2007 (No. 2)

2007

PARLIAMENT OF TASMANIA

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

Tasman Highway, Bourkes Road to Barrow Creek - Roadworks

Presented to His Excellency the Governor pursuant to the provisions of the Public Works Committee Act 1914.

MEMBERS OF THE COMMITTEE

Legislative Council	House of Assembly
Mr *Harriss* (Chairman)	Mr *Best*
Mr *Hall*	Mrs *Napier*
	Mr *Sturges*

By Authority: Government Printer, Tasmania

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INTRODUCTION

To His Excellency the Honourable William John Ellis Cox, Companion of the Order of Australia, Reserve Forces Decoration, Efficiency Decoration, Governor in and over the State of Tasmania and its Dependencies in the Commonwealth of Australia.

MAY IT PLEASE YOUR EXCELLENCY

The Committee has investigated the following proposal: -

Tasman Highway, Bourkes Road to Barrow Creek - Roadworks

and now has the honour to present the Report to Your Excellency in accordance with the *Public Works Committee Act 1914*.

BACKGROUND

The 4.4 km long section of the Tasman Highway between Bourkes Road and Barrow Creek Bridge is located between the towns of Nunamara and Targa and is at a standard inconsistent with the adjoining sections of the Tasman Highway. The road carries a low daily traffic volume of 1100 vehicle per day, however, trucks take up approximately 16% of that traffic. Tourist numbers on the Tasman Highway vary, with the Tasman Highway providing the shortest link between Launceston and the regional centre of Scottsdale.

The surrounding terrain of the section of road varies throughout the length of the project. The section from Bourkes Road to approximately 650m north of Nelsons Road runs along river flats and consists of long straights connected by substandard horizontal curves. From approximately 650m north of Nelsons Road to Barrow Creek the terrain steepens with the highway becoming a series of small radius curves connected by short straights.

The existing seal width is approx 5 m wide and this narrow pavement width results in road user conflicts. The Bridge at Coquet Creek is approaching the end of its design life and has a restricted width.

PROJECT OBJECTIVES

The primary objective of the project is to reconstruct this section of the Tasman Highway to align with the standards and speed environment on either end of the project location. The work includes improvement in the overall width, shape and strength of the road, provision of sealed shoulders, delineation and junction improvements.

The project is located on the Tasman Highway approximately 4 km north of Nunamara between Bourkes Road and Barrow Creek.

PROJECT JUSTIFICATION

The justification for this project derives from the project directly addressing the Transport Objectives of the State Roads and Infrastructure Investment Strategy 2005/06, which are as follows:

- Reducing the incidence and severity of road crashes in State Roads;
- Minimise the cost of freight transport;
- Provide a consistent operating environment for State Roads;
- Enhance the tourist experience on Tasmanian State Roads;
- Manage State Road assets strategically in a longterm, cost effective manner on behalf of the community to provide best value for money;
- Facilitate the safe use of cycling and movement of pedestrians on State Roads; and
- Maximise the environmental value of transport corridors, including flora, fauna and heritage components.

Safety Benefits

The proposed project incorporates major improvements and design elements that will resolve existing road safety issues. These include:

- Improvement of the horizontal alignment to meet current standards;
- Improvement of vertical alignment to reduce roughness of ride, improve sight distance and to meet current standards;
- Widening of the highway to meet current standards;
- Provision of sealed shoulders;
- Provision of safety barriers where required;
- Extension of clear zone where feasible;
- Junction upgrades;
- Installation of line marking; and
- Improving sight distance of property accesses.

Maintenance Cost Savings

Reconstruction of this section of highway will significantly reduce the frequency and therefore the cost of maintaining with the current road. The current narrow seal width requires that the unsealed gravel shoulders be regularly regraded. This is usually undertaken every six weeks. The number of call outs by maintenance staff to site will also be significantly reduced. Guidepost replacement and cleaning, pothole repairs will be reduced. Maintenance of drainage structures and channels will also be significantly reduced.

