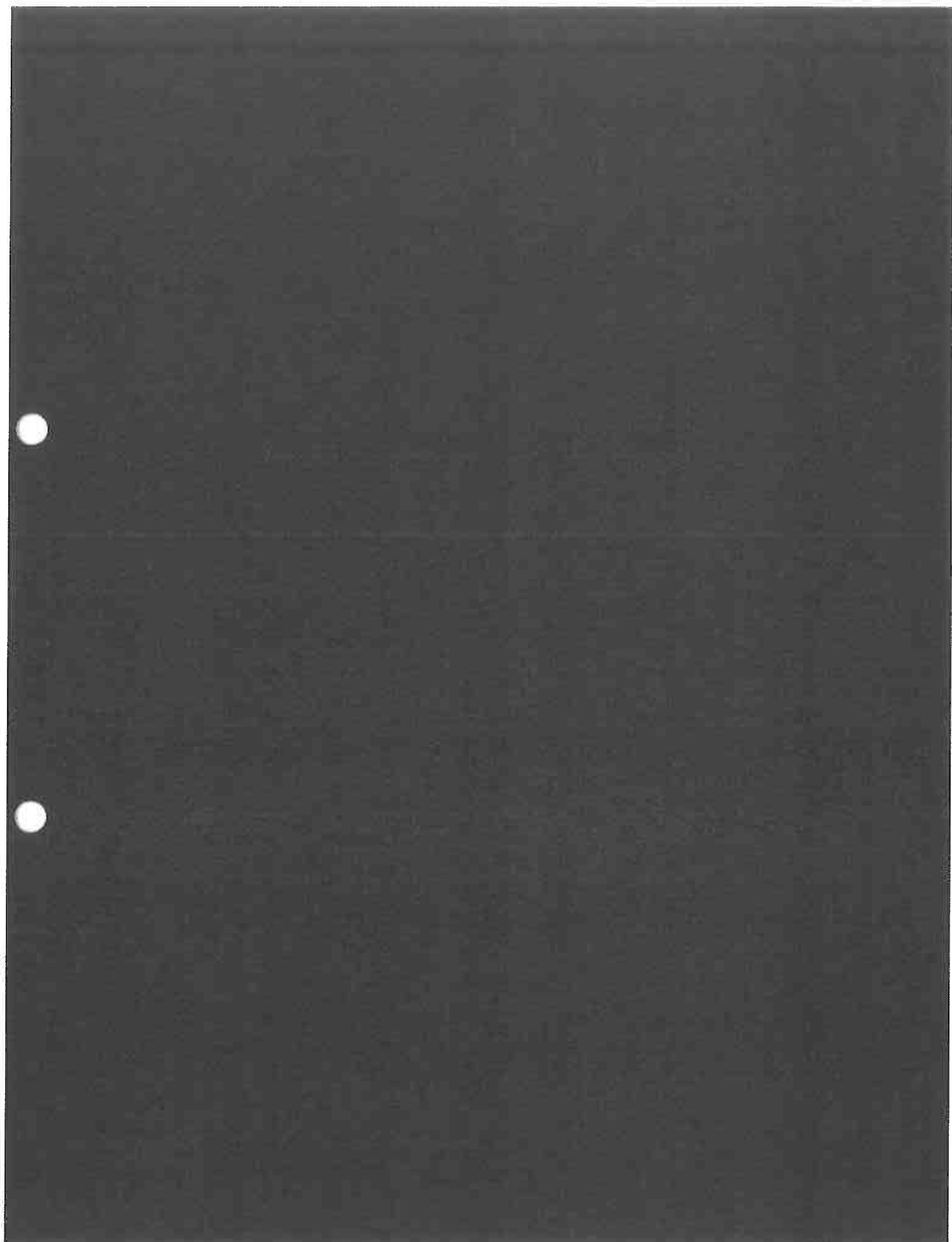


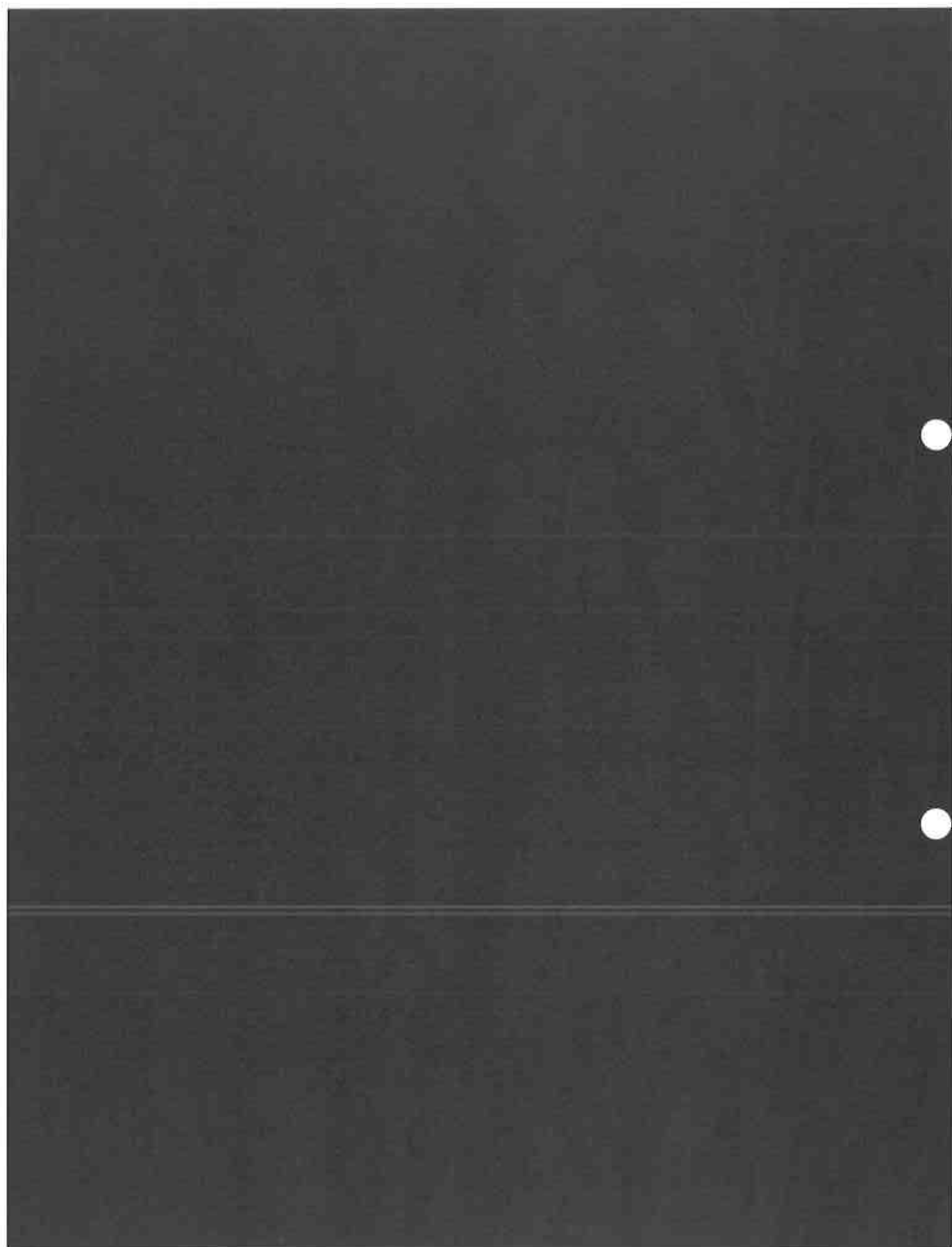


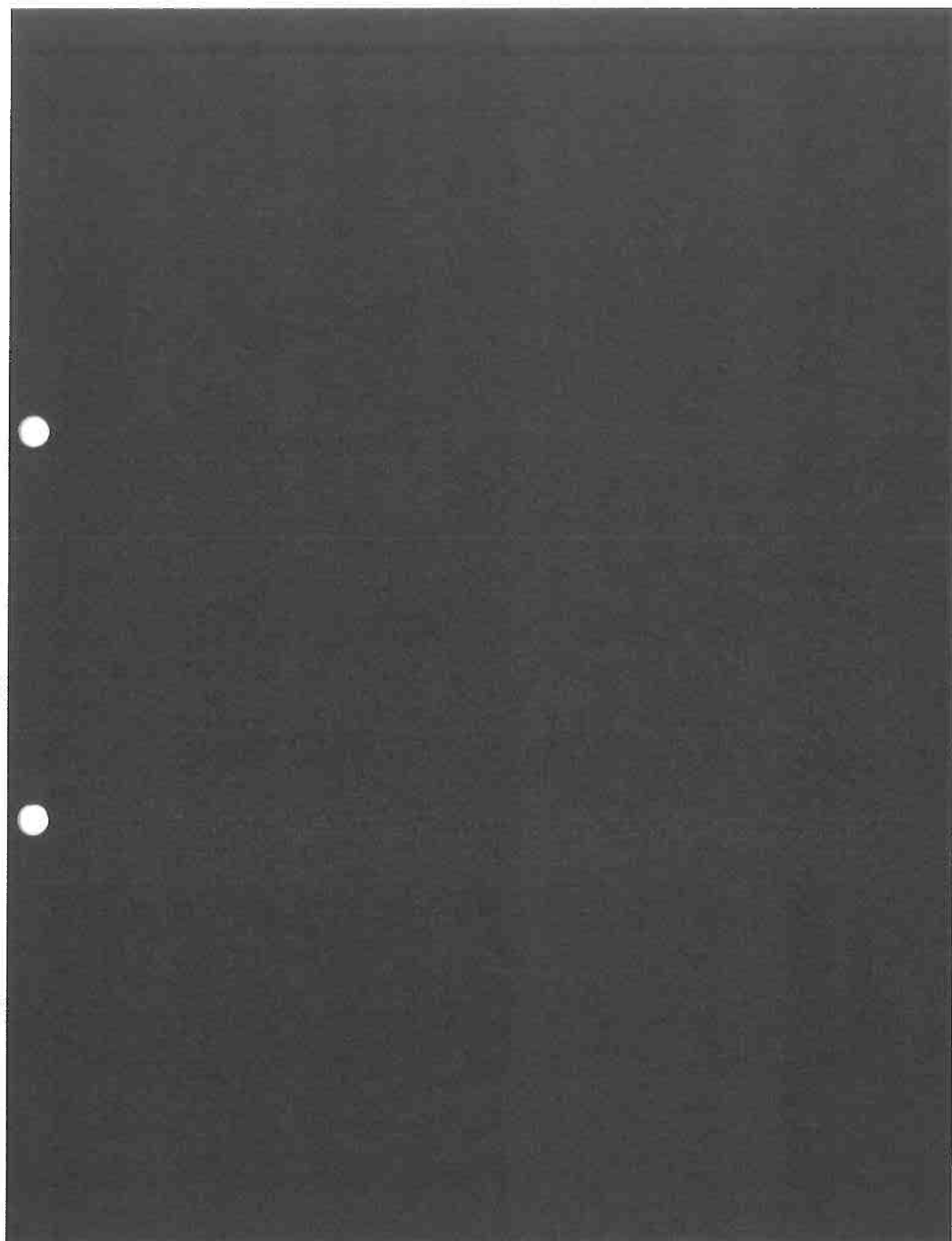


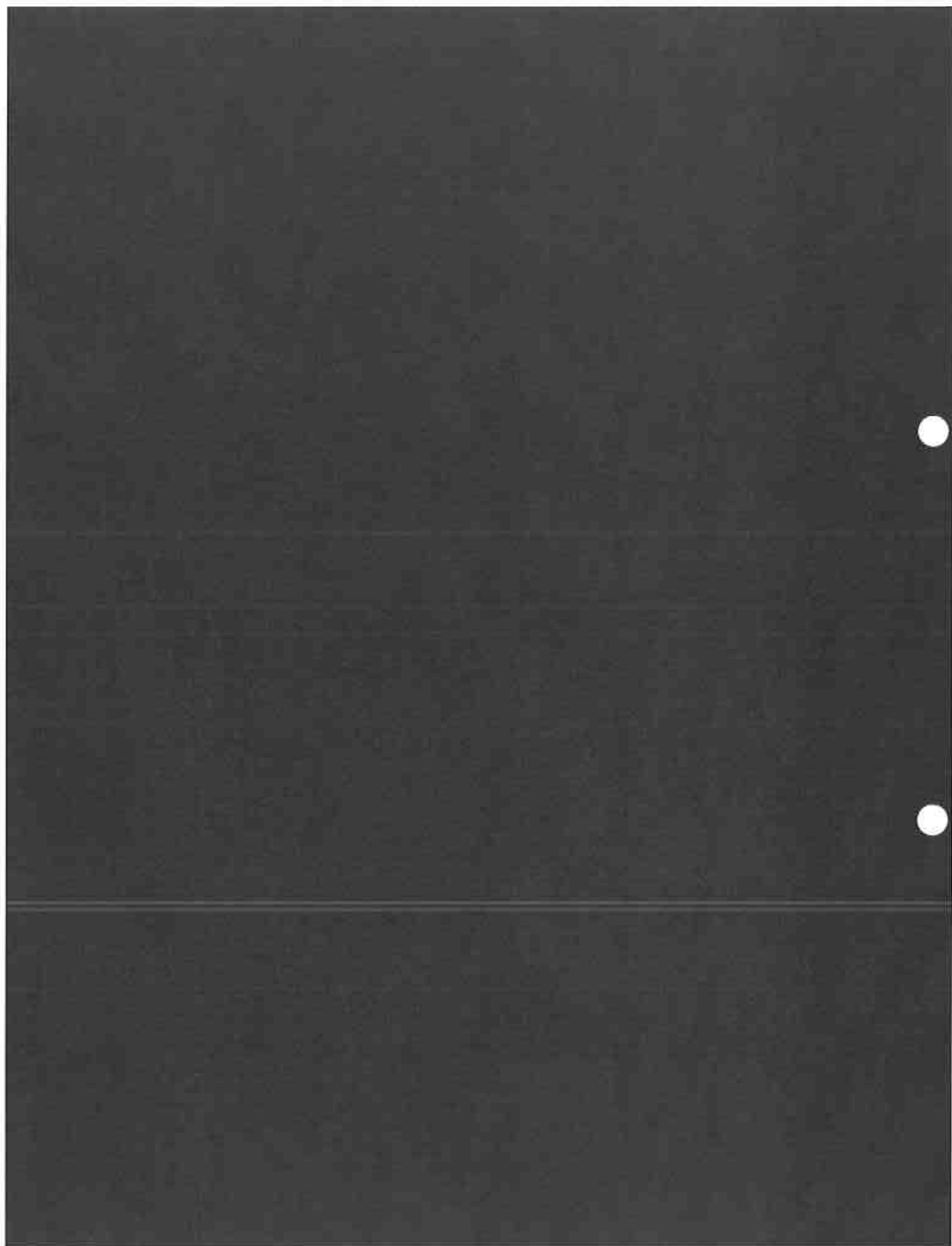


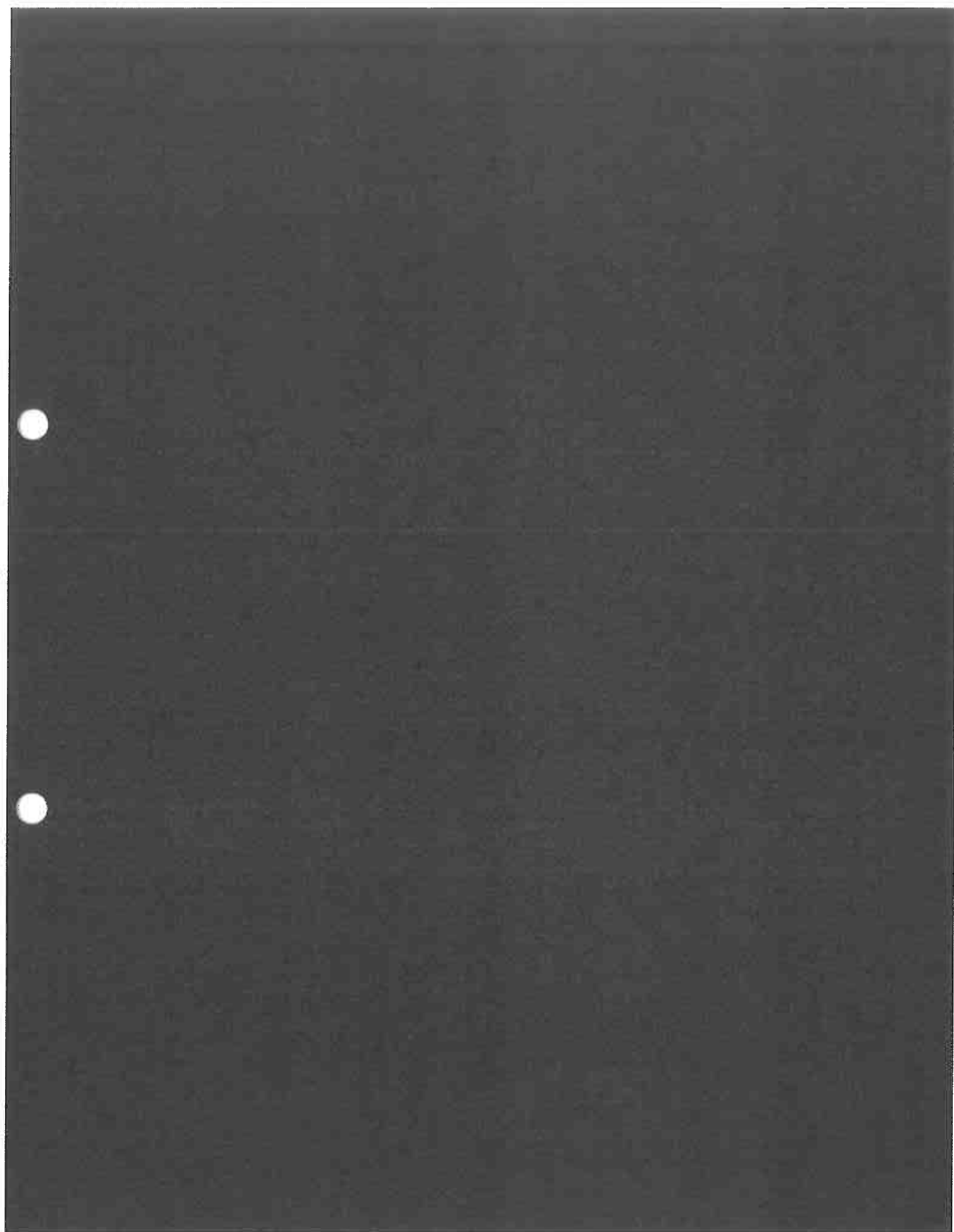


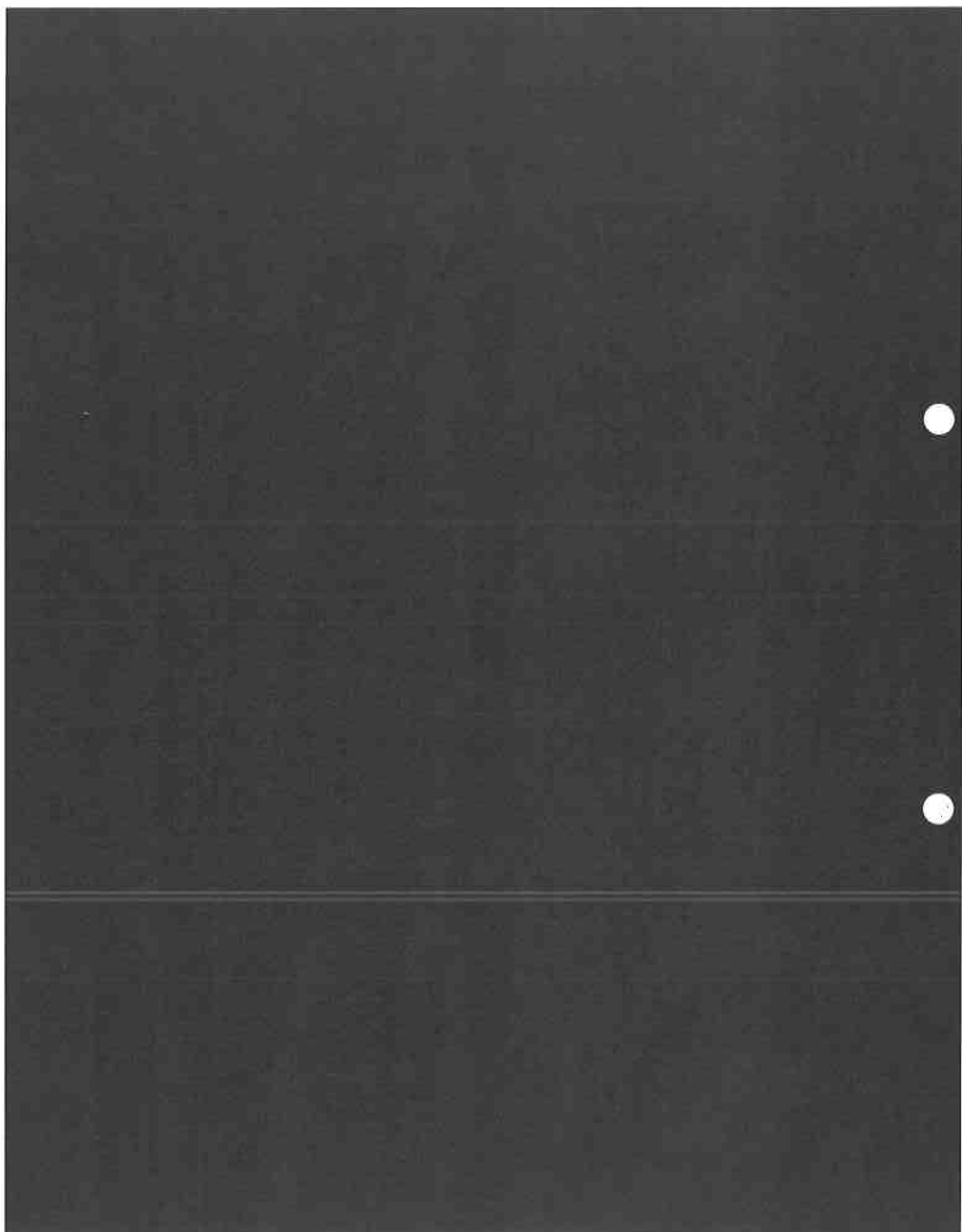


