



PARLIAMENT OF TASMANIA

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS

GLEN HUON MAIN ROAD WIDENING AND STRENGTHENING

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MEMBERS OF THE COMMITTEE

LEGISLATIVE COUNCIL

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HOUSE OF ASSEMBLY

MR BEST
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The Committee has the honour to report to the House of Assembly in accordance with the provisions of the Public Works Committee Act 1914 on the:

GLEN HUON MAIN ROAD WIDENING AND STRENGTHENING

INTRODUCTION

During the 2001/02 financial year, the southern Tasmanian road maintenance contractor, Emoleum Maintenance (previously CSR Emoleum Road Services), identified possible maintenance works on the Glen Huon Main Road as a way in which it might meet its contractual performance based obligations. This created an opportunity for the State Government to undertake widening and safety improvements at the same time and capitalise on the “economies of scale” provided by such a venture. Confirmation of the project’s support by Government has been given. Specific State funding has been allocated.

The original budget for the widening and safety improvements was \$3.2M. This was in addition to the Emoleum Maintenance costs to treat the pavement. Pursuant to the provisions of the Public Works Committee Act a reference was made to the Committee in December 2002 seeking approval of the proposed works. Hearings were held in January and March 2003. Concern was expressed both by the Committee and public submissions that the project, as presented, did not adequately address safety concerns arising from the increased traffic, both trucks and passenger vehicles, as a result of the Resource Planning and Development Commission (RPDC) decision on the Southwood development.

In May 2003 the project budget was increased by \$2.0M, to \$5.2M, enabling a number of additional safety issues, raised by the Committee and the local community, to be addressed. The Committee adjourned its consideration of the reference until a second reference, detailing the scope of the expanded project was received.

The Southern Tasmanian Road Maintenance contractor has current obligations with respect to ride and pavement roughness across the southern Tasmanian road network. It was expected that its input to this project would contribute towards the meeting of these obligations.

During September 2003 the detailed analysis of the existing pavement was completed. Significant structural deficiencies were unexpectedly identified. These require more extensive treatment than previously anticipated including full pavement replacement in some areas. It became apparent that the maintenance work alone would be insufficient to meet the requirements necessary to achieve a satisfactory pavement. The Government in accepting the need for a strengthened pavement increased the budget by a further \$1M to \$6.2M.

This revised reference, is the subject of this report.

Existing Road Environment

General

Glen Huon Main Road traverses the southern most side of the Huon River before crossing the river at Judbury to intersect with North Huon Road. The road is in a rural environment with frequent residential and rural land holdings having frontages to the road. The road passes through the village of Glen Huon where there is a primary school, recreation ground and community hall. Other developments near the road include timber mills, a cemetery and a golf club.

The road primarily provides access to farms and residences. It also is one of the transport corridors from the southern forests. There appears to be a relatively low level of tourist vehicles using the road. A school bus service stops frequently along the road. With the exception of deliveries to Watson's Timber Mill, B-Doubles are not permitted to use Glen Huon Main Road. There are no current plans to open this road as a B-Double route in the future.

Under the Department of Infrastructure, Energy and Resources (DIER) Draft Road Hierarchy and Target Standards, this road is classified as a Category 5 – (Other Roads). The primary purpose for roads under this classification is to provide access to properties. They may also be used for timber product transport, but not as a primary route, and are frequently used on a seasonal basis for transporting stock, crop delivery and milk pick up.

Traffic Volumes

Mean daily traffic volumes vary between 1950 vehicles per day at the Huonville end reducing to 400 vehicles per day at Judbury. Commercial vehicle volumes are relatively low (approx 5.5% - based on 2002 figures). Note that these are mean volumes based on individual measurements over a limited period and may not include seasonal traffic variations during harvest periods etc.

The main contributor to growth in commercial vehicle traffic is likely to be the Southwood development. This is expected to add an average of approximately 11 loaded heavy vehicle movements per day travelling between Judbury and the Huon Highway and may add more unladen movements as empty trucks may choose this route in favour of the Plenty Link Road, as well as increased commuters and service providers to and from the workplace.

Existing Pavement

The road is variable in trafficable width and typically narrow relative to its traffic usage. Seal widths are less than 5.5m for a major portion of the site's length. Gravel shoulder widths are also a concern and vary from 200 to 300

mm in places up to 1.5m in other informal parking areas. There is insufficient shoulder and verge width beyond the current seal at many locations.

Pavement shape and condition is generally poor, with locations of very high roughness and adverse cross fall. There are also several areas within the pavement where ponding occurs which could cause aquaplaning problems.