Road User Benefit

In addition to the road safety benefits, road users will derive benefits from the following:

- Elimination of the narrow width across the road, which adds to driving comfort and safety; and

- Improved safety from an increase in sight distance between the driver and hazards on the road.

THE EXISTING SITUATION

The Road

The surrounding terrain of the section of road varies throughout the length of the project. The section from Bourkes Road to approximately 650m north of Nelsons Road runs along river flats and consists of long straights connected by substandard horizontal curves. From approximately 650m north of Nelsons Road to Barrow Creek the terrain steepens with the highway becoming a series of small radius curves connected by short straights.

The existing seal width is approx 5 m wide and this narrow pavement width results in road user conflicts and the Bridge at Coquet Creek is approaching the end of its design life and has a restricted width.

Traffic Conditions

The Tasman Highway presently operates at Level of Service A with the traffic conditions being summarised in Table 1

Table 1 Traffic Data

Traffic Characteristic	Value
Traffic Flow (two way)	1100
Percentage trucks	16% (7% articulated)
Percentage Motorcycles	0.9 %
Traffic growth rate	1 to 2% per annum

Crashes

Historical Crash Rates

The project site straddles two DIER links along the Tasman Highway with a combined length of 21.16 km. In the period from 1 January 2001 to 21 August 2006, 33 crashes were recorded over these two links. This equates to a crash frequency of 0.28 crashes/km/year. 28 of the 33 recorded crashes (85%) involved single vehicles. While 11 of the 33 recorded crashes (33%) involved motorcycles, all of which were single vehicles accidents. Motorcycles represent around 2% of the Tasmanian vehicle fleet but in 2005 motorcyclists comprised more than 12% of those injured or killed in motor vehicle accidents.

Significant Recurring Crash Types

Significant recurring crash data for the period from 1 January 2001 to 21 August 2006 is summarised in Table 2.

Table 2 Crash History

Date	Time	Severity	Type	Visibility	Wet/Dry	Unit
14/04/01	1400	Minor	166	Clear	Dry	1 Motorcycle
01/11/02	0845	Minor	171	Clear	Dry	1 Motorcycle
06/11/02	0045	Minor	166	Clear	Dry	1 Motorcycle
04/04/04	1930	Property Damage	120	Clear	Dry	1 Light Veh. 2 Light Veh.

Crash types 166 and 171 are striking an object in the carriageway and leaving the carriageway to the left and striking an object respectively with Crash type 120 being a nonovertaking head on. The project site is approximately 4.4km long this equates to a crash frequency of 0.16 crashes/km/year.

The Road Side

The abutting land use is agricultural land, used for grazing and tree plantations and is in thirteen titles and ten owners. The first section of approximately 2km in length between Bourkes Road to approximately 650m north of Nelsons Road is located on a flood plain. Most of the land is cleared with few trees along the roadside. The majority of this land is under the ownership of the Great Southern Property Management Pty Ltd. This land is being developed for plantations. Further north from approximately 650m north of Nelsons Road the terrain steepens and the roadside is less cleared with more trees. The main land use is pastoral. A wood mill is located within the section of the road. Launceston City Council have advised that as the works require acquisition of property, a Development Application (DA) is required to be lodged with Council.

No sites of Aboriginal cultural heritage value have been identified in the project area. Gaughwin and Summers (1992) conducted an archaeological survey of a six kilometre stretch of the Tasman Highway between Nunamara and Trout Creek. During this survey they located a milepost. GHD conducted an archaeological survey from Trout Creek to Barrow Creek. No heritage features were identified during this survey.