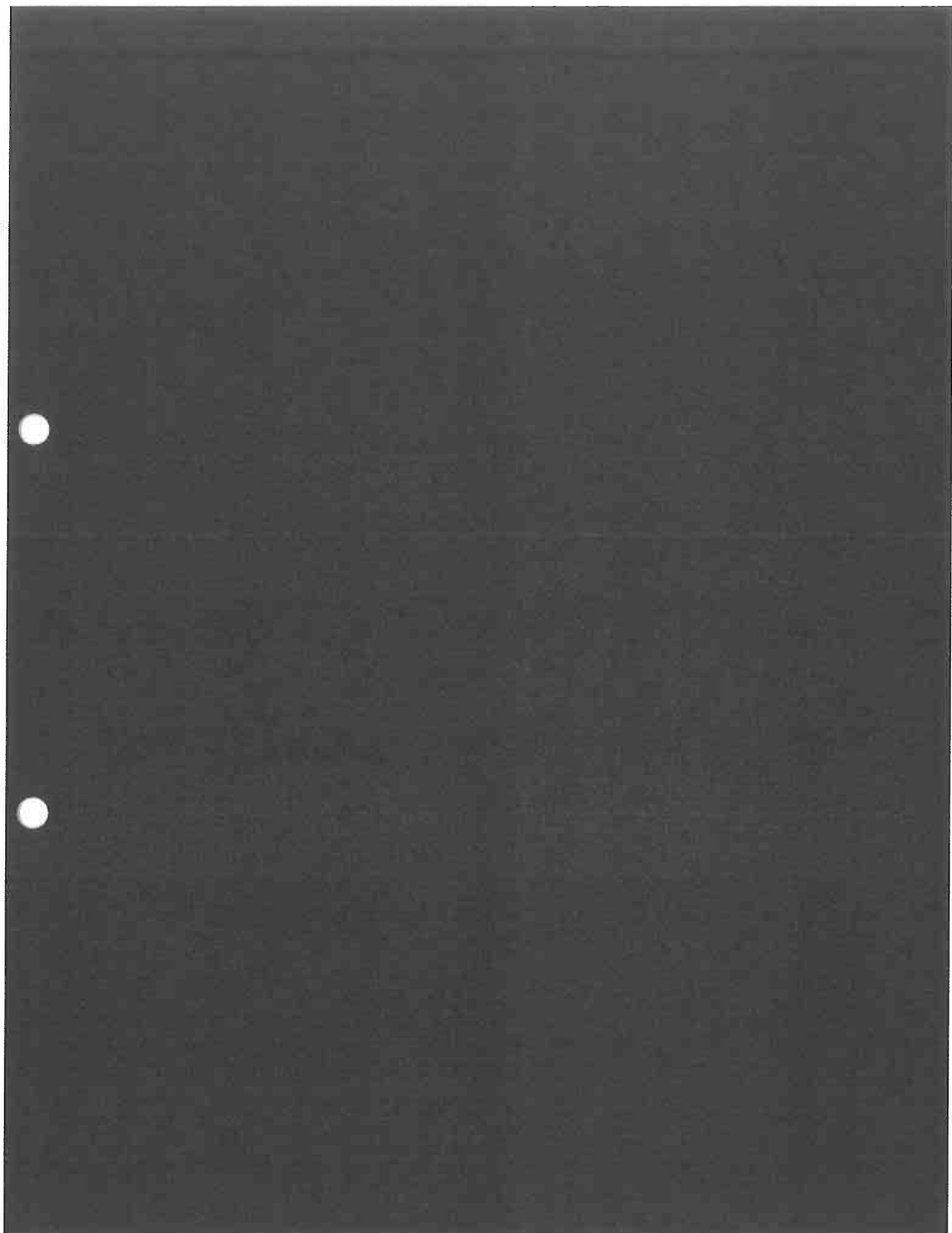




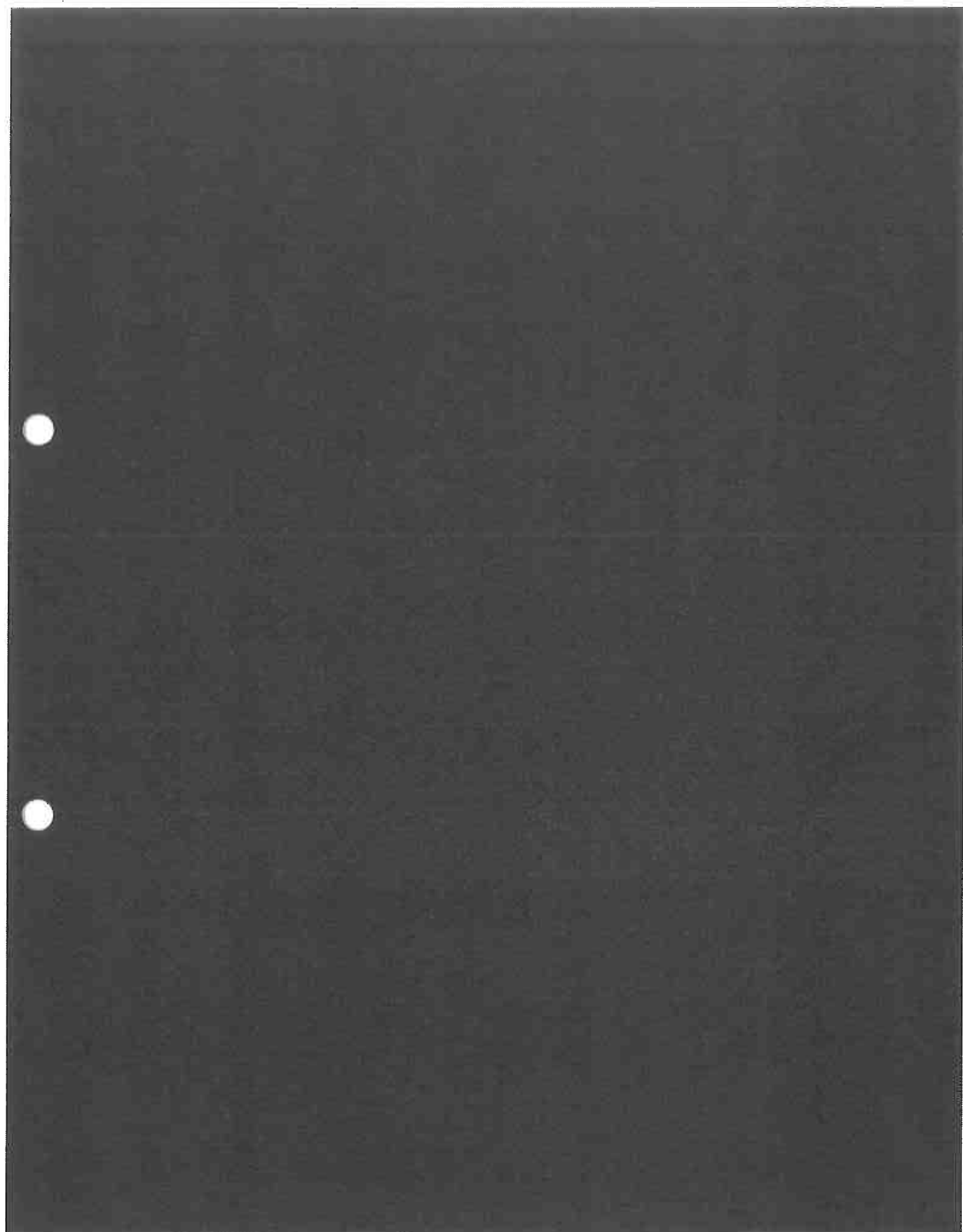


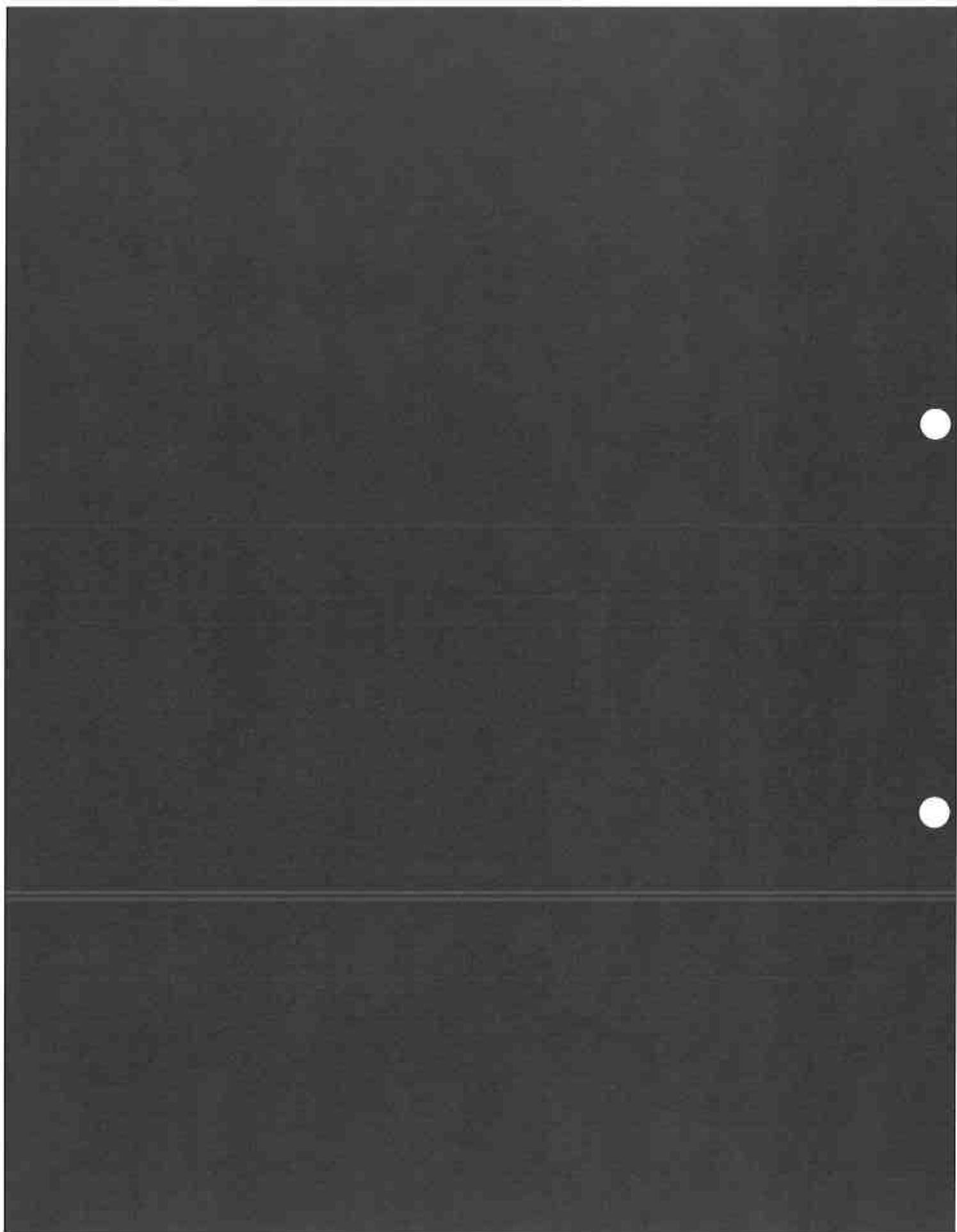


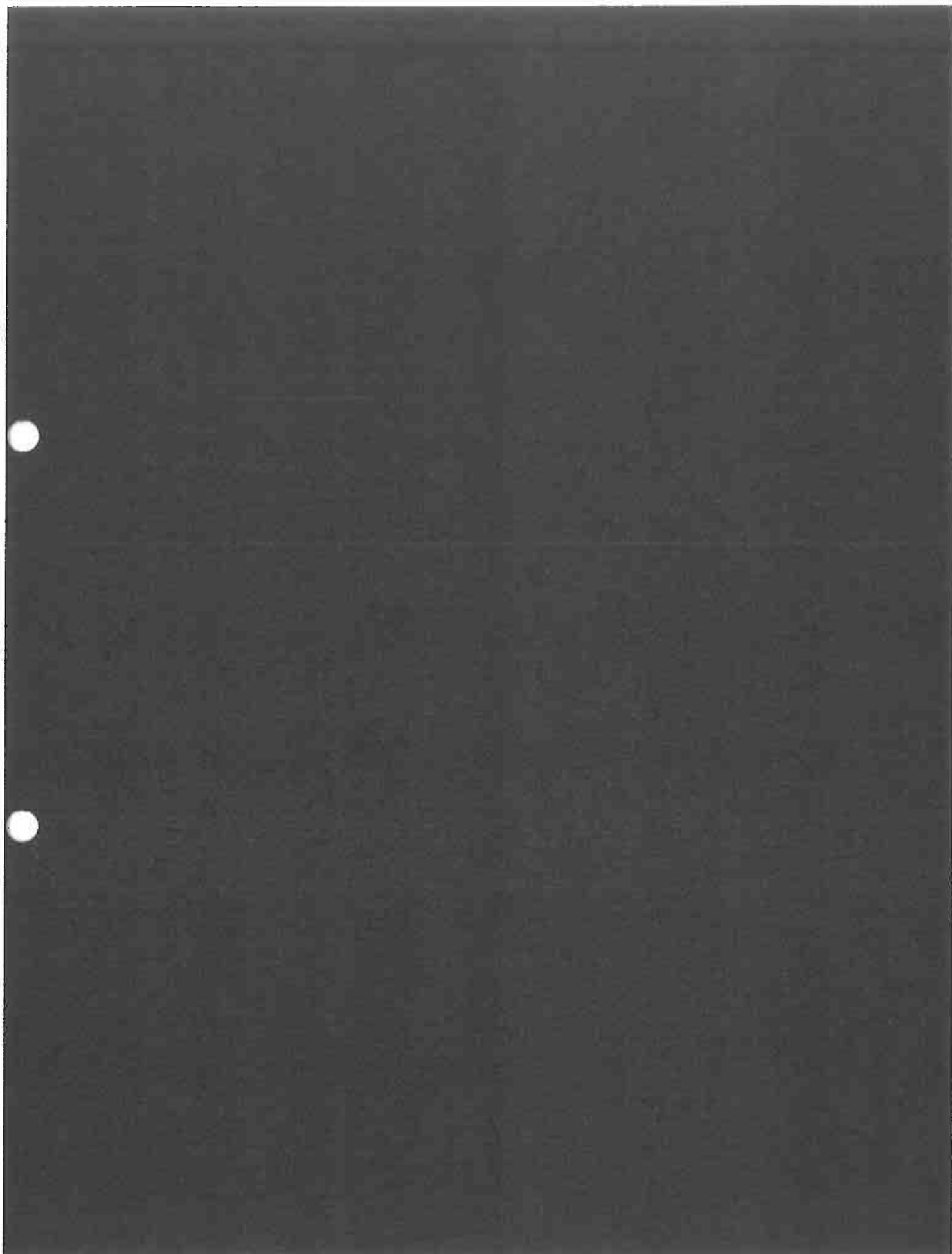


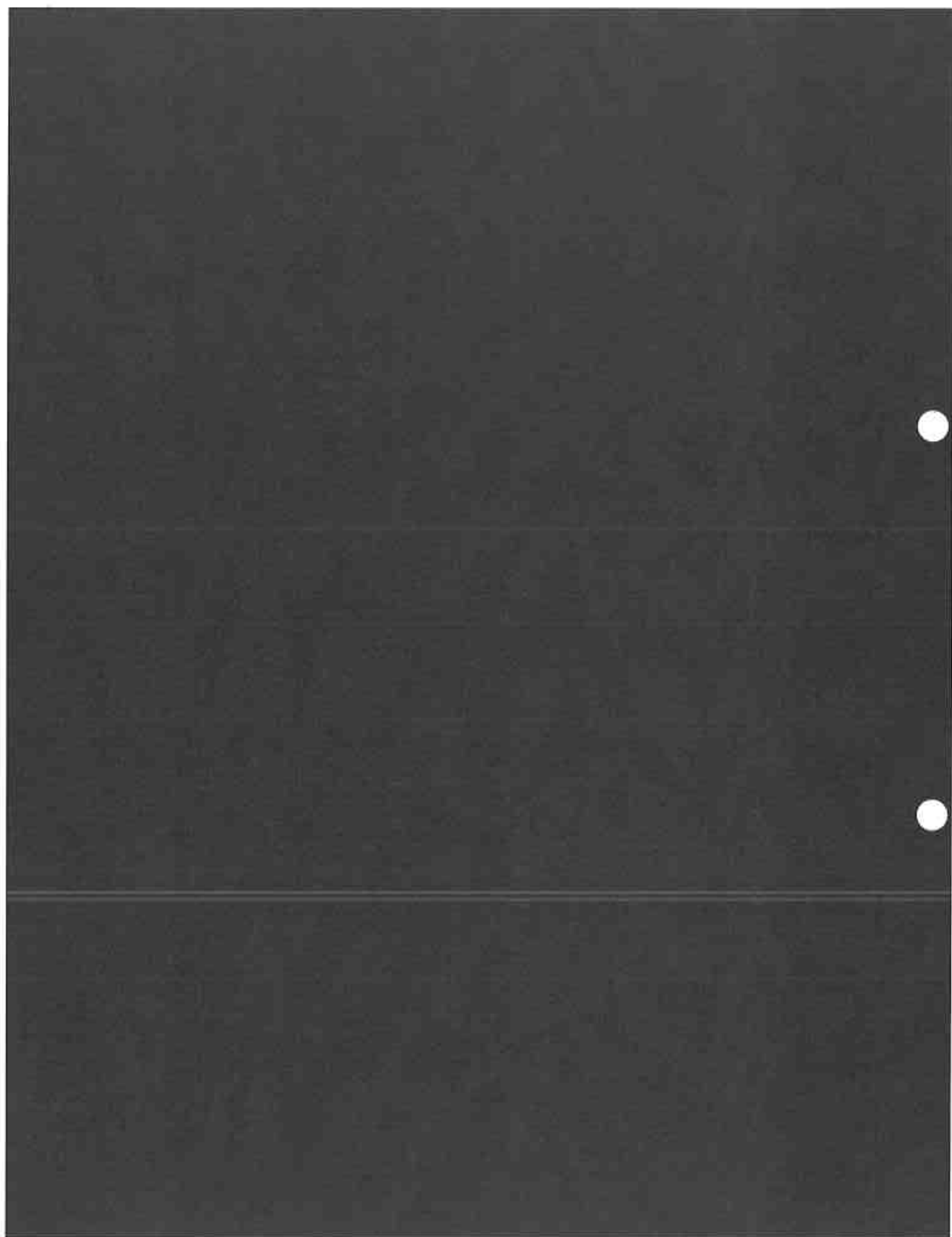