The horizontal and vertical alignment is generally constrained by the topography and roadside developments. The current posted limit is 80 Km/hr. This speed limit applies for most of the road except through the townships of Glen Huon and Judbury where the limit is 60km/hr.

The reservation as fenced is generally narrow and contains Aurora Energy poles, underground Telstra cables, and Council water mains all in close proximity to the carriageway.

Accident Statistics

The DIER database has been checked to obtain accident data for this section of the road. During the last seven years a total of 35 accidents have been reported to the Police with no reported fatalities. It is acknowledged that not all accidents are recorded in this system, indeed not all fatalities are recorded, but the accidents provide a reasonable sample of the type and location of accidents for the road.

Of the 35 accidents reported 20 occurred in the first 2kms of the road, the most heavily trafficked portion and 34 out of the 35 occurred in the section from the Huon Highway to Canes Road. 14 related to run off road type accidents with some contribution from the lack of available recovery width being reported.

Project Definition

Project Objectives

The general objectives of this project are to:

- improve the overall width, shape and strength of the first 10.39 km of the Glen Huon Main Road from Huon Highway to meet its local transport task through DIER undertaking works in conjunction with Emoleum Maintenance, the southern region maintenance contractor. Improved serviceability and safety for road users due to road widening will be the key outcome derived from DIER's investment in the project;
- improve the safety at the Huon Highway junction, Albury Road junction and Horseshoe bend; and
- improve the safety of the last 2.81km of the Glen Huon Main Road to Judbury through the upgrade of delineation of this section of road.

Project Description

The site covers the entire length of Glen Huon Main Road, commencing at the road's junction with the Huon Highway and extending to the North Huon Road intersection in Judbury.

The scope of works has been divided into two distinct sections providing the following improvements: Part A the first 10.39kms will improve the road standard in the section where most reported accidents occur and highest traffic volumes are recorded. Part B the section from Canes Road to Judbury does not have the same incidence of reported accidents or carry significant average traffic volumes.

A detailed description of the scope of work in each part is as follows:

Part A Huon Highway to Canes Road (Total Length of 10.39km)

- Pavement widening to provide an overall improved cross-sectional standard with 3m running lanes and 0.5m sealed shoulders – including only necessary acquisitions and service relocations.
- Pavement strengthening and shape/ride quality improvement
- Upgrade of Huon Highway junction (Link 05/0.00).
- Upgrade of Albury Road junction (Link 05/2.51).
- Re-alignment of Horseshoe bend (Link 05/5.28).
- Improvement of pavement delineation – complete centre-line markings and provision of retro-reflective pavement markers on the centre-line.
- Providing delineation of the running lane edge through edge line markings
- Provision of new guideposts and improved curve warning signage.

Part B Canes Road to North Huon Road (Total Length of 2.81km)

- Centre line delineation upgrade including new pavement marking and Retro Reflective Pavement Markers (RRPMs),
- Providing new and more frequent guideposts
- Improved curve warning signage.

The above works are generally considered achievable within the allocated budget. This will only be confirmed when construction prices are submitted. Should prices be higher than expected, DIER in consultation with the community, will re-examine the scope of works to ensure the project is delivered without exceeding the budget.

Economic & Social Justification

Economic Justification

The benefits of the project will mainly be derived through long-term road maintenance savings and improved serviceability and safety for road users by providing for an improved ride, (reducing vehicle maintenance costs), an

improved width (allowing trucks to safely pass school buses) and increased safety for all road users

Emoleum Maintenance have identified this site as a possible maintenance project to meet their contract obligations with regard to roughness. It is important that the other improvement works that are outside the scope of the maintenance contract and form part of this project, are undertaken concurrently for the effective use of funds.

Social Justification

Glen Huon Main Road is generally narrow. The road from Huonville to Glen Huon has been in its current form for over 60 years with little modifications made to its alignment. From Glen Huon to Judbury the road is approximately 40 years old. In its current form heavy vehicles such as school buses and trucks have difficulty passing each other whilst remaining on the sealed surface.

A road safety audit undertaken by DIER in 1997 identified several safety issues that are progressively being addressed through safety programs. A significant number of the issues raised in this audit such as exposed culvert headwalls and signage will be addressed through this project. The remaining issues will be considered for inclusion on future capital programs.

Although there have been no fatalities reported to DIER on this road in the last seven years, there have been 35 accidents reported to police. It is well known that many more are not reported to police. Of the 35 accidents reported, seven of these involved one or more people being admitted to hospital and a further eight incidents where injury occurred but the accident victims were not detained in hospital.