GHD conducted flora survey and fauna habitat assessment over the entire length of the project. The report prepared from the flora survey and fauna habitat assessment states:

“The overall footprint of the roadworks is predominantly cleared agricultural pastureland and permanent road easement. There are also localised forest patches with highly modified and disturbed understoreys due to a history of grazing. It is anticipated that the overall biodiversity impacts of the proposed roadworks will be low. As such, there are no evident requirements for approvals/permits under the

Threatened Species Protection Act 1995 (TSPA), *Environment Protection and Biodiversity Conservation Act 1999 (*EPBCA*)* and *Forest Practices Act 1985* (FPA), assuming the management actions recommended in this report are undertaken."

There is a power supply line covering the length of the site, of which 11 poles will require relocation prior to construction of the roadworks. There are both fibre optic and conventional cable present within the project site. The proposed works do not impact upon the fibre optic cable. However, conventional cable is located within the footprint of the construction works. Significant relocation of the cable will be required prior to construction of roadworks. The Launceston City Council has advised that there are no council services located within the project site.

THE PROJECT

Proposed Works

The proposed works involve improvements to the overall width and shape of the road with provisions for sealed shoulders, delineation and junction improvements to tieoff and match in with the previous construction at both ends.

The roadworks comprise:

- Widening the carriageway to 3 metre traffic lanes, 1 metre sealed shoulders and 0.5 metre unsealed verge to provide for safety of traffic;
- Correction of superelevation to meet current standards;
- Improvement of vertical alignment to reduce roughness of ride, improve sight distance and to meet current standards;
- Provision of safety barriers where required;
- Extension of clear zone where feasible;
- Junction upgrades;
- Installation of line marking; and
- Replacement of the bridge at Coquet Creek.

The proposal works include the following:

- New road pavements of a flexible granular type designed for a 20 year life;
- The proposed Bridge Structure to have a design life of 100 years;
- A 100 year ARI for the proposed bridge structure;
- A 20 year ARI for all new pipe culverts;
- Correction of superelevation to meet current standards and;
- Realignment and widening of the highway.

COSTS

The cost of the works has been estimated based on historical rates for similar works delivered by DIER in recent years. The main components of the cost are shown in Table 3.

Table 3 Estimated Costs

Element	**Estimated Cost**
Project Specific	$167,000
Earthworks	$1,170,000
Drainage	$643,000
Pavement	$2,028,000
Bituminous Surfacing	$125,000
Traffic Facilities	$217,000
Landscaping	$108,000
Miscellaneous	$250,000
SubTotal	**$4,708,000**
DIER costs	$200,000
Professional Fees	$270,000
Acquisition	$22,000
Project Total	**$5,200,000**

ENVIRONMENTAL AND SOCIAL IMPLICATIONS

The project has been subjected to the following investigations:-

- Botanical Survey and Fauna Habitat Assessment;
- Aboriginal Heritage Report; and
- European Heritage Report.

Botanical Survey and Fauna Habitat Assessment Recommendations

- Minimize the clearance and disturbance of any native vegetation that cannot be avoided (i.e. attempt to conduct work within already cleared or slashed areas within the road reserve where possible);
- Ensure an ecologist or suitable qualified fauna spotter is on site if any hollow bearing trees are to be cleared. Trees should be checked thoroughly for animals prior to clearance. Any displaced animals can then be relocated to alternate nesting sites;
- Protect watercourses adjacent to, or crossing, the road from runoff during road works, by employing appropriate sediment control techniques;
- *Eucalyptus ovata* trees should be retained where possible as these provide potential feeding habitat for the threatened swift parrot;

- Protect and retain the tall *Eucalyptus viminalis* at Coquet Creek. This tree is hollow bearing and is of high landscape value. Further to this, bridge replacement at Coquet Creek should be undertaken downstream of the current bridge site in an already cleared area to avoid impacting *E. viminalis* tree and a localized native understorey that is important to the ecological health of the creek;
- Avoid the storage of materials and machinery in areas of native vegetation;
- Minimize the potential for the spread of weeds an *P. cinnamomi* by employing wash down and/or inspection of vehicles, machinery and boots before leaving/entering the site to ensure no viable plant materials or large clods of soil are transported. This should be undertaken in accordance with the Tasmanian Washdown Guidelines for Weed and Disease Control, Edition 1, April 2004, released by DPIWE;
- Establish a weed management plan. This plan should establish processes to monitor and control any weed invasions arising from the proposed works. Any declared weeds (English broom, Spanish heath, gorse, canary broom and blackberry) that are currently present, or establish following works, should be eradicated as a matter of priority. Follow up treatment should be employed as necessary over a period of 24 months following road works;
- Avoid the use of *Phytophthora*-infected gravel in construction works, by ensuring all material is certified clean fill.