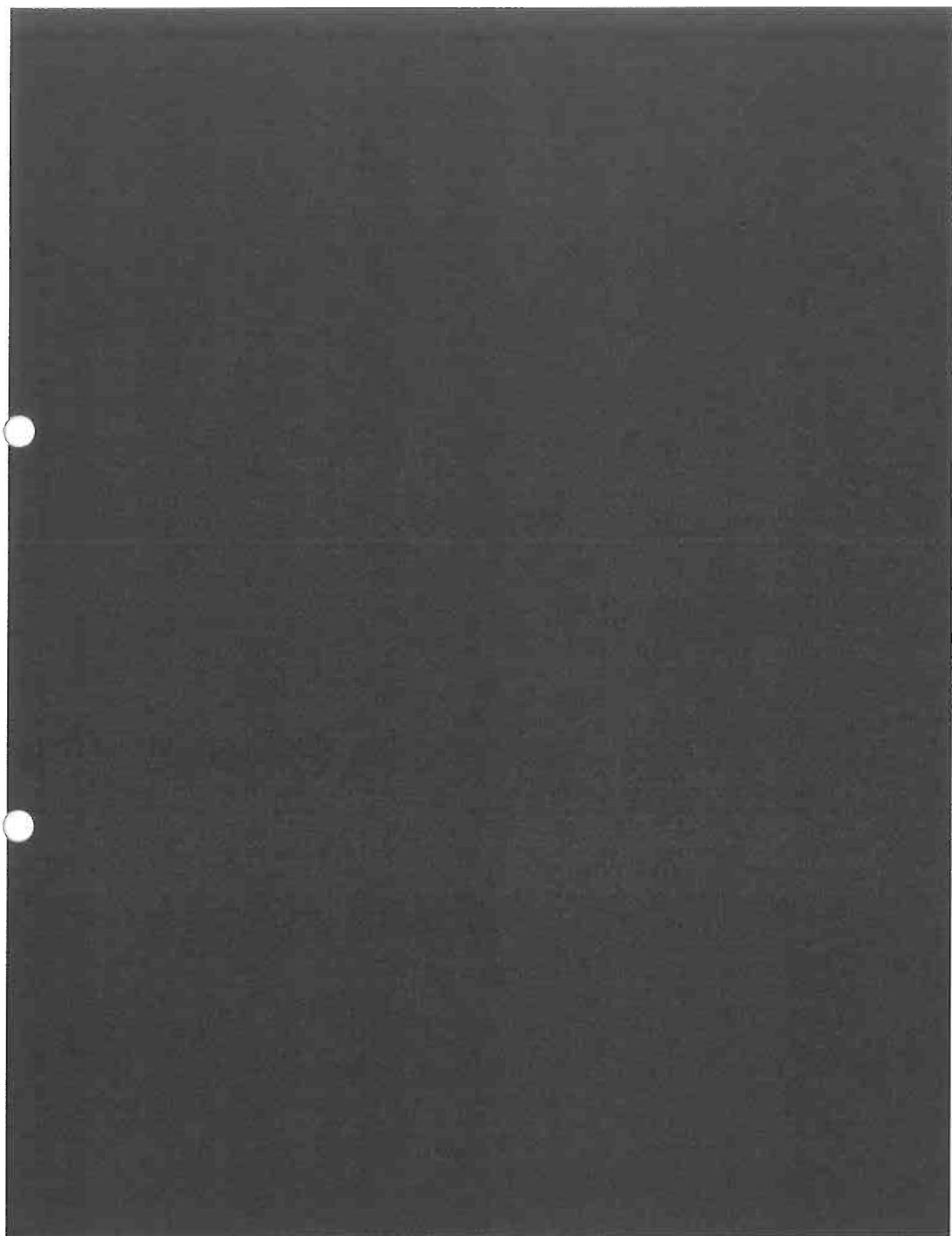


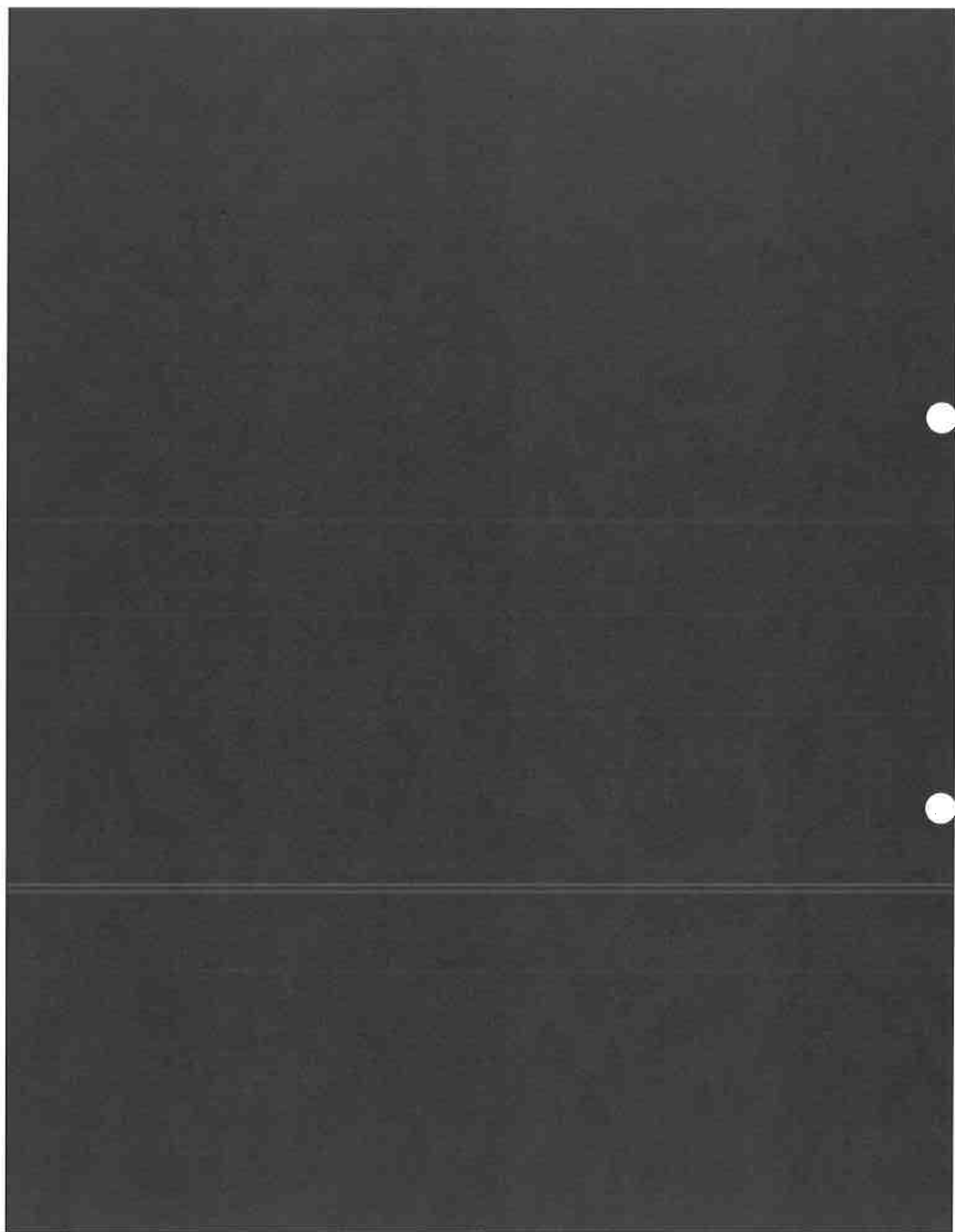


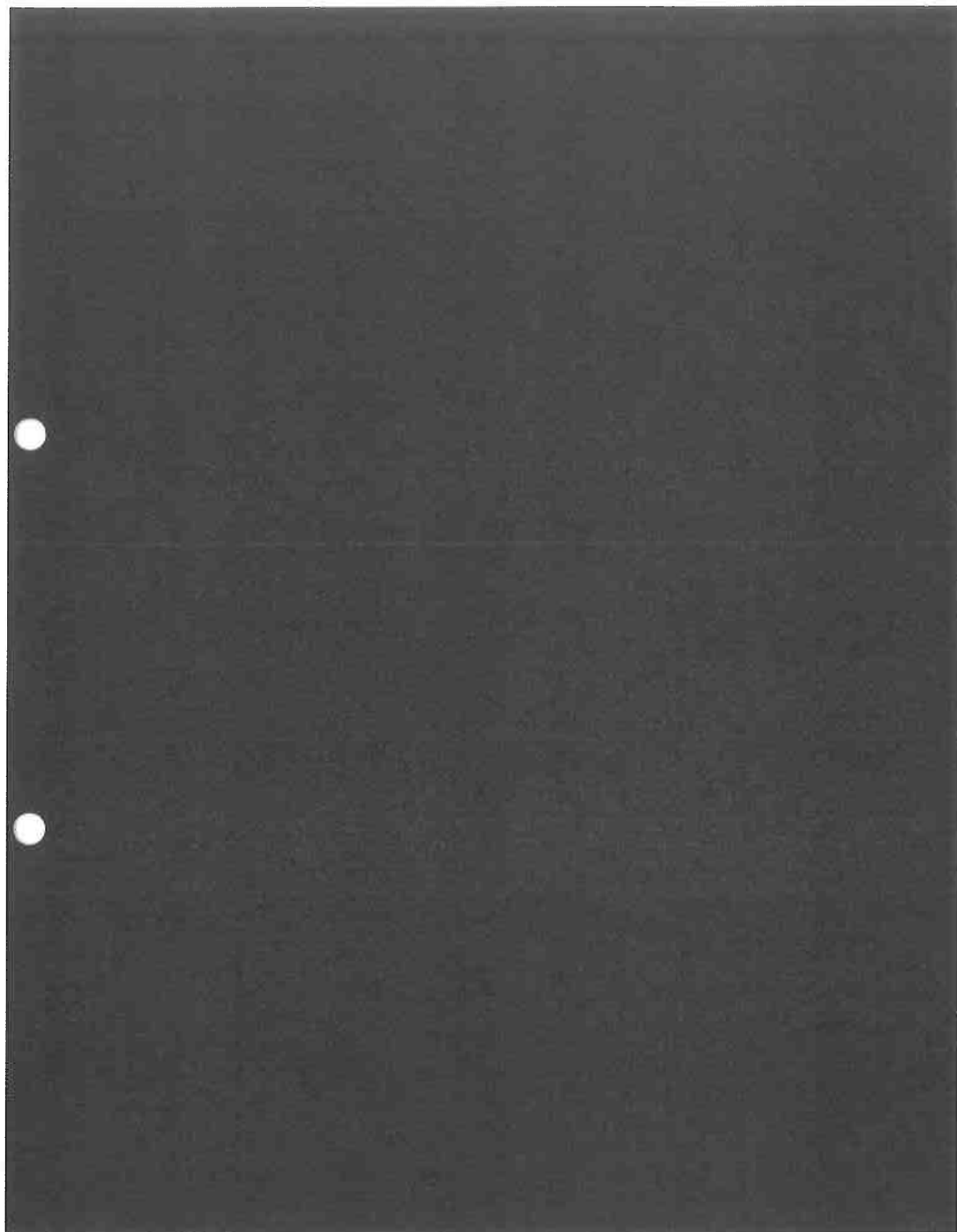


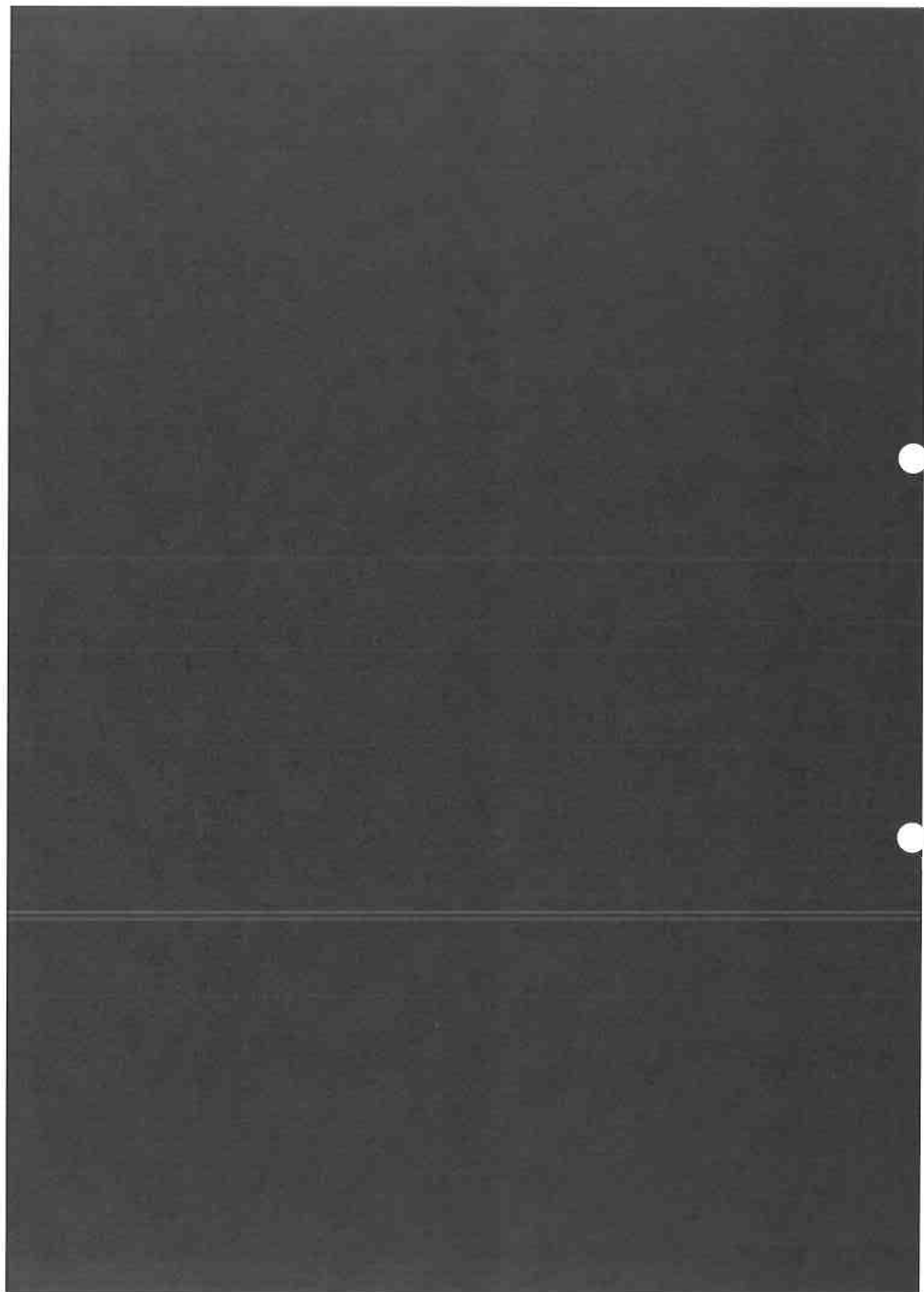


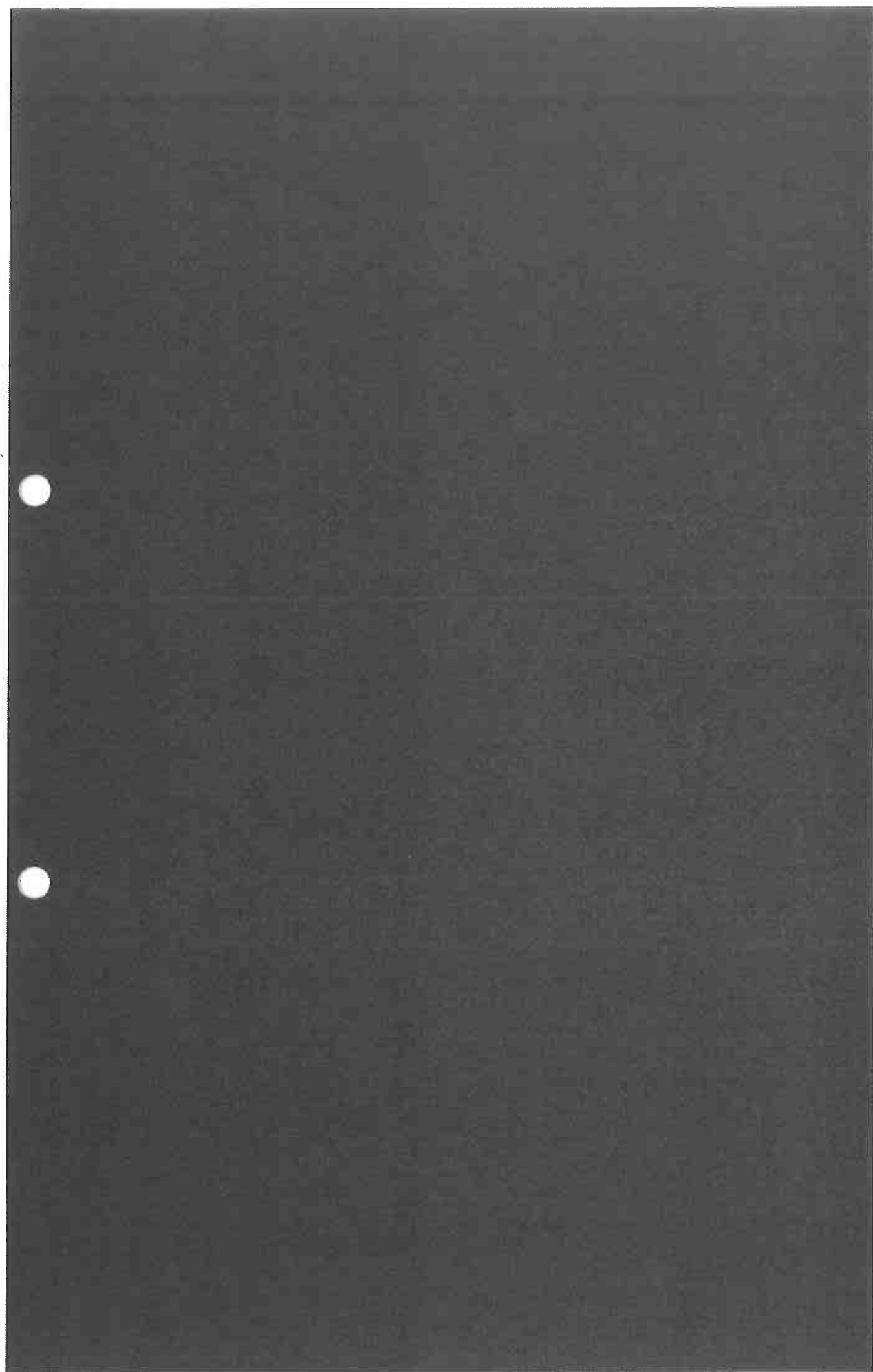


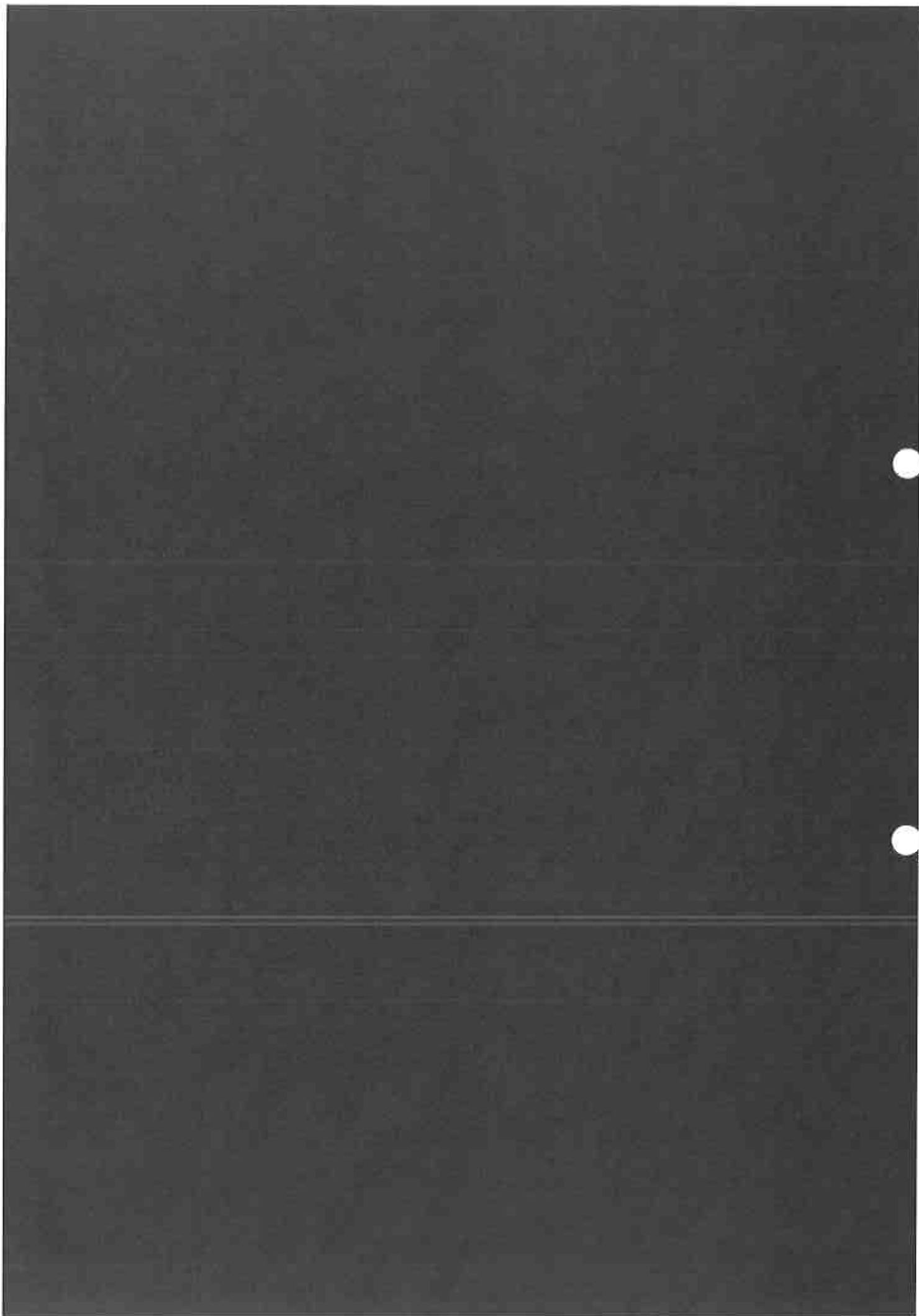