In 2002 the Resource Planning and Development Commission (RPDC) handed down it's report that prohibited the use of North Huon Road as a route for forest product transport and permitted the use of Glen Huon Main Road for the transport of forest product from the proposed Southwood development (now known as the Huon Wood Centre). As a result of this decision it is likely that there will be increased truck movements along Glen Huon Main Road and increased passenger car traffic with Southwood employees using this road to get to and from the new development. This is in addition to the general growth of the area.

It is considered that based on the increasing traffic volumes and the road's inherent deficiencies, improvements are warranted.

Design Proposal

Huon Highway To Canes Road

The proposed sealed width is 7.0m.

The road widening is to provide two 3.0m wide lanes, 0.5m sealed shoulders, 0.5m unsealed verges and a 1.5m table drain. The design has focussed on providing the most economic widening option and limiting impacts on property and services. Corner widening has been applied to corners as per DIER Design Guidelines.

Side drainage alternatives such as asphalt-lined drains and kerb & gutter have also been considered in order to minimise property acquisition, service relocation and environmental impacts.

Pavement marking, RRPMs and guideposts shall be installed to DIER Standard requirements. Most sections at the moment do not have lines or RRPMs.

Driveways and junctions with side roads will be re-graded and driveways sealed up to the property line.

With the exception of the realignment of Horseshoe Bend, vertical and horizontal alignment improvements are outside the general scope of the project. Geometrically, the road has some constrained vertical and horizontal alignment, however available funding limits the extent of improvements achievable. In addition a higher geometric standard would result in much more property acquisition.

Canes Road to North Huon Road

Pavement marking, RRPMs and guideposts shall be installed to DIER Standard requirements. Most sections at the moment do not have lines, RRPMs or sufficient numbers of guideposts to satisfy Australian Standards.

The Glen Huon Road is classified as a category 5 road under the Tasmanian Road Hierarchy and Targets. The proposal exceeds the targets for this class of road. It generally meets the targets for category 4.

The project generally meets Austroads guidelines for an assessed speed environment of 80km/h. The maximum posted speed limit of 80km/h is consistent with this assessment. There are some horizontal curves on the road that are constrained and where the design speed will be reduced to 70km/h. This variation between speed environment and the design speed for individual curves is within the allowable range recommended by Austroads and complies with normal road design practice.

Sight distances will be improved as a consequence of pavement widening. However in some situations the extent of improvement is insufficient to achieve the sight distances suggested in the Austroads guidelines. This is acceptable under the Draft Hierarchy Targets (Revision 2) for category 4 and 5 roads. In accordance with normal practice warning signs shall be provided in compliance with Australian Standards where sight distances do not achieve the Austroad guidelines

Drawings

The drawings submitted to the Committee for the section from Huon Highway to Canes Road are preliminary and may be subject to change as final design details are prepared. Drawings for the section from Canes Road to Judbury are not necessary as this only requires new traffic facilities to be installed.

Environmental Impacts

Vegetation

A copy of the "Botanical Survey and Fauna Habitat Assessment" prepared by Mr Andrew North of North Barker & Associates in August 2002, was submitted to the Committee. This report covers only as far as Canes Road. From Canes Road to Judbury the works will not extend beyond shoulders except for the installation of warning signs.

Based on the report, the road has been widened on one side only, where possible, to avoid areas designated in the report as threatened, or having significant value.

Table 1 shows locations and types of vegetation to be removed:

Table 1 Vegetation to be Removed

Chainage	Side of Road	Type of Tree	Area to be Removed
20 – 660	Left	Shrubby <i>E. obliqua</i> (Stringybark)	1,200 m2
1030	Right	<i>Juncus amabilis</i> (gentle rush)	11 plants
1070	Right	<i>Juncus amabilis</i> (gentle rush)	20-50 plants
2360 - 2470	Left	<i>Rytidosperma procerum</i> (Tall Wallaby Grass)	10-20 plants
4720 - 4840	Left	Shrubby <i>E. obliqua</i> (Stringybark)	10 plants
5320	Left	<i>E. viminalis</i> (White Gum)	4 plants
5140 - 5640	Left	Shrubby <i>E. obliqua</i> (Stringybark)	2,600 m2
6120	Left	<i>Juncus amabilis</i> (gentle rush)	5 plants
6610	Left	<i>Juncus amabilis</i> (gentle rush)	1 plant
7260	Left	<i>Juncus amabilis</i> (gentle rush)	4 plants

9140	Left	Shrubby <i>obliqua</i> (Stringybark)	E. 4 plants
10130	Left	Shrubby <i>obliqua</i> (Stringybark)	E. 4 plants

It is noted that *Juncus amabilis* and *Rytidosperma procerum* are both threatened flora species as identified in the Threatened Species Protection Act 1995. A letter was sent to the Threatened Species Unit requesting permission to disturb these areas. The Threatened Species Unit has yet to respond.