Aboriginal Heritage Report Recommendations

- In reference to any ground disturbance/earth works concerning proposed works this is to be monitored to a sterile base, either rock or clay in reference to Aboriginal Archaeology (Heritage) Values either by an Aboriginal Heritage Officer/s and or a person/s with the equivalent qualifications;
- During any ground disturbance/earth works if there are any queries by any contractors concerning Aboriginal Archaeology (Heritage) works cease regarding the following;
- In reference to Aboriginal Cultural Heritage (Archaeology) material identified during construction, such as shells and or shell fragments, rock material (chert, chertyhornfel,
- quarts & quartzite for example), human remains and or any bone fragments that are not identifiable as animals bones, will contact the following and;
- The Senior Aboriginal Heritage Officer/Consultant on 0417 378 031 regarding the possibility of Aboriginal Relic/s and or TALSC (Tasmanian Aboriginal Land & Sea Council, 0362 310288 in respect to Aboriginal Archaeology (Heritage).

European Heritage Report Recommendation

It is recommended that, if the mile post identified in 1992 is to be impacted by proposed works, then it should be removed and later replaced as close as possible to its original position when road works have been completed.

Public Consultation

The community was extensively consulted during the preparation of North East Tasmania Access Study (NETAS). This included considerable representation on the steering committee, utilisation of focus groups, public displays and opportunities for written or in person submissions.

In the course of this process the need to upgrade this section of the Tasman Highway was identified, although detailed consideration of the options for upgrading was not undertaken.

A Public Contact Plan, that provides information to the community has been developed and will be implemented throughout the projects. Key stakeholders include the Launceston City Council, property owners and the local community. Key stakeholders will be written to individually. A brochure has been prepared and will be letter boxed in the local area. There will also be newspaper advertisements and media releases.

Property Matters

Acquisition of land will be required due to the proposed reconstruction works and letters have been sent to all landowners with property fronting the Tasman Highway within the project site. Formal consultation with landowners affected by acquisition shall be undertaken during the final design phase of the project following approval of the Preliminary Design Report.

There are 21 accesses to be reinstated or relocated as a result of the proposed works. The access to JR Stone & RJ Burns is to be relocated from chainage 7610 to chainage 7445 due to the proposed excavation at the site of the current access. The property at this site contains a wood mill. There the access will need to cater for semi trailer turning paths. Relocation of the access will necessitate the construction of an access track of approximately 150m in length to allow the joining to the existing access track.

The access at chainage 7160 is to be relocated to chainage 7100 due to the proposed cutting at chainage 7160. Relocation of the access will necessitate the construction of an access track of approximately 60m.

Launceston Council

The Launceston City Council have advised that as the works require acquisition of property, a Development Application (DA) is required to be lodged with Council. GHD shall prepare and lodge the DA with Council on behalf of DIER.

The Launceston City Council also advised that the project is sited within the council's water catchment area. The works are to take into account the necessary environmental requirements to ensure the runoff is not adversley affected by contaimination due to construction activities.

Service Authorities

Overhead power supply service (11 poles) will require relocation as a consequence of the works. An underground Telstra service located within the footprint of the construction works will also require significant relocation.

EVIDENCE

The Committee commenced its inquiry on Wednesday, 13 December last. The Committee inspected the site of the proposed works and heard the following witnesses who made the Statutory Declaration and were examined by the Committee in public at Henty House, Launceston:-

- David Sondergeld - Project Manager, department of Infrastructure, Energy and Resources;
- David Rolph - Design Consultant, GHD Pty Ltd; and
- David Jones, St. Patrick's River Progress Association.