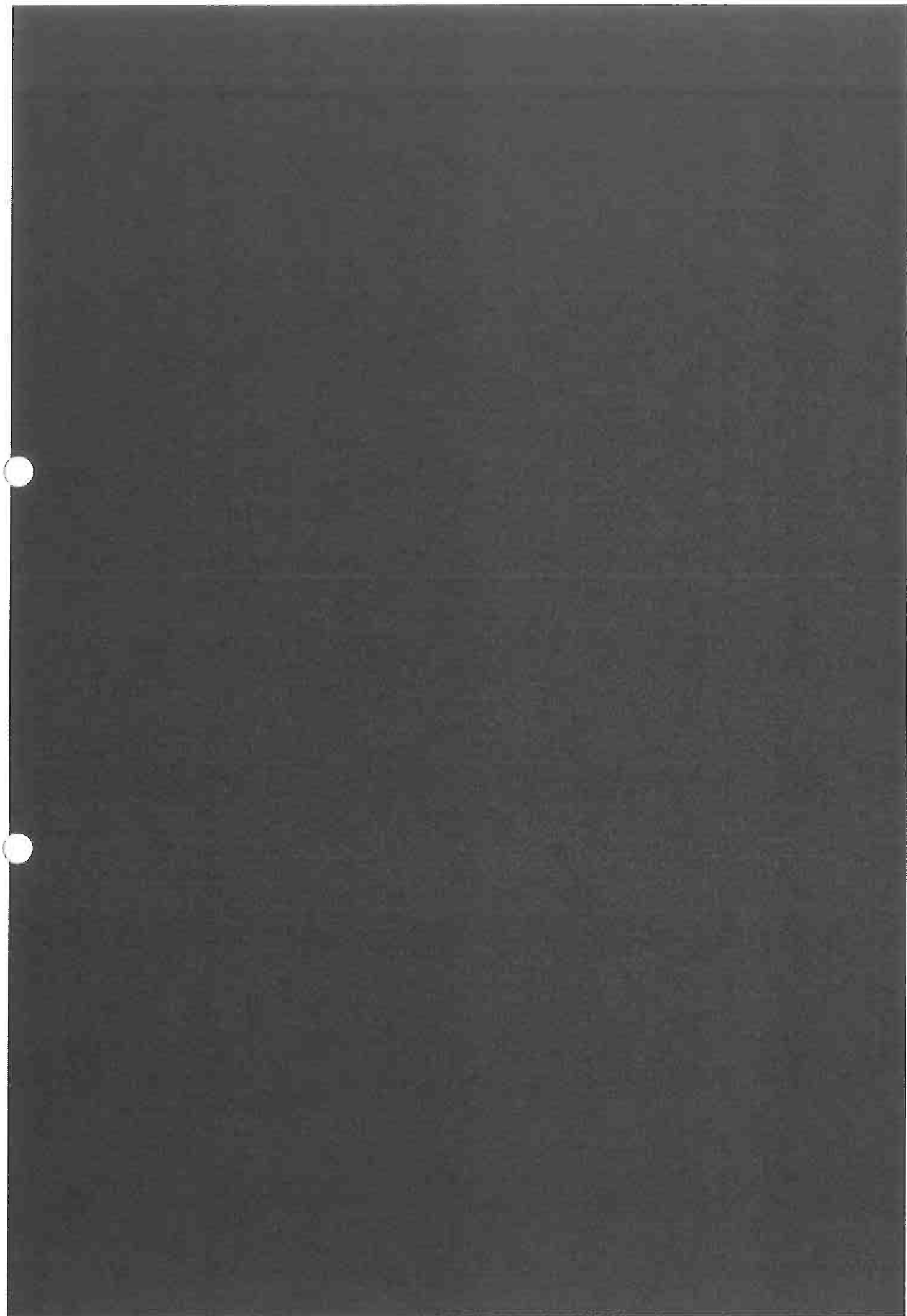


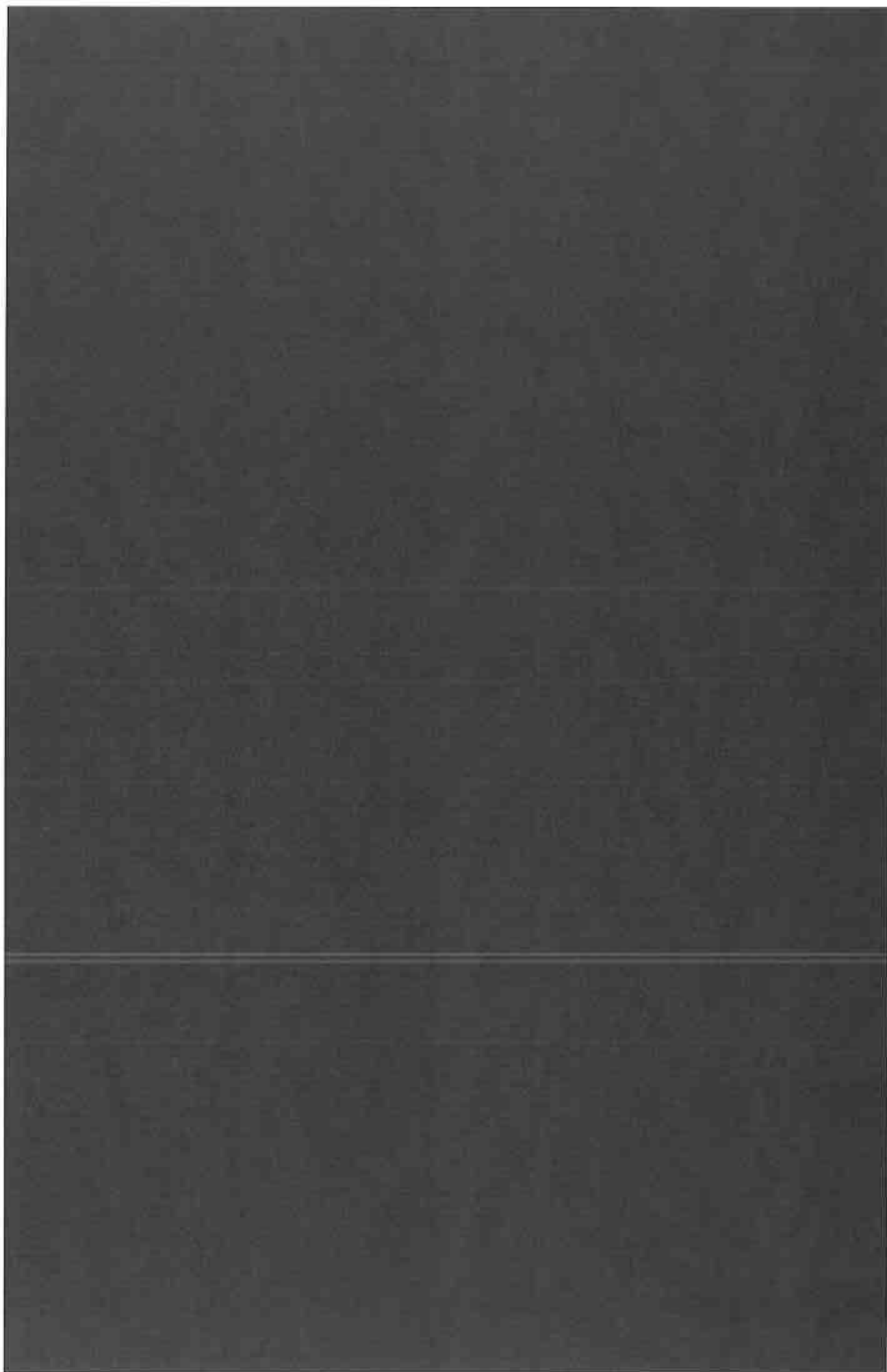






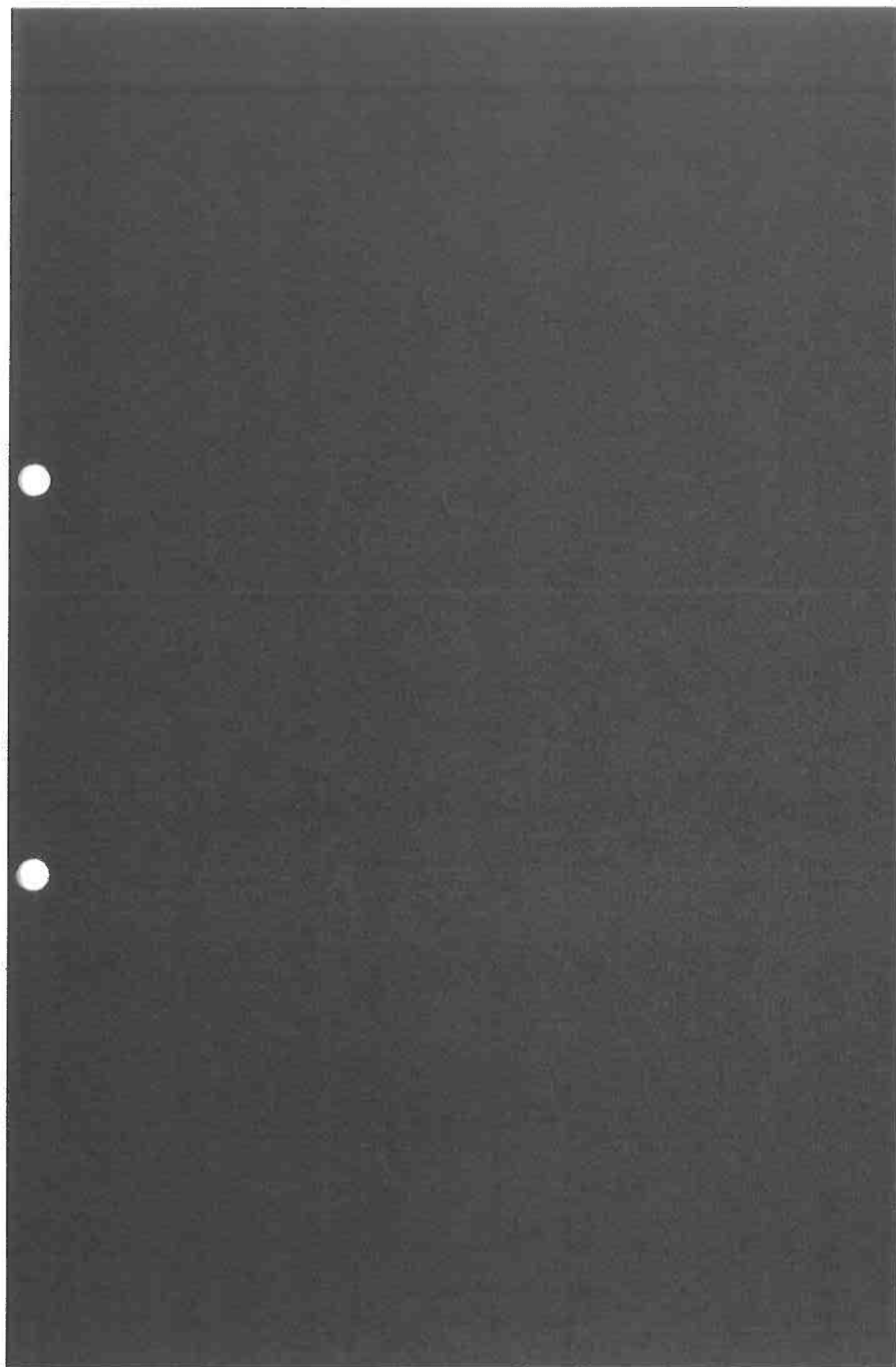


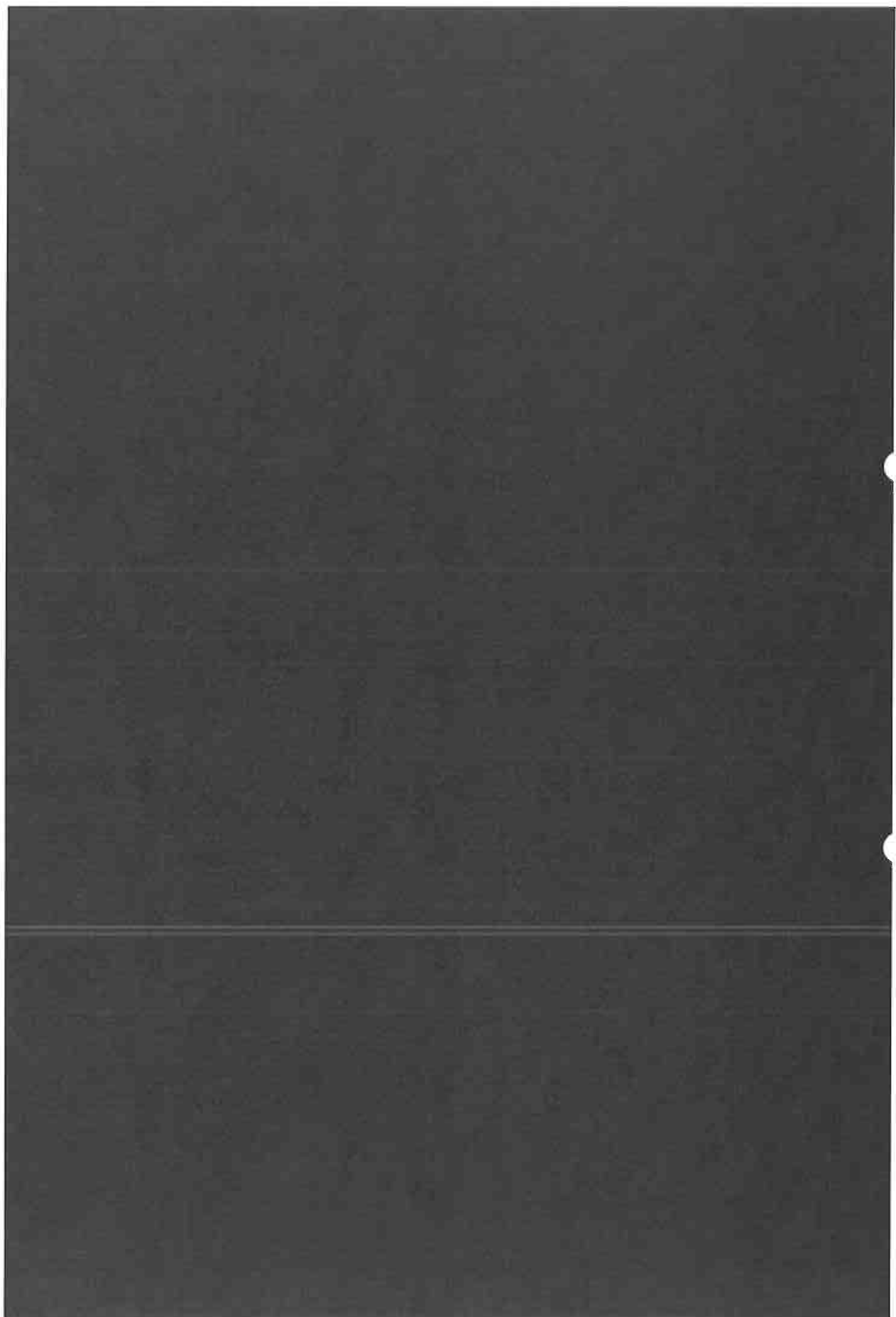






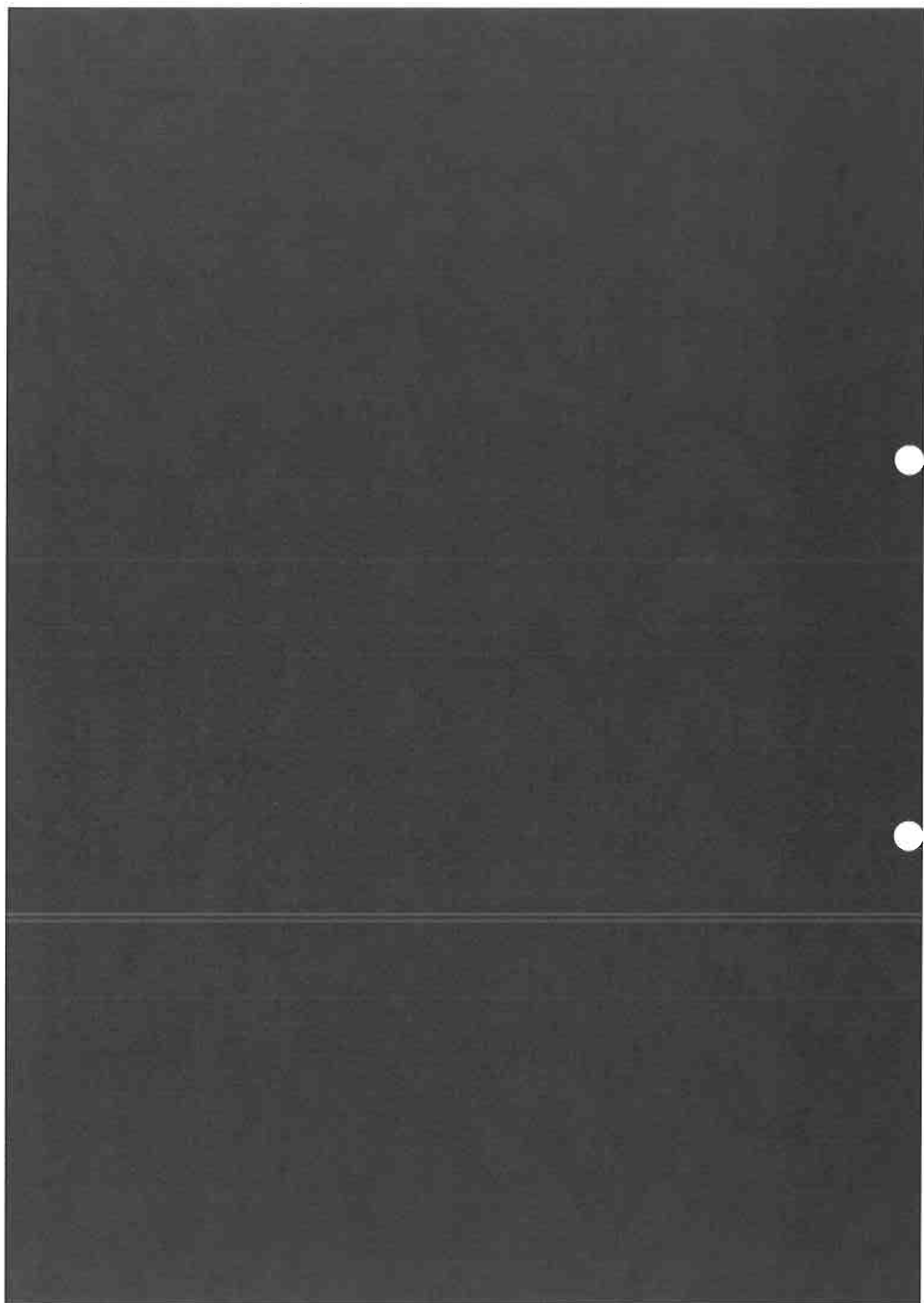




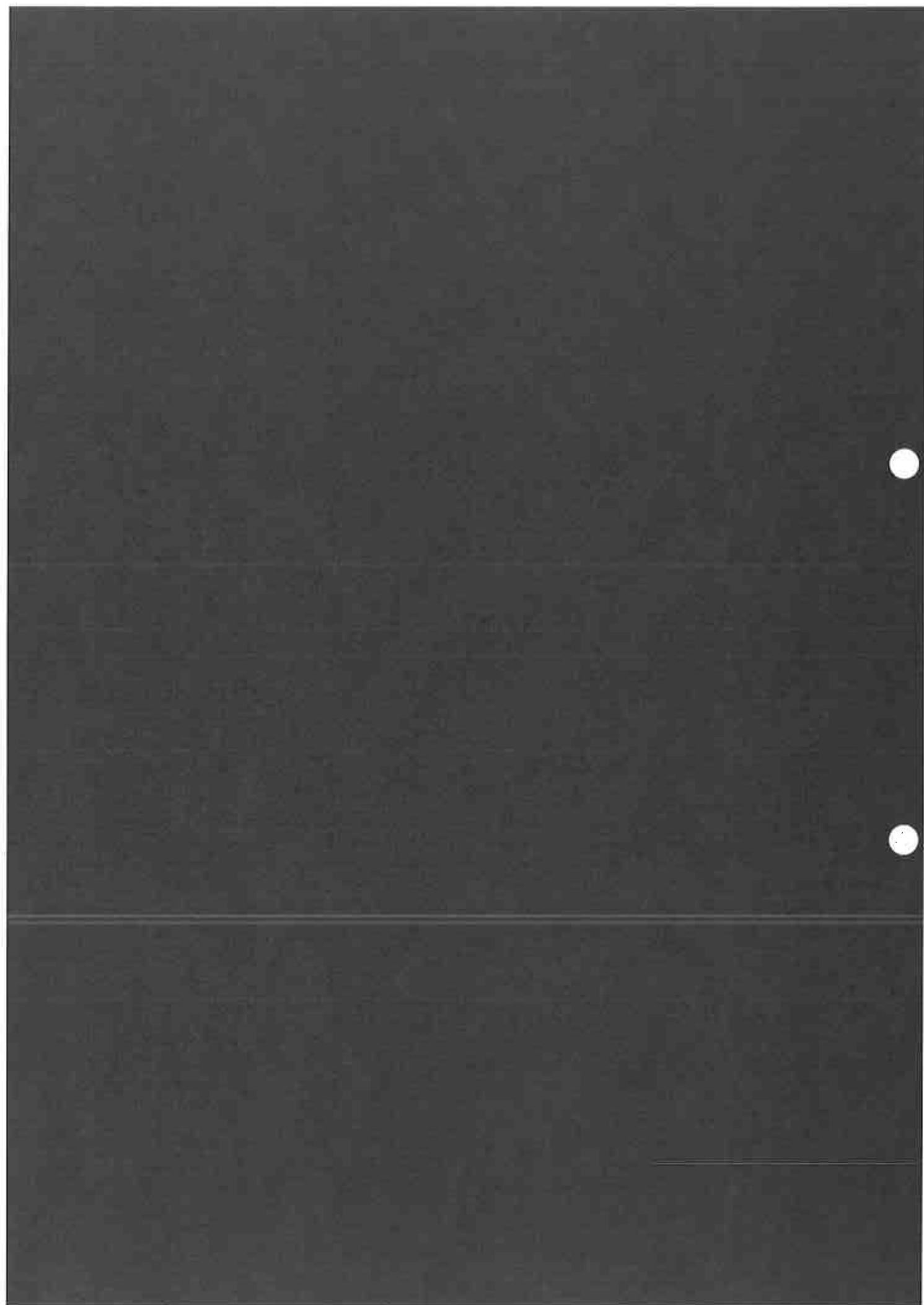