Aboriginal Cultural Heritage Assessment

The Aboriginal Cultural Heritage Assessment report prepared by Mr Steve Stanton, Aboriginal Heritage Consultant, July 2002, was included in the submission to the Committee. This report covers only as far as Cane Road. From Cane Road to Judbury the works will not extend beyond shoulders except for the installation of warning signs.

The report indicates there were no Aboriginal Cultural Heritage issues at this site.

Historic Heritage Assessment

The Historic Heritage Assessment reports prepared by Austral Archaeology, September 2002 and June 2003 covering from the Huon Highway to Canes Road are included as Appendix D of the DIER submission. From Canes road to Judbury the works are wholly contained within the existing pavement and there was no need to carry out an assessment.

The reports highlight several structures which, although not heritage listed, are of heritage significance to the area and thus should be avoided and disturbance minimised. The design presented avoids direct disturbance of all these sites.

Water Quality

Potential impacts on water quality as a result of the proposed works could include increased turbidity from run-off of eroded soils, accidental oil and fuel spills.

Preventative measures will be employed including the installation of silt stop fences and sediment traps to control run-off from exposed earthworks.

The control of fuel storage and avoiding refuelling operations near water bodies and watercourses will reduce the potential for accidental fuel spills during the construction period. In the event of accidental spills, or burst hoses, oil absorbent materials will be retained on site and used for immediate

cleaning up of any spills. Any contaminated soils will be cleared and removed from site for proper disposal at a licensed facility.

Air Quality

The key air quality issues are expected to be dust and exhaust emissions from plant and equipment. Also, spray drift of chemical herbicide application could affect sensitive plants and residences in adjacent areas.

The Contractor will be required to manage airborne particles such as dust by watering of stockpiles, exposed earthworks areas and unsealed pavement.

The use of chemical sprays for weed control is to be restricted to licensed operators. Application of chemicals using approved practices will avoid overspray and chemical drift, and will be carried out in accordance with Department of Primary Industry, Water and Environment guidelines.

General Construction Impacts

The presence of construction equipment and the works is likely to cause some minor delays to traffic and minor impacts on the environment. These include waste and litter control, construction noise, interference with property accesses, stockpiling of materials, minor oil and fuel spills, etc. The Department's General Specifications and Standard Specifications for Road and Bridge Works outline standard control measures for its contractors. These will be routinely monitored throughout the construction period to ensure compliance with the specifications.

Property Acquisition

Approximately 29 properties will be affected by acquisition to enable the project to proceed. In most cases this involves no more than a one to two metre wide strip along the front boundary of the property.

Public Consultation

General

Considerable consultation has occurred since the inception of this project. This has included:

- Routine communications with the local community group "Fix The Glen Huon Main Road Committee".
- Routine communications with the "Huon Resource Development Group".
- Consultation with Huon Valley Council representatives.
- Direct discussions with property owners whose land must be acquired, fences need to be relocated or front yards/accesses are affected.
- A public display of the plans for the first 4.2km at the Glen Huon Community Hall on the evening of Thursday 14 November 2002 and the morning of Saturday 16 November 2002.

Consultation with the Fix The Glen Huon Main Road Committee, the Huon Resource Development Group and the Huon Valley Council included the following:

- A meeting held 6 May 2003 to obtain community acceptance of the scope of works achievable within the approved budget.
- A workshop held 23 May 2003 to determine the community priority of the improvement opportunities not included in this project at this stage due to budgetary constraints.
- A development application for the first 4.2km, as far as the Huon Cemetery, was lodged with Huon Valley Council on 20 November 2002. Council has issued a planning permit for these works. A second development application for the remainder of the project will be submitted shortly. This will provide further opportunity for interested parties to comment on this project.
- A second public display covering the remainder of the project is planned.

The feedback has generally been positive to the widening of the road with most parties looking forward to it. In some cases property owners have expressed a will to give their land to the Department in order to see it upgraded and made safer. Most property owners have shown an acceptance of their land being acquired in order to see the road upgraded and made safer.

Concern has been expressed that the project does not include vertical and horizontal alignment improvement and does not continue through to Judbury. This will be only partly addressed by the inclusion of the Horseshoe Bend re-alignment and delineation work through to Judbury.