Overview

Mr Sondergeld provided the Committee with the following overview of the proposed works:-

> *The Tasman Highway is defined as a category 4 feeder road under the draft Tasmanian road hierarchy and is intended to provide safe and equitable passenger vehicle and tourist movements between Launceston and the north-east region. Whilst it carries a low daily traffic volume, log truck movements represent a significant proportion of that traffic. The narrow pavement formation through this section results in considerable road user conflicts. Whilst Golconda Road has been identified by DIER, the Dorset Council and Tourism Tasmania as the preferred tourist route to the north-east, the Tasman Highway provides an alternative tourist access to the region. Tourist numbers using the Tasman Highway may vary over time and a challenge remains to provide a safe route for these travellers.*
>
> *This $5.2 million project is co-funded by the Federal and State governments. The Federal Government is contributing $1.5 million through the AusLink Strategic Regional Program. There was a requirement from the Federal Government for the State Government to match their funding. The State Government then contributed $2.7 million as part of its 2006 election commitments program. Later when it was determined that this would not be enough to deliver the project, a further $1 million of State funding has since been added to the project from the State Roads Capital Investment Program. The Australian Government made their offer of $1.5 million in 2004-05 and the State Government announced their contribution at the 2006 State election.*

The section of highway included in this project is the missing link required to complete the construction of the highway between Nunamara and The Sideling, which was undertaken on the Scottsdale end in the mid-1990s and on the Launceston end more recently in 2003-04. The project involves reconstruction of two 4.2 kilometre sections of highway. The work involves improvements to the road alignment and widening of the road to provide sealed 3-metre lanes and 1-metre shoulders. The works proposed are based on design work undertaken in 1993. This design has been reviewed in order to bring the design in line with current AusRoads guidelines. Significant local community feeling is attached to this project. Expectations have been high since the initial consultation and design was undertaken in the 1990s.

Approvals are under way for AusLink funding. The Parliamentary Public Works Committee and the development application has been lodged with the Launceston City Council. A public contact plan providing information to the community has been developed and is being implemented. A brochure outlining the works has been developed and will be distributed to the local community prior to construction commencing. Land acquisitions for the works are under way and accommodation works are being confirmed with landowners.

The final design is nearing completion. It is proposed to tender the works in January 2007, subject to all approvals being obtained. Works are targeted to commence in April 2007 and be completed by April 2008.

Technical detail

Mr Rolph provided the Committee with the following technical details of the proposed works:-

… As the sections of the highway on either side of this project have been reconstructed, the Tasman Highway in the vicinity of the works does not provide the road user with a consistent driving environment. The works to be undertaken involve improvement of the horizontal and vertical alignment to provide a minimum 80-kph design in line with current guidelines provided by AusRoads. The pavement is to be reconstructed to cater for the anticipated traffic loadings over the next 20 years. With the first two kilometres through the flood plain, the proposed design will improve the low speed horizontal curves that connect the long straight lengths of road. At present one of these curves through the section is signposted with a hazard warning sign. As the road climbs up out of the flood plain, the proposed design will remove substandard and broken back horizontal curves as well as improving the

vertical alignment of highway. The current road has poor sight distances throughout its length, particularly the last two kilometres, with poor sight distances at access and junctions. These concerns would be addressed by the proposed vertical and horizontal alignment improvements.

Passing bays will be provided at the road junctions. There will be some rationalisation of accesses. Some will be closed and some will be relocated at more appropriate locations. The existing total seal width varies from between 5 and 5.5 metres. The new road will provide sealed 3-metre lanes and 1-metre shoulders, giving a total sealed width of 8 metres plus curved lining where applicable. Currently heavy vehicles cannot stay completely within the existing seal when passing each other. The existing seal width will remove this concern and the extra width will provide greater benefits in loss-of-control accidents, having a greater width to recover. Where practical, we are removing roadside hazards. Safety barriers are to be installed where warranted along the highway to shield hazards that cannot be removed. The reconstructed road will provide a smoother surface. There is one ridge to be replaced at Coquet Creek, sometimes called Trout Creek, by a twin-sealed structure. This structure will be designed for a 100-year life.