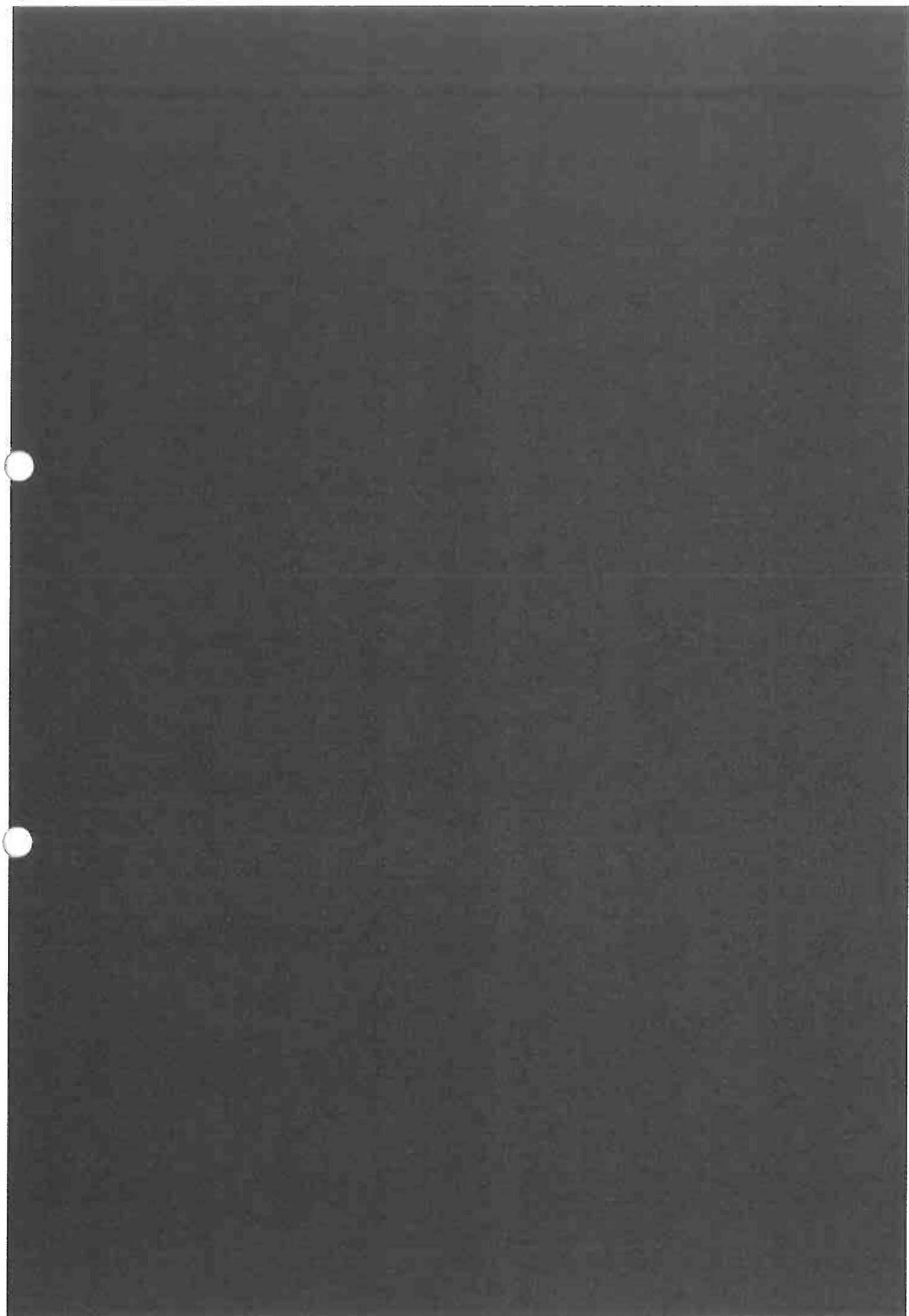
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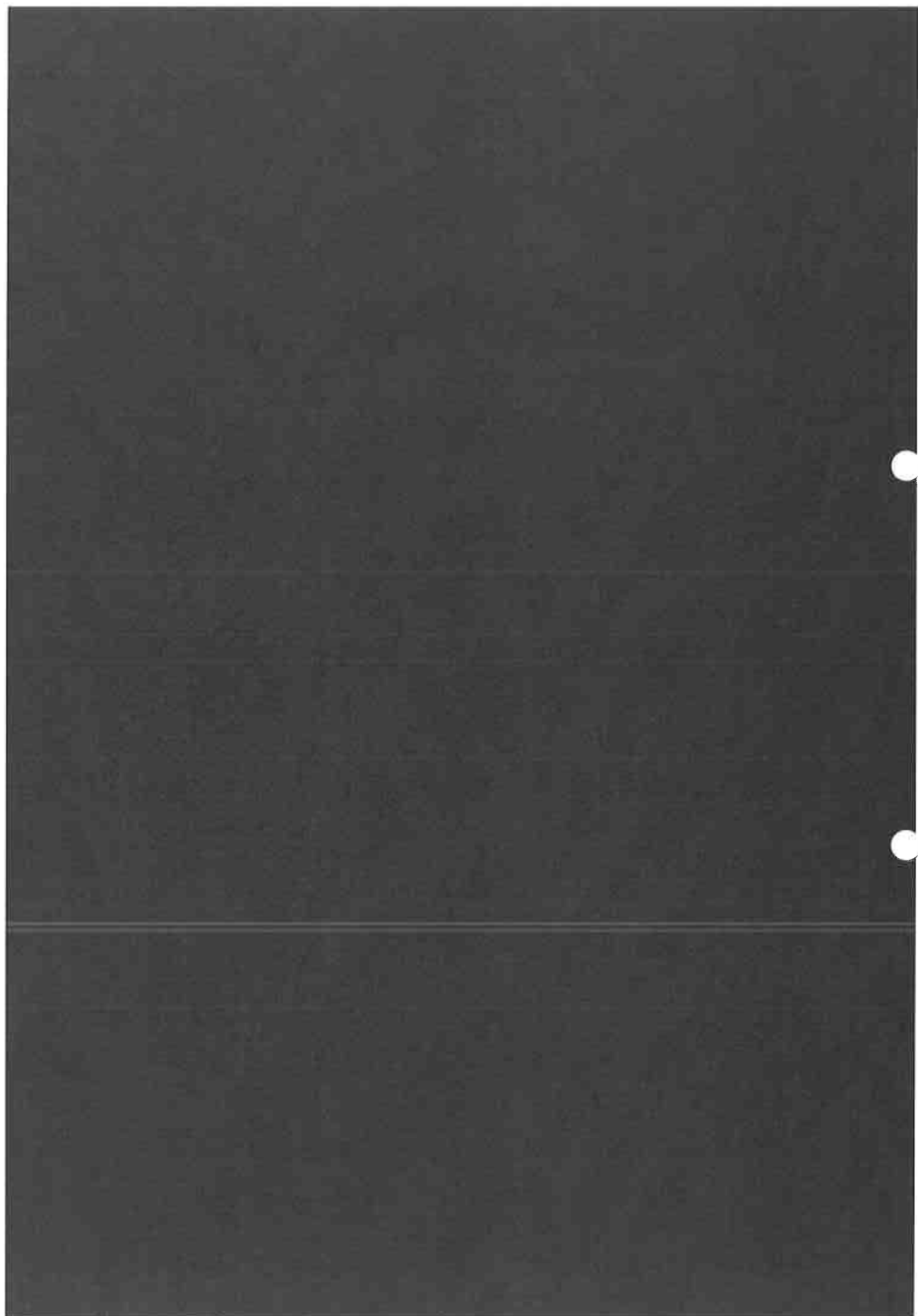
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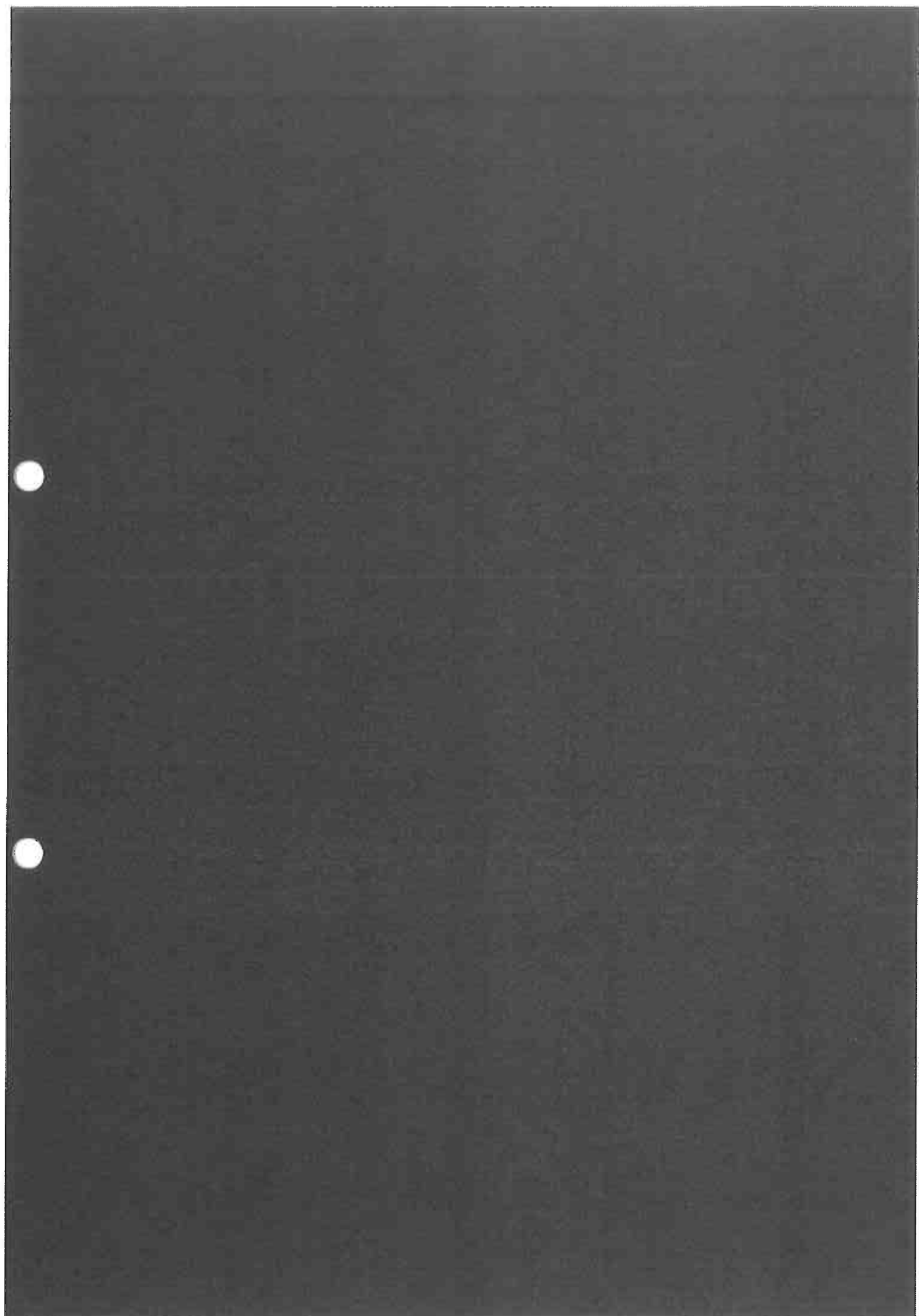