All landowners with property within the site of the works have been contacted and accommodation is being arranged. The environmental investigations have been undertaken. Some of the investigations were undertaken in 1992. These investigations were reviewed and reports were prepared, where required. There are no threatened floral species recorded in the site of the works. From a fauna aspect, the proposed works will involve the removal of some localised areas of native vegetation which provide potential habitat for threatened and non-threatened fauna species. Although this vegetation provides some potential habitat, it is small in size and is not considered to be core habitat and hence removal is not likely to have any significant impact on the threatened species. No Aboriginal heritage sites were identified within the site of the works. The area proposed for road widening by DIER has a history of agricultural and farm pastures. The previous study undertaken in 1992 revealed a historic milepost within the southern section of the proposed upgrade. More recent field investigations undertaken in 2006 do not identify any evident heritage features relating to past land uses and history of the area. Recent investigations could not locate the milepost. The proposed road improvements are not anticipated to have any significant impacts on heritage values.

School bus stops

The Committee questioned the witnesses regarding the provision of safe bus stops. Mr Rolph responded:-

> *There are going to be pathways provided at the junctions at Nelsons Road, Mount Barrow Road and Bourkes Road. The bus bays are basically to the Australian standard. I think they have a 15 metre taper either end and 20 metres of parallel lanes so they'll be put off the road safely in those locations.*
>
> ***…*** *There is one (bus stop) there that is an existing bus bay that is signposted. I was going to bring that up before the final design, that if we have signposts on one we should be looking at signposting the rest of them. I think the normal practice is to put school crossing signs on them.*

Vertical improvements to the road

The Committee questioned the witnesses as to what vertical improvements would be effected by the proposed works, particularly at the Pecks Road junction. The witnesses responded:-

> ***Mr ROLPH*** *- We intend to take out the vertical curve to the Scottsdale end. I will have to go back to the drawings to have a look.*
>
> ***Mr JONES*** *- The same applies to that Mount Barrow turn-off which is the first one that goes to the right hand towards Scottsdale. A lot of people go up and down Mount Barrow for the scenic view of the north-east from there.*
>
> ***Mr ROLPH*** *- With the vertical improvement, the design has been based on 80 km so they will improve that significantly. At the moment you would probably be lucky to get a 60 km design.*
>
> ***Mr SONDERGELD*** *- If you look at that little section up towards the top, where it says 'Existing design surface' that is where the new surface will be. There is a reasonable cut through that area. Pecks Hill Road is on the left-hand side of that.*
>
> ***Mr HALL*** *- In regard to the bridge, there is a pretty big catchment going right back up towards Mount Barrow. Are you comfortable that that double-boxed section will cater for any water there?*
>
> ***Mr ROLPH*** *- We have designed the opening to cater for a 100-year flood. That's the normal standard for road design.*

St. Patrick's River Progress Association

Mr Jones made the following submission on behalf of the St. Patrick's River Progress Association:-