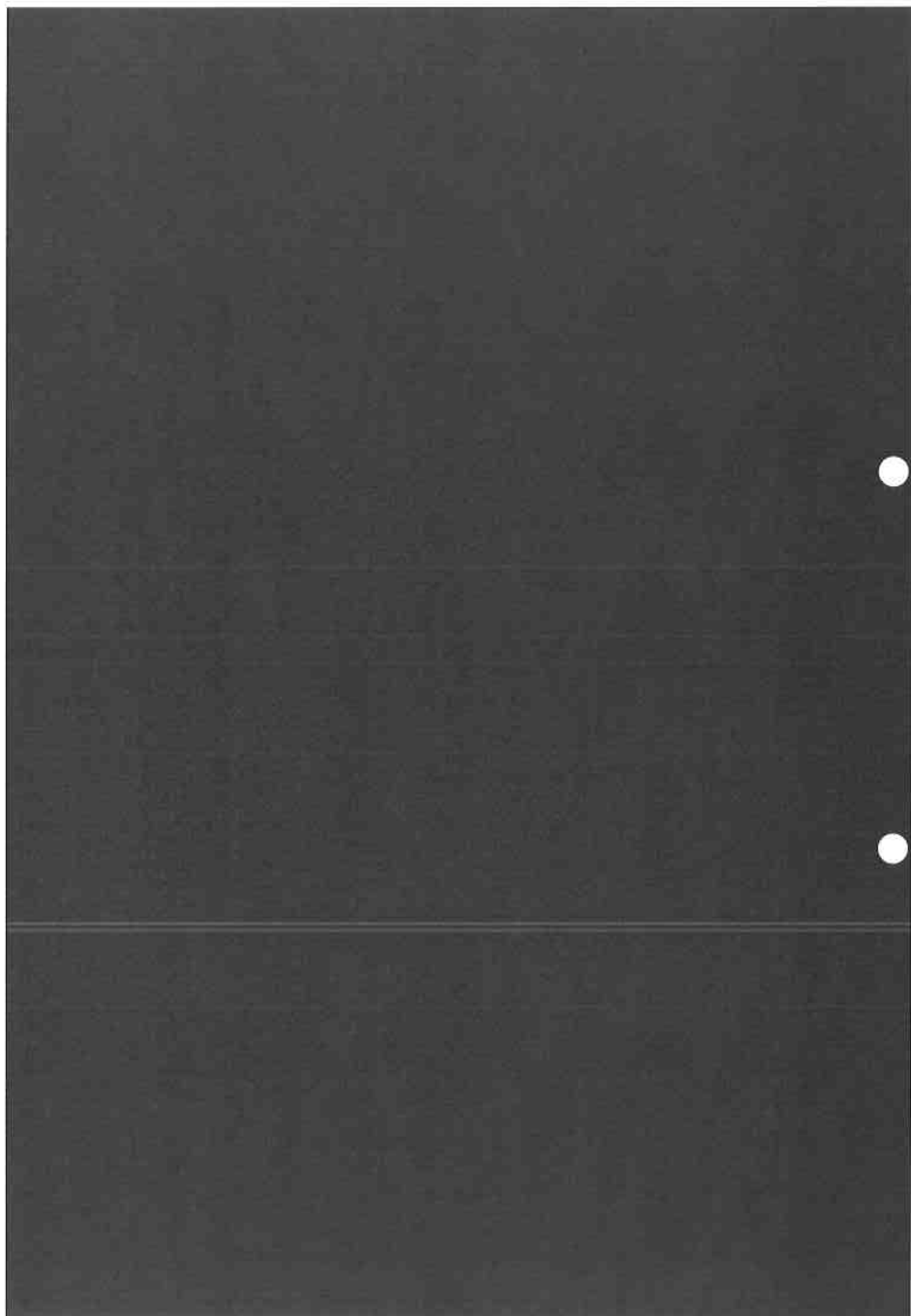


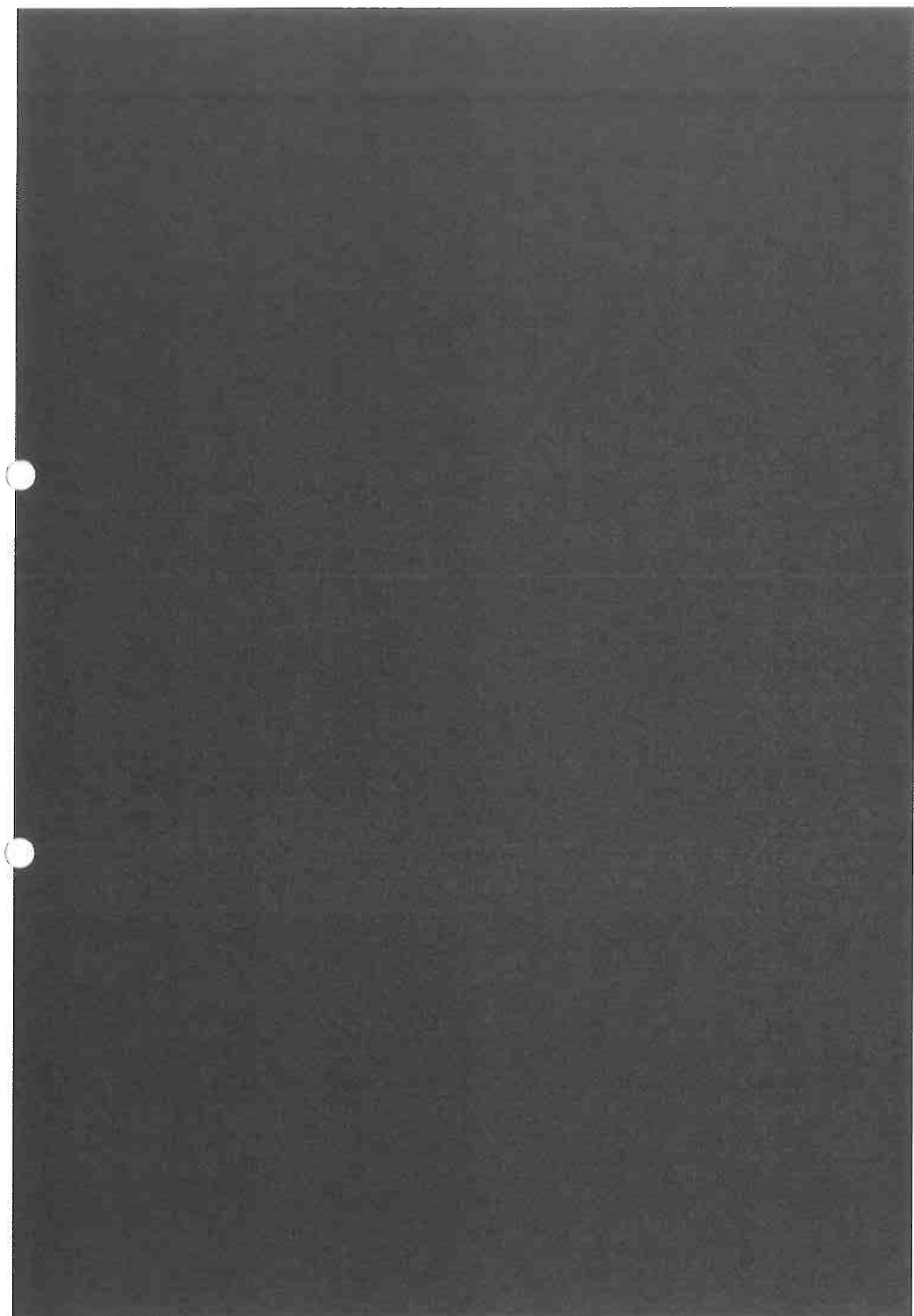






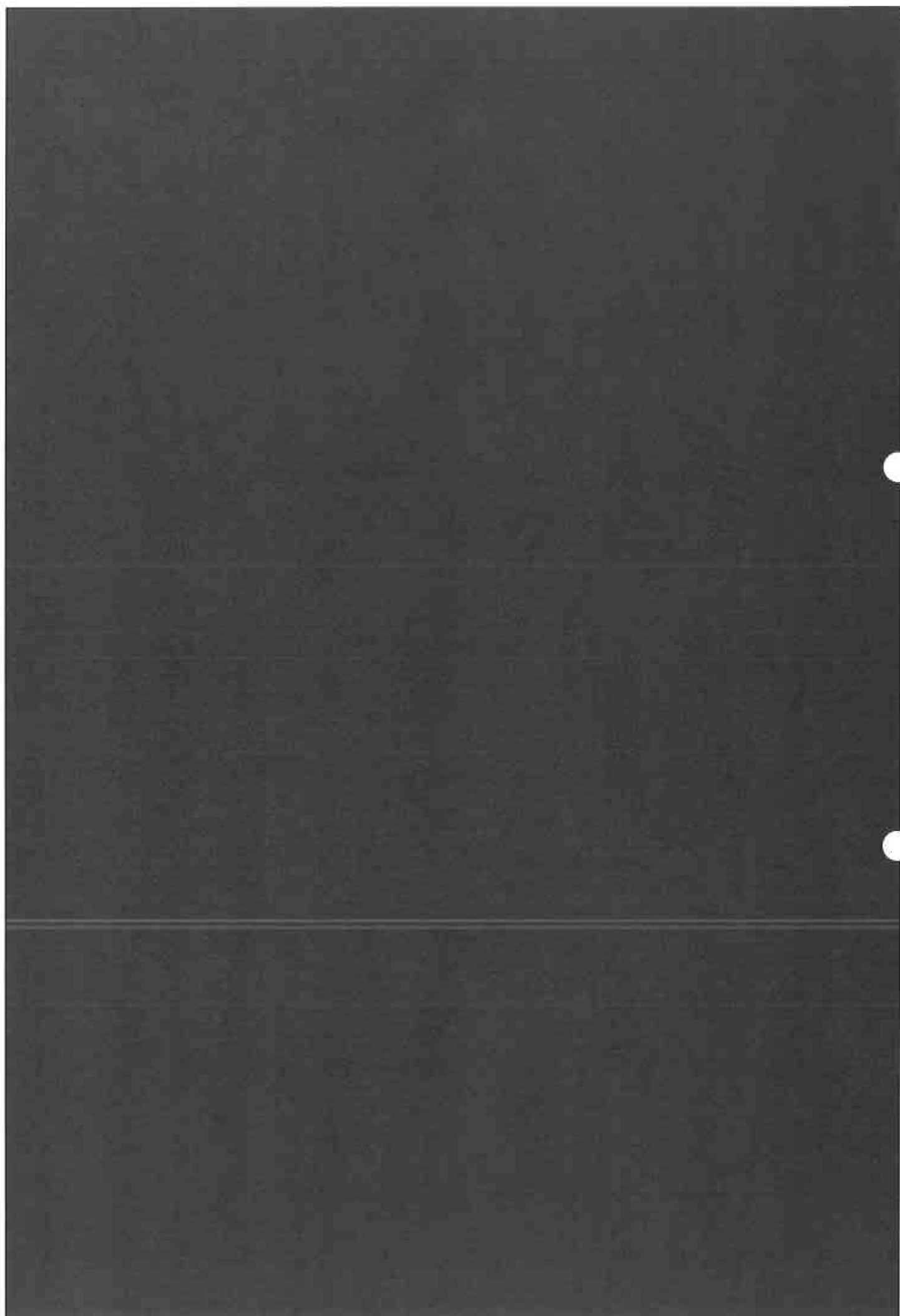


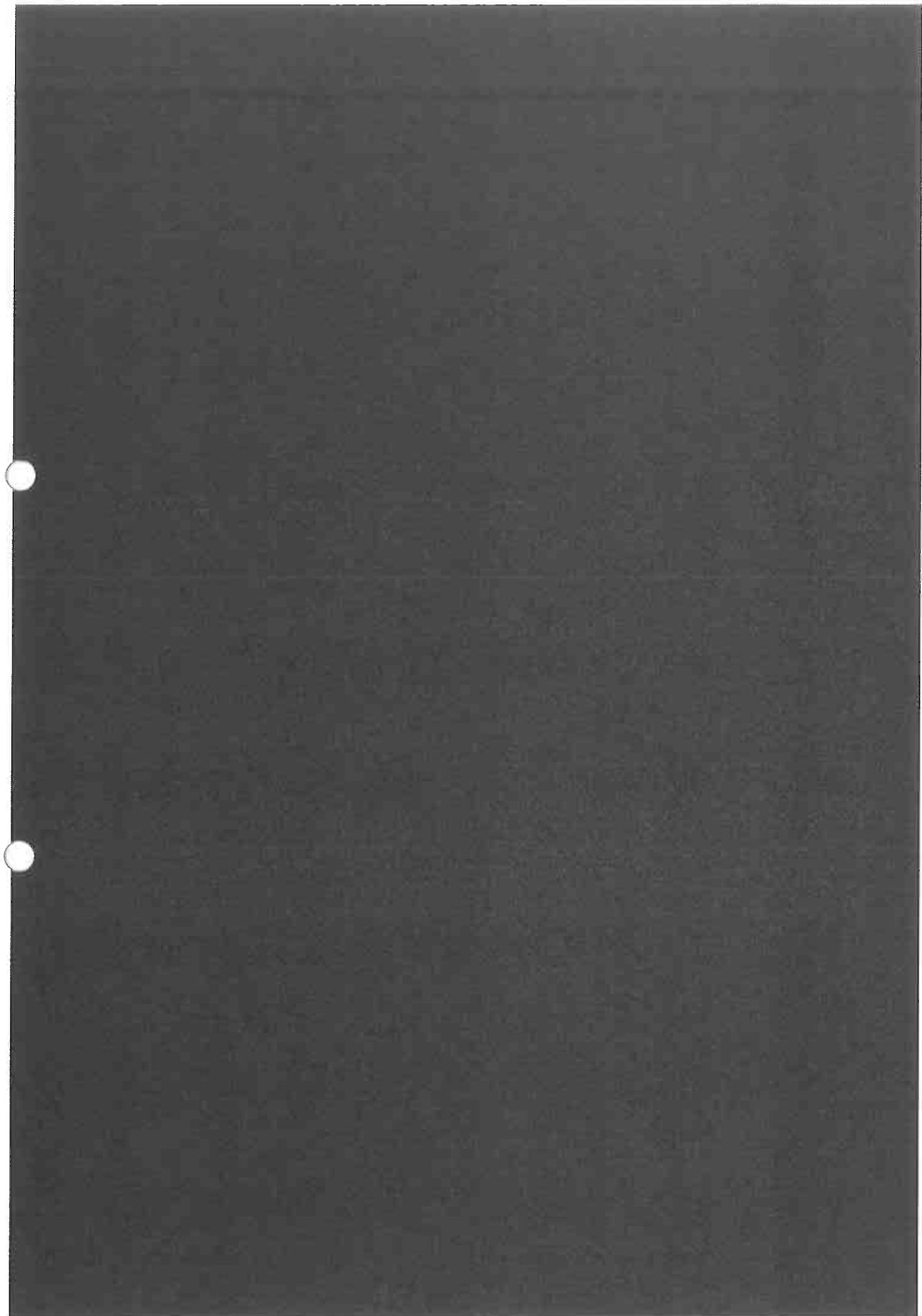


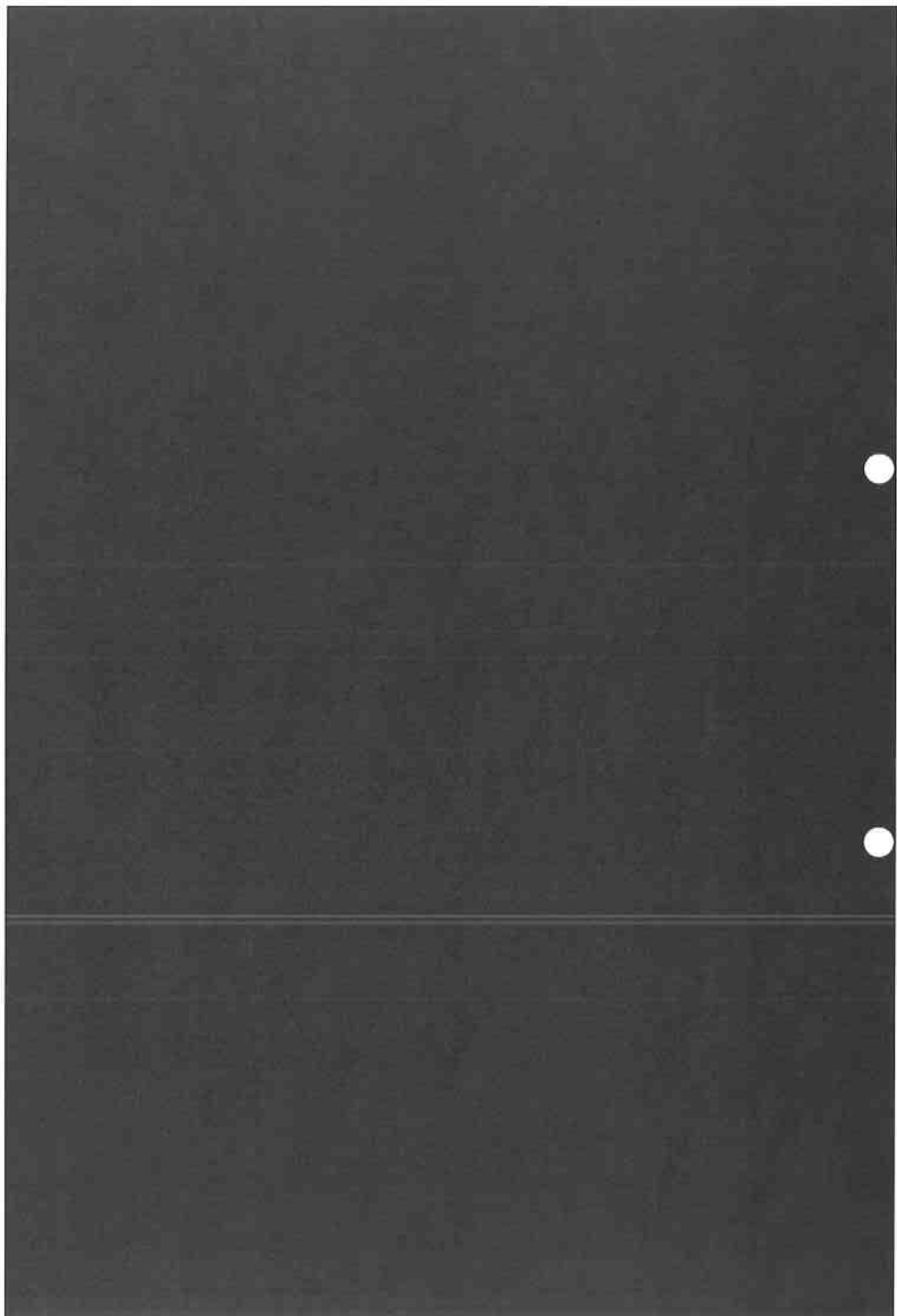


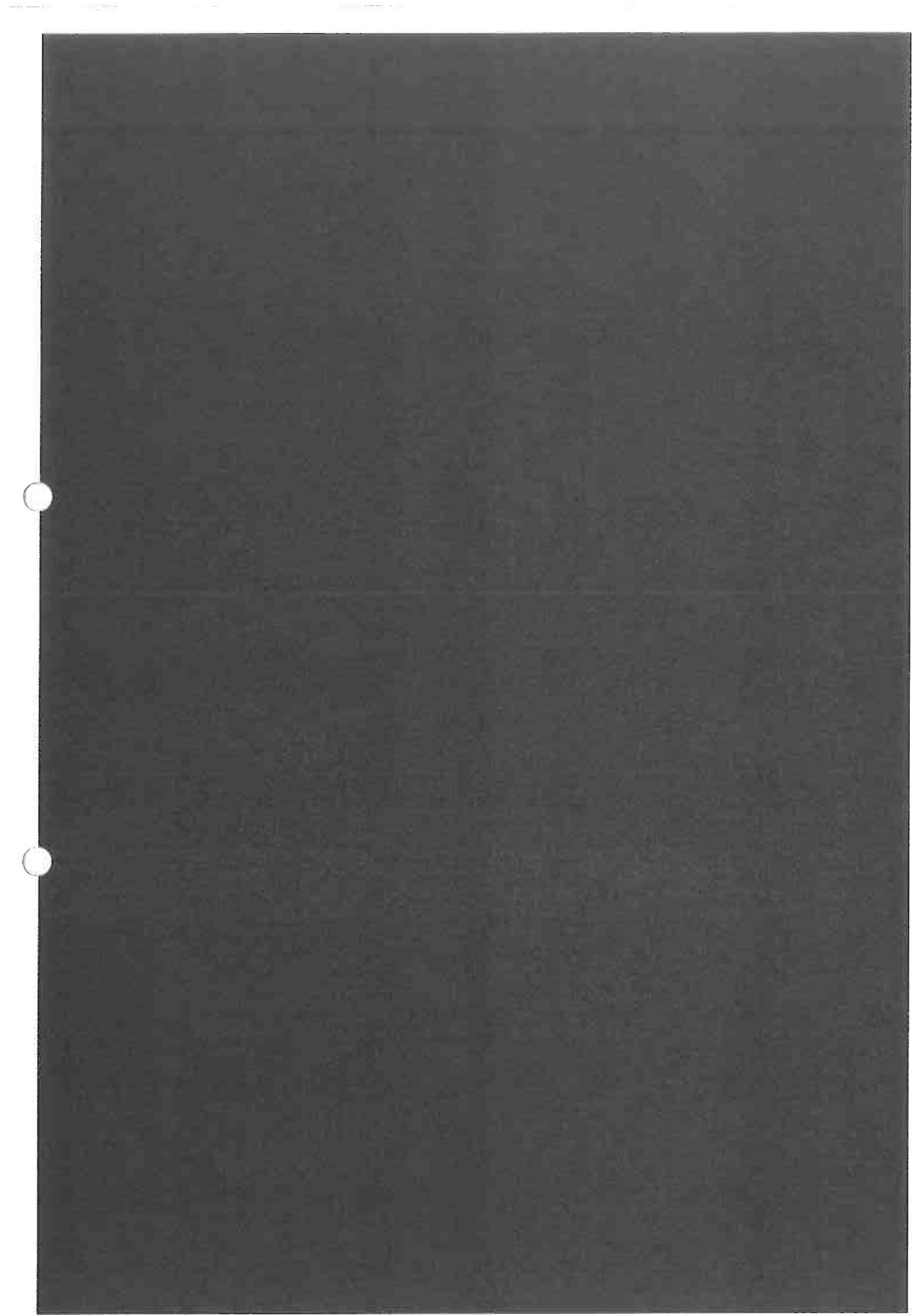


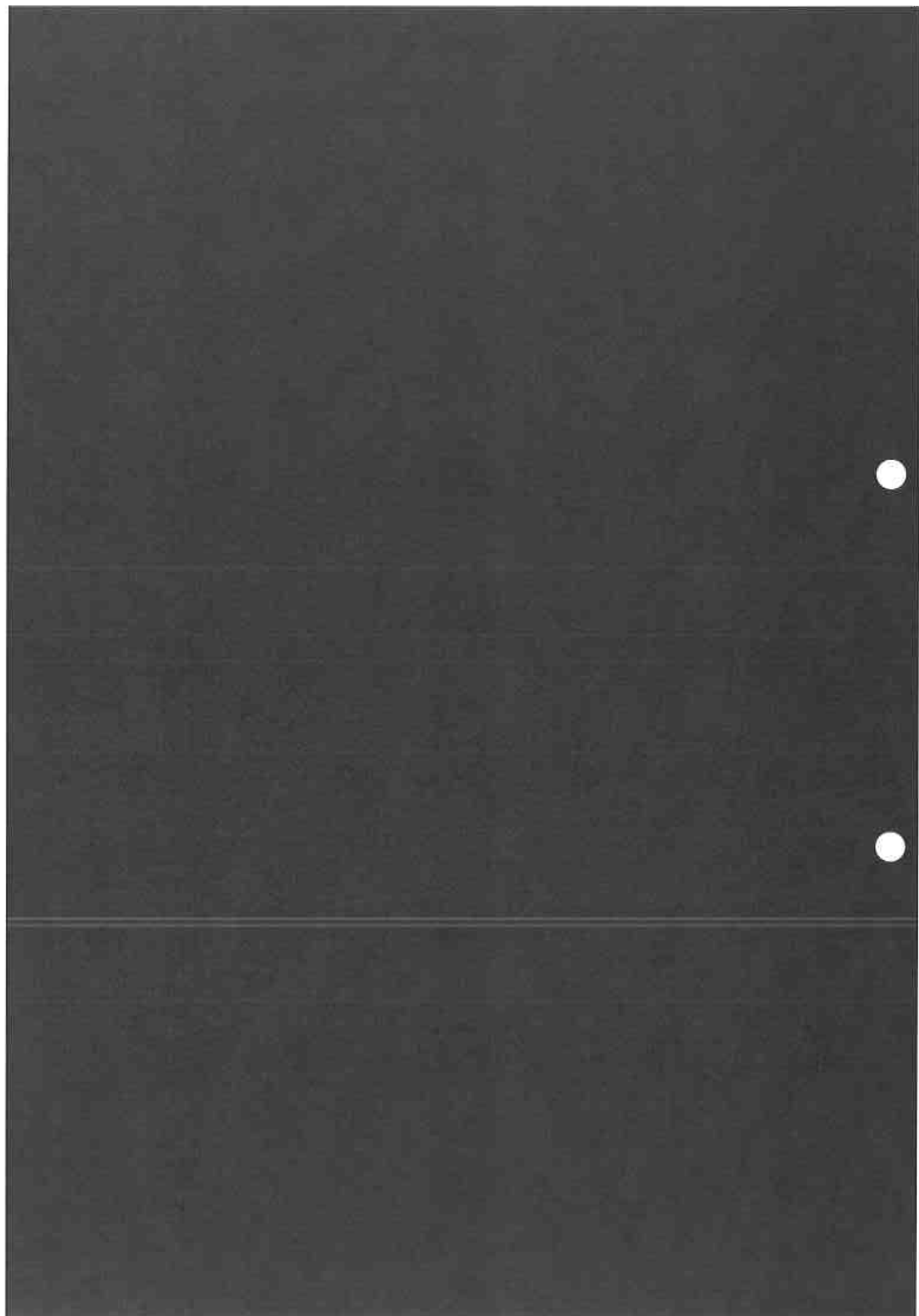


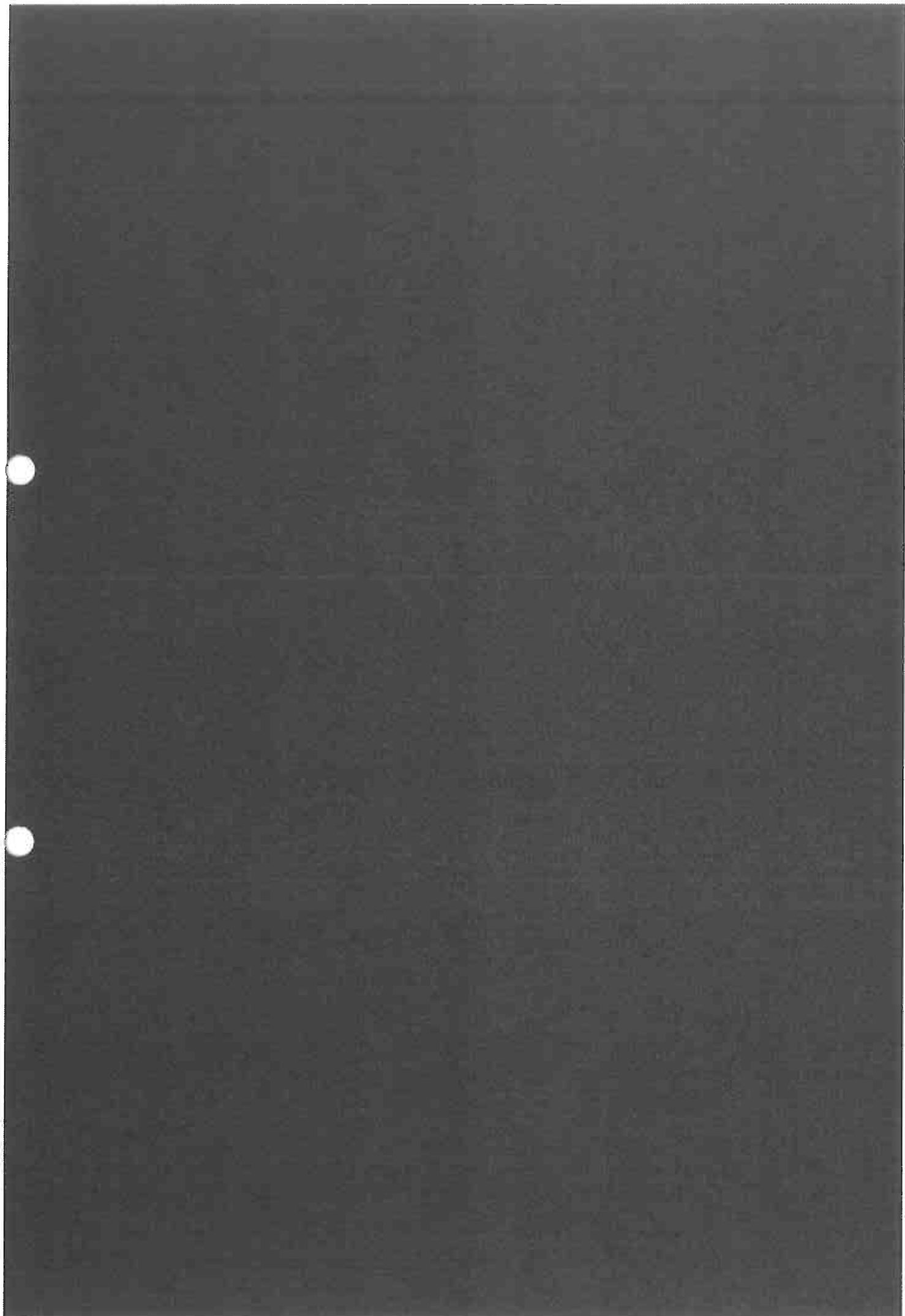


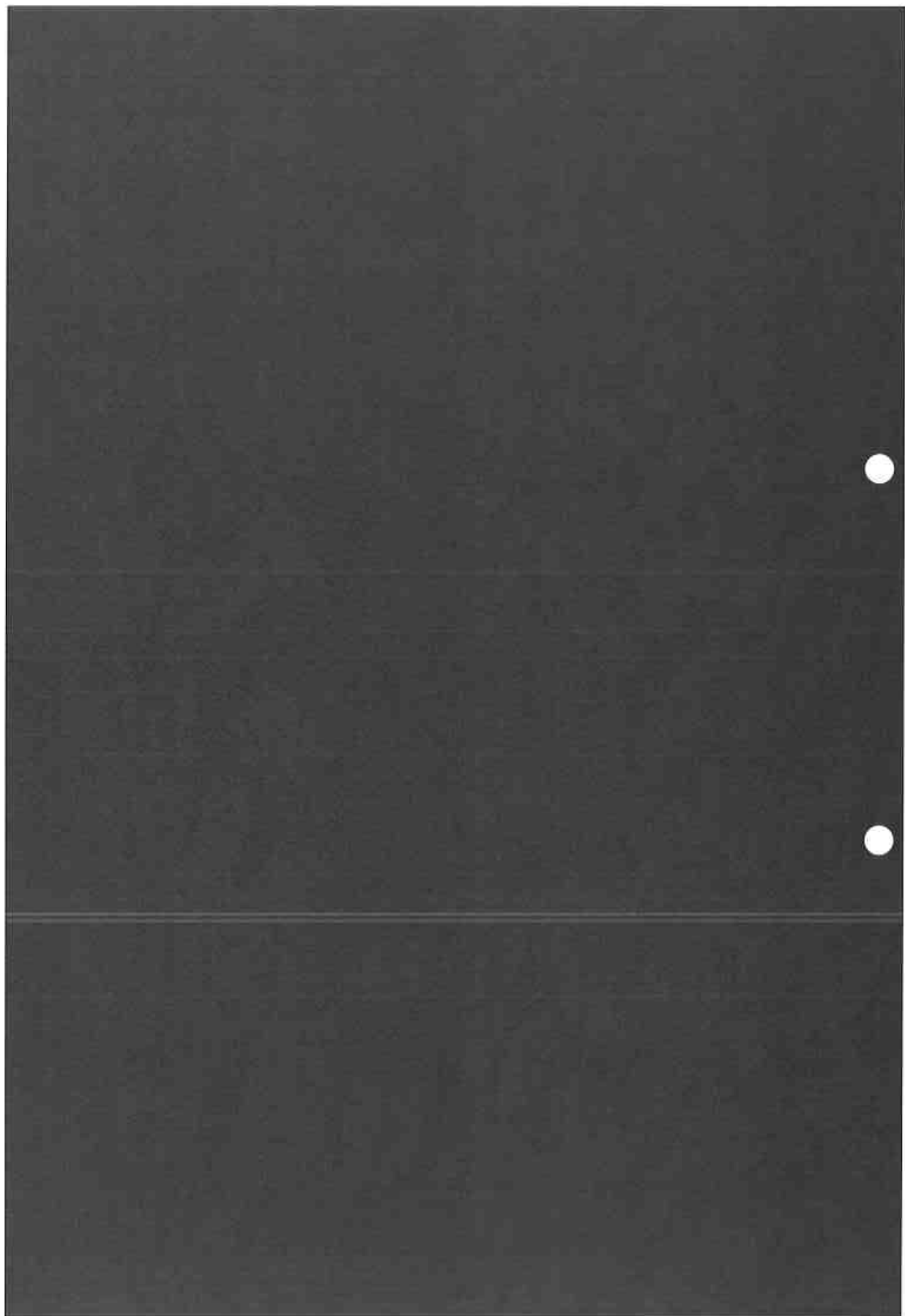


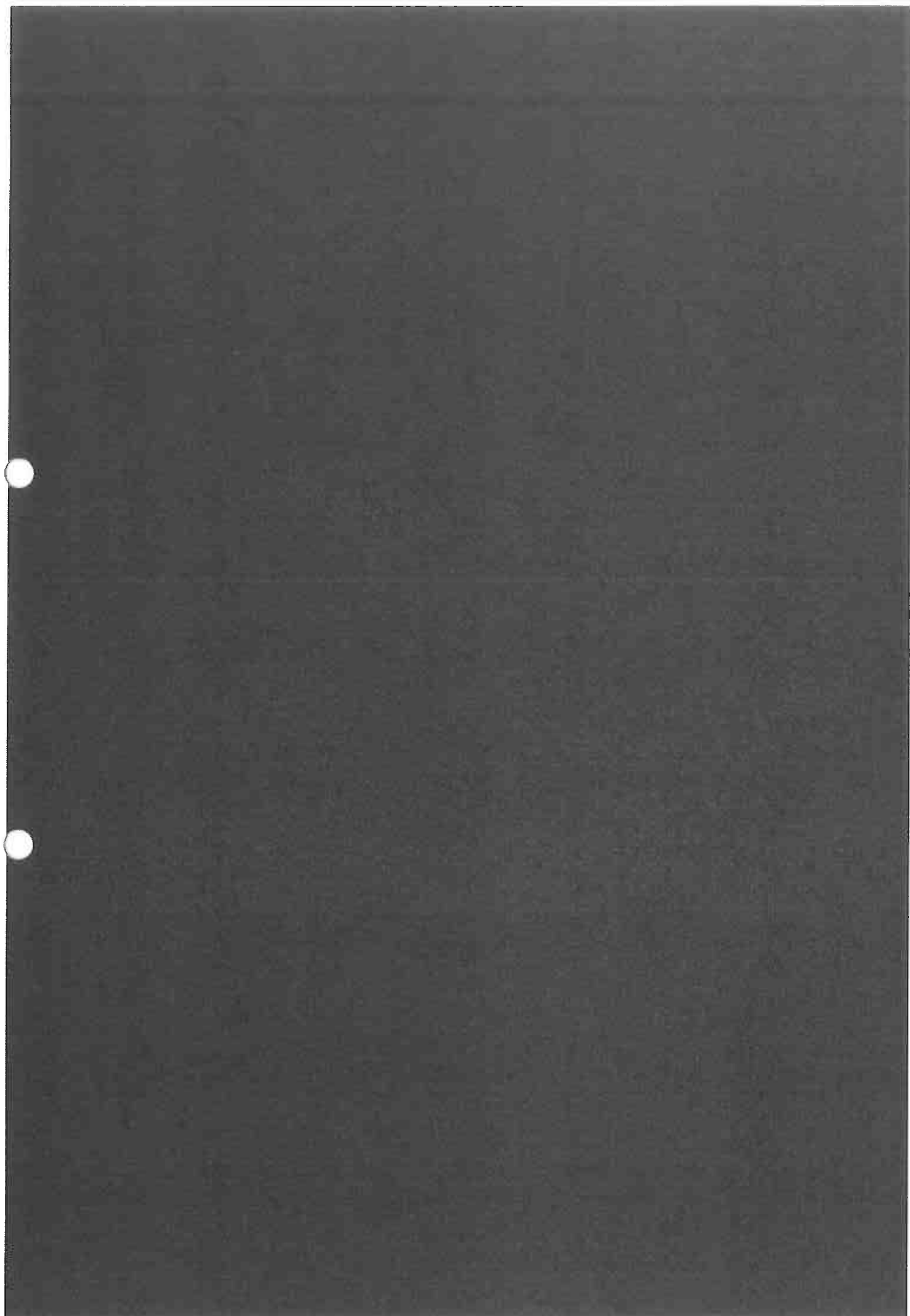


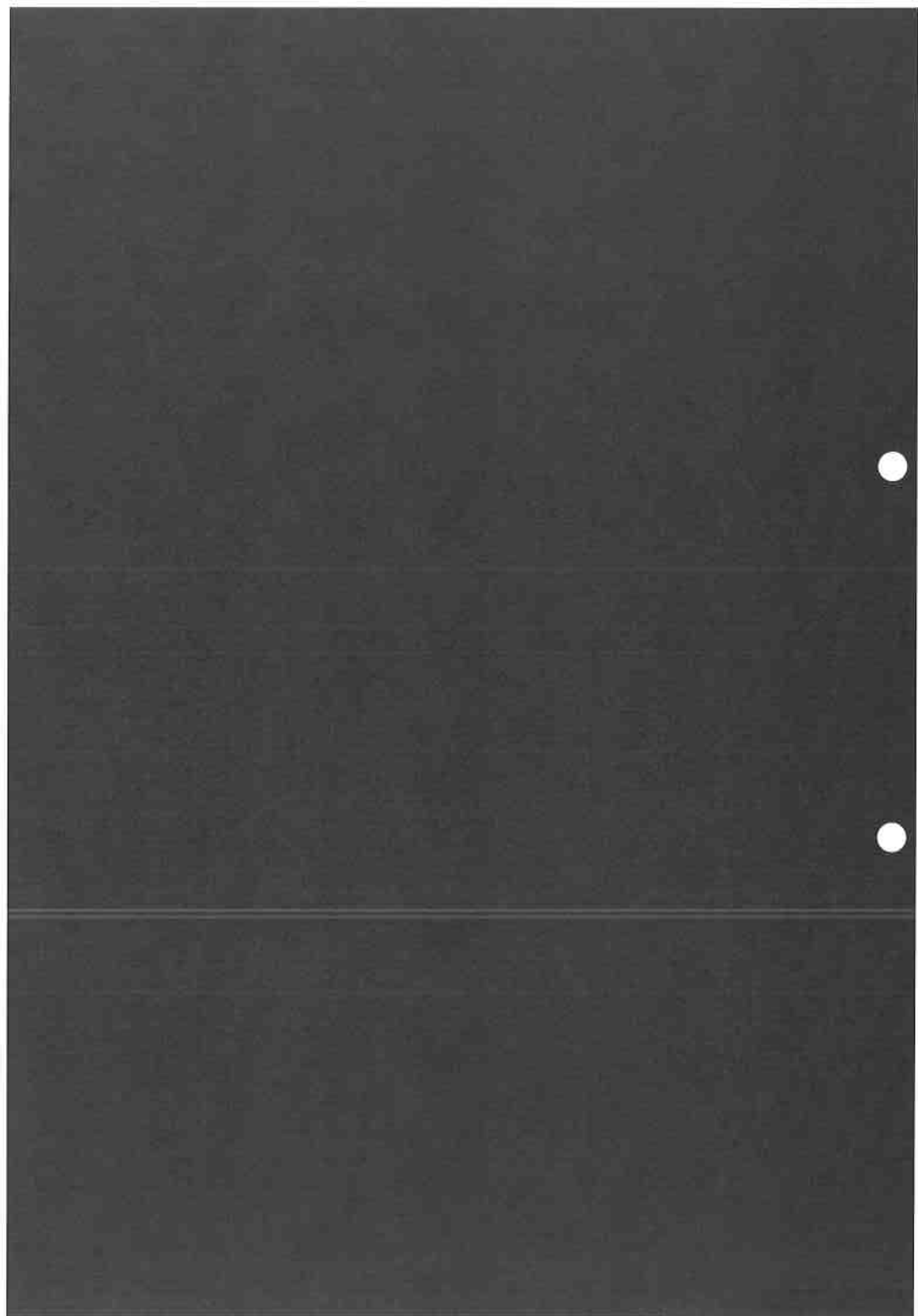


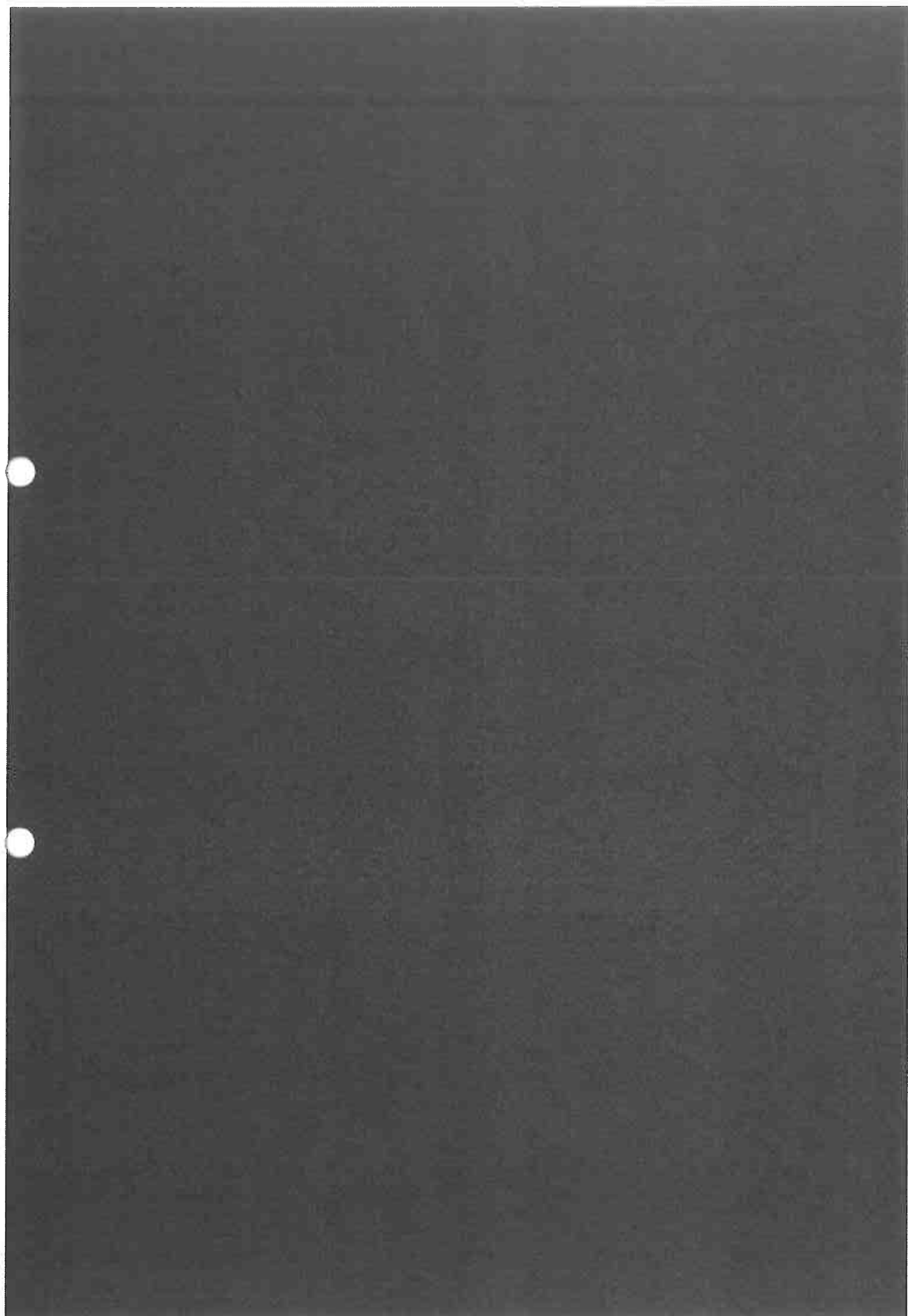


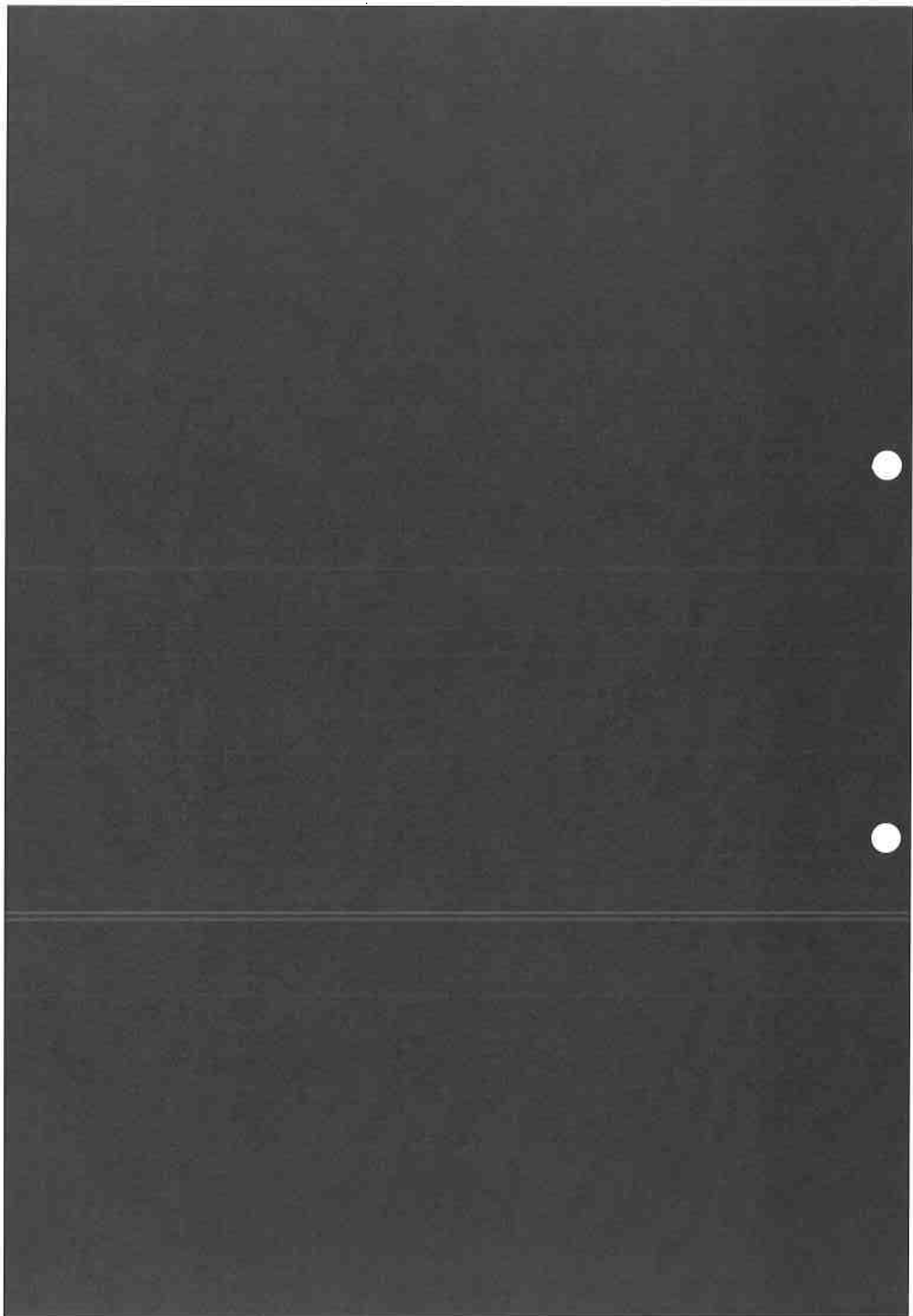


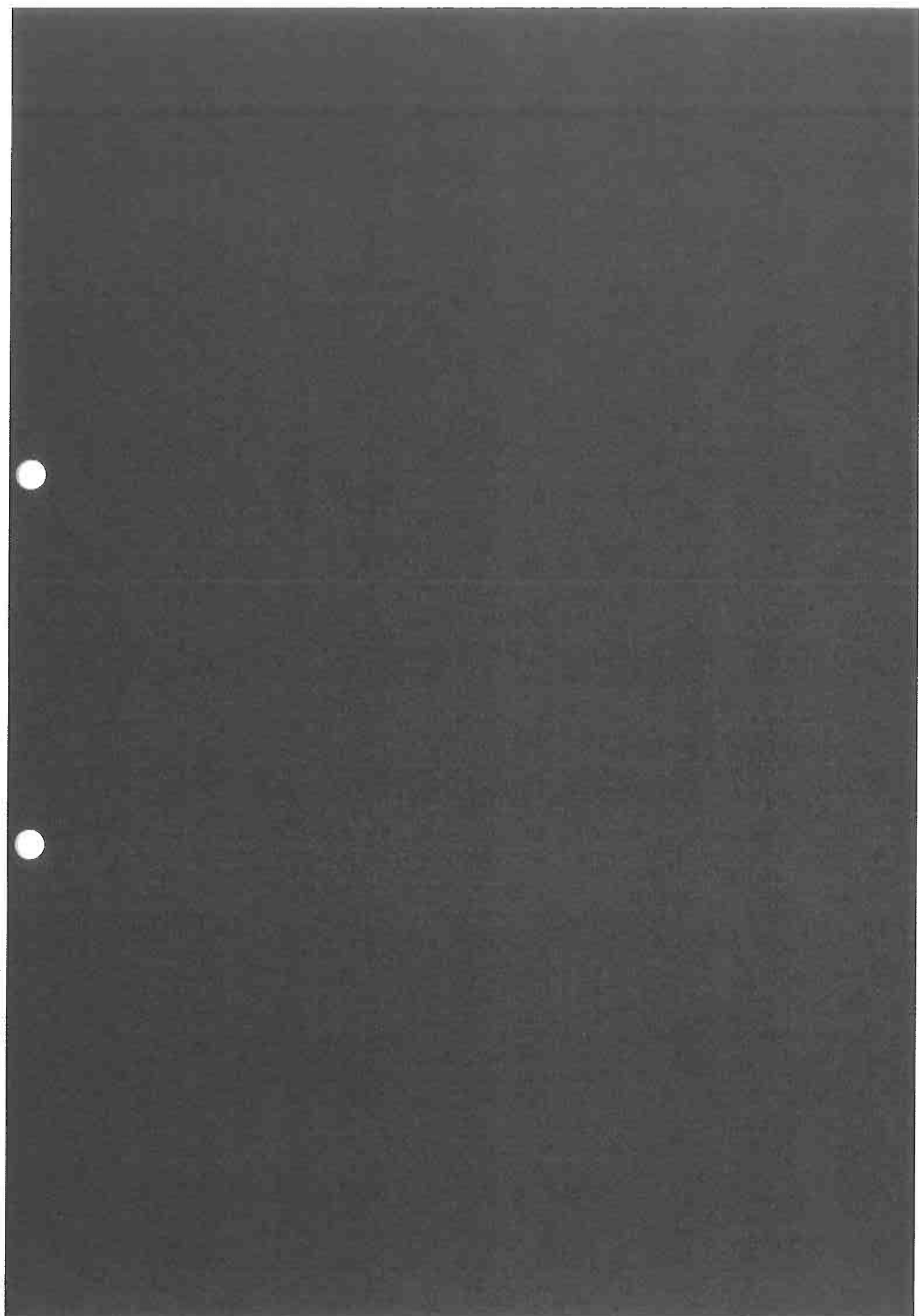














WILLIAM HOVELL DRIVE UPGRADE

REPORT ON WHAT WE HEARD

Detailed design work is underway to duplicate the final 4.5 kilometre unduplicated section of William Hovell Drive between Drake-Brockman Drive and John Gorton Drive.

The William Hovell Drive upgrade will support the growing regions of Molonglo Valley and West Belconnen including the new suburbs of Strathnairn and Macnamara. More than 20,000 vehicles per day travel on this section of road and this will increase as the area continues to grow. This project will improve safety for all road users with on-road cycle lanes and an off-road shared path included in the design.

A draft Environmental Impact Statement (EIS) and Development Application (DA 202138722) were submitted concurrently in July 2021 with public notifications open until 30 September 2021. Additional community consultation on this project was undertaken from **8 November to 19 December 2021**.

Key features of the designs

- Duplication of 4.5 kilometres of William Hovell Drive to complete its duplication from the Glenloch Interchange through to Drake-Brockman Drive.
- A new nearly seven-kilometre, three-metre wide asphalt off-road shared path along William Hovell Drive between Drake-Brockman Drive and Bindubi Street.
- On-road cycle lanes in both directions.
- A new signalised intersection of Drake-Brockman Drive/Kingsford Smith Drive and William Hovell Drive.
- Formalising access into the Old Weetangera Cemetery.
- Improving and enhancing the Bicentennial National Trail underpass and approaches to minimise conflict between users, particularly in areas where the BNT interacts with the shared path.
- Construction of nine architecturally designed retaining walls ensuring works remain within the road reserve and limit impacts on sensitive environmental areas.

THE CONVERSATION

We held a conversation online and face to face from Monday 8 November to Sunday 19 December 2021.

The online engagement was via a feedback form and live question and answer forum on YourSay. Feedback was particularly sought in relation to the alignment of the off-road shared path and the use of open space (including the off-leash dog area) adjacent to the road reserve near Hawker.