> **…** *We have been constantly reminded over the past four years of the condition of the piece of the Tasman Highway that we are talking about. It is a very busy piece of road. A lot of the tourists who came to Tasmania in the boom years of three years or so ago and since found that basically the gateway to the north-east is off the Spirit, through Westbury, down through the expressway at the back of Kings Meadows, out onto the Tasman Highway and they're going east. A lot of them don't recognise and are not shown basically that there are other ways to the north-east. So the traffic was increased there.*
>
> *Take the logging infrastructure that is within that region, particularly the upper reaches of the St Patricks River which is a very timbered area. It's a very large part of the Gunns plantation scheme and a large amount of traffic comes and goes through there. The local school bus operator was very afraid on many occasions, particularly during July/August last year. If I'd had prior knowledge of this, I could have submitted to your meeting, Paul, quite a few photographs that I took with a digital camera of a particular section of that road. It's extremely dangerous and I think, as some of the fellows here will probably say, that it could be edge-filled today, there could be a shower of rain, and virtually by the end of this weekend it would be back in a very dangerous situation. I think you could almost submit to any board of consequence relative to highway safety - the MAIB or whatever - that it is extremely dangerous. The surfaced area is barely wide enough in most instances to carry the local school bus. Keep in mind that this particular section of Trout Creek is perhaps the only passing area from the top of Waverley Hill right out to the foot of The Sideling almost. There is nowhere else much where you can safely overtake anybody. So you have overtaking or meeting. As a consequence, a lot of mirrors were taken off caravans and a lot of people were very frightened by that, the school bus operator in particular. There is some footage in the local newspaper, the Examiner. On occasions they photographed the bus with a sedan beside it. He I think mentioned to the local school bus authority that perhaps the school bus operations should cease because of the danger.*
>
> *Moving on past that, we as mail contractors in the region see very frequently, by the hour almost, situations on some parts of that road which are extremely dangerous as far motor vehicle movement and heavy-laden log trucks is concerned. With 50 or 60 tonnes of log trucks, particularly some of these B-doubles, once they drop off the shoulder of that road - and the photographs that I*

had showed that very clearly - everything goes wrong and it is a matter hopefully of the zigs meeting up with the zags.

If there is to be a pulpwood industry, with a pulp mill placed on the reaches of the Tamar River in 2008 or whatever, with the amount of traffic that will generate - that will be the gateway, from the upper reaches of the St Patricks River down through the Trout Creek section, across to Nunamara and into what we call Prossers Road on to the East Tamar Highway - there need to be not only improvements to the highway, but also some infrastructure put in place or some research done relative to all that increased movement because it will be extremely busy. We see those plantations come and go, grow and be harvested, be replanted and grow again. I think the flux of the thing is probably on a low ebb at the moment. For example, the amount of traffic out there was far greater three years ago than it is now, based on the amount of timber in the area.

If that pulp mill gets the tick and goes ahead, there needs to be some very serious consideration given, not only to this section but also to other parts of the Tasman Highway. I chair a meeting which is attended by a handful of the locals - traditional people, such as the Calverts at the top of the Camden region, who have been there for a hundred years or whatever. The purpose of this little meeting is just to keep in touch with what is happening with government - at local, State and Federal level. Those people have had some concerns about what is happening on that road…

My verbal submission to this authority would be, 'Please, let us have a look at the bridge. It is no good rewidening the road if we are to have the same situation that we had 25 or 30 years ago at the foot of the Dilston Hill, where we had the nice new wide East Tamar Highway with a narrow bridge.' I think that caused a lot of havoc and the same thing would apply out there because it is the only straight section of the overtaking area of that road.

DOCUMENTS TAKEN INTO EVIDENCE

The following document was taken into evidence and considered by the Committee:

- Department of Infrastructure, Energy and Resources – Submission to the Parliamentary Standing Committee on Public Works, November 2006

CONCLUSION AND RECOMMENDATION

The design for the proposed reconstruction of the section of the Tasman Highway between Bourkes Road and Barrow Creek Bridge has been carried out in accordance with the appropriate design standards and guidelines. The requirements of abutting

landowners, Launceston City Council and public utility owners have been incorporated.

Once complete, the works will provide improved safety by providing increased sight distance, a wider pavement with sealed shoulders and will tie-off and match with previous construction at either end of the proposed works.

Accordingly, the Committee recommends the project, in accordance with the documentation submitted, at an estimated total cost of $5,200,000.

Parliament House
Hobart
6 February 2007

Hon. A. P. Harriss M.L.C.
Chairman