The community were invited to meet the project team at two pop-ups on **Saturday 27 November** (for the wider community) and **Monday 29 November 2021** (for Hawker residents). These pop-ups provided opportunities for questions to be asked and discussions to be held about various elements of the project.

Members of the local community also provided feedback via email.



WHO WE ENGAGED

Feedback was received primarily from local residents and those who regularly use the recreational corridors alongside William Hovell Drive (the green space in Hawker as well as the two nature reserves).

We also received submissions from key stakeholders including the Belconnen Community Council, Conservation Council ACT and the ACT Equestrian Association. A presentation was given to the Belconnen Community Council on **Tuesday 14 December 2021**.

We received 50 completed feedback forms. 54 per cent of those who filled out the feedback form told us they use the green space located between the back of Hawker and William Hovell Drive. Of those who use it, 80 per cent are there for exercise/informal sport with 32 per cent making use of the off-leash dog area.

The majority of respondents were in the 35-54 age group (50 per cent).

In addition to the feedback forms, we received 15 emails and spoke to around 60 people at the pop-up sessions.

Key insights from the community

Location of the shared path

1. The majority of feedback from the community was in relation to the proposed location of the shared path. There was support for moving the path further away from the dog off-leash area and Hawker residences.
2. There was a preference for the shared path to be relocated to the western side of William Hovell Drive.

Road upgrades

3. The need to signalise the intersection of Drake-Brockman Drive was queried with some respondents believing it to be unnecessary with the potential to negatively impact traffic flow.
4. A barrier separating the two directions of traffic was preferred to improve road safety.

Access to the nature reserves

5. There was concern about the removal of public access to the dirt carpark on the eastern side of William Hovell Drive with the community eager to understand more about the proposed alternate access to the Kama Nature Reserve from Whitlam.

Environmental impacts

6. There was strong support for ensuring the alignment of the road and the shared path minimised impact to and loss of trees and native vegetation with any new plantings to be natives with a variety of sub-species.
7. A number of pieces of feedback referenced the importance of wildlife corridors so wildlife could move freely and safely between the two nature reserves.
8. Local residents were interested in noise mitigation and the noise monitoring undertaken to date with a desire to see noise monitoring undertaken during a period more reflective of 'normal' traffic conditions.



WHAT'S NEXT?

The project team has reviewed all feedback and will be individually responding to those who asked questions as part of the engagement process.

In addition, we have updated the Frequently Asked Questions (FAQs) section of the YourSay page to respond to the main questions and concerns raised by respondents.

The following changes have been made to the design in response to feedback received:

- the alignment of the off-road shared path between Drake-Brockman Drive and the underpass adjacent to Hawker has been relocated to the western side of William Hovell Drive (away from residences and the off-leash dog walking area). The ACT Government will mitigate the conflicts on the Bicentennial National Trail and equestrian users in the design as much as possible.
- following further discussions with the ACT Conservator of Flora and Fauna, additional measures will be implemented to facilitate movements of wildlife between The Pinnacle and Kama nature reserves.

Still to be finalised are:

- additional noise monitoring activities were undertaken in February 2022 with the analysis currently underway ahead of confirming the necessary noise mitigation treatments
- a landscaping plan which will include trees required for removal and how they will be offset with additional plantings (noting 59 mature trees have been identified for removal and will be replaced with 590 new trees, at a ratio of 1:10)
- a construction methodology to minimise traffic disruption which will be undertaken as part of the procurement for a construction contractor.

The next step for this project is the submission of the revised EIS to support the Impact Track DA. Progress of this project is subject to both planning approval processes. There is an investment of \$63.25 million for construction, jointly funded by the ACT and Australian Governments. Updates will continue to be provided via the YourSay page.



Key Timings

July 2021: the Environmental Impact Statement (EIS) and Development Application (DA 202138722) were submitted with public representations invited until 30 September 2021.

19 October 2021: presentation given to the Belconnen Community Council.

8 November 2021: further engagement commenced with the local community via YourSay.

19 December 2021: the YourSay engagement closed.

March 2022: What We Heard report released [**We are here**].

March 2022: submission of the revised Environmental Impact Statement.

THANK YOU FOR YOUR FEEDBACK

1,900+

We reached 1,961 people via YourSay Conversations.

2

We held two pop-ups for the local community.

50

We received 50 completed feedback forms.

15

We received 15 emails containing around 50 items of feedback.

50

We sent emails to 50 key project stakeholders.

29,000+

We reached 29,315 people via social media.

60+

We spoke to around 60 people at our pop-ups.

<2000

We delivered letters to around 2000 local residents.