Community Acceptance of Project

DIER facilitated a meeting on 6 May 2003 involving representatives of the Fix The Glen Huon Main Road Committee, the Huon Resource Development Group and the Huon Valley Council. The objective of the workshop was to ensure acceptance/agreement of the proposed scope of works. This was achieved. The scope not only addressed the base project but also included several projects for which additional funding now totalling \$2.0M was provided. Table 2 shows the resultant scope of works that would make best use of the additional funding.

Table 2 Additional Scope of Works

Project/Activity	Estimated Cost (\$M))
Shape Correction/Heavy Patching	\$0.40
Sealing of Road Junctions and Property Accesses	\$0.15
Albury Road junction	\$0.45
Horseshoe Bend	\$0.80
Huon Highway junction	\$0.10

Parking at Glen Huon Primary School	\$0.10
TOTAL	\$2.00 M

Community Identified Projects

Through extensive community consultation a list of projects for Glen Huon Main Road has been identified. Some projects have been included in the proposed works. The community has been assured that presently unfunded projects which have been identified by the community will be considered for inclusion in future works programs.

The objective of the workshop held 23 May 2003 was to determine the community's priority for each of these projects. The highest priority project was the Pitt's Hill Deviation whilst the next highest was improvements to the Judbury Road junction.

Engineering estimates have been produced for the main "base" project as well as for each safety project. The approved scope of works for the current project has been based on these. However, it is possible that the tender prices received for the works may be less than the engineering estimates. A commitment has been made that if this case eventuates then the remaining funds will be used to undertake additional safety projects on Glen Huon Main Road. The community will once again be consulted before proceeding with additional works.

Costing

The estimate for the current project scope is \$6.2M. In addition it is expected that the maintenance contractor will allocate funds for the project. The initial indicative contribution was of the order of \$3.8M. The quantum of this component is subject to negotiation between DIER and the contractor.

The State Government expect to fund the project as follows:

YEAR	02/03	03/04	04/05	05/06
ALLOCATION	\$0.327M	\$1.04M	\$3.95M	\$0.883M

Construction Timing

Assuming all approvals are issued in a timely manner, construction is expected to commence in March 2004. It is expected that the entire project will be completed by June 2005.

EVIDENCE

The Committee commenced its inquiry on Wednesday, 22 January 2003 with an inspection of the site of the proposed works. During the course of the inquiry, the following witnesses appeared before the Committee, made the Statutory Declaration and were examined in public:-

- Peter Todd, Manager, Asset Management, Department of Infrastructure, Energy and Resources;
- Stuart Hughson, Design Engineer, Sinclair Knight Merz
- Robert Armstrong, Mayor, Huon Valley Council;
- Phil Cantillon, Manager, Road Programs, Department of Infrastructure, Energy and Resources;
- Derek Pearce, Project Manager, Department of Infrastructure, Energy and Resources;
- Robert Sykes, Design Consultant, Sinclair Knight Merz;
- Geoffrey Cockerill, General Manager, Huon Valley Council;
- Alan Duggan, President, Huon Resource Development Group;
- Allan Ashbarry, Research Officer, Timber Communities of Australia;
- Neville Bennett, Glen Huon Road resident and member of Huon Resource Development Group;
- Harry Roberts, Glen Huon Road resident;
- Rick Watson, Saw-miller, Glen Huon Road;
- Bob Gordon, General Manager, Marketing, Forestry Tasmania;
- Steve Davis, District Manager Huon, Forestry Tasmania;
- Garry Yost, Chairman, Fix the Glen Huon Road Committee; and
- Robert Menzie, Deputy Chair, Fix the Glen Huon Road Committee.

Overview

Mr Pearce provided the Committee with the following overview of the project, as amended:

... it's basically about addressing the major safety deficiencies on the road, which is really the width.

The broad concept of the project still remains the same inasmuch as we would propose upgrading the first 10.4 kilometres up the Canes Road. The reason we're doing that part is because that's the most heavily trafficked area and with the exception of one, all of the recorded traffic accidents have occurred in that section. Beyond Canes Road through to Judbury we propose doing delineation guidepost line marking and better signage. So most of the money is going into that 10.4 kilometres.

In addition to the widening, there are a number of other safety projects that have been implemented or included in projects since the committee first met. That includes sight distance

improvements at Alburys Road junction, a little deviation there of Alburys Road; improvements at Horseshoe Bend, which is a little reverse curved section with quite severe curves, the worst part of the alignment on the whole road; provision of bus stops throughout the job; modifications to the Huon Highway junction near the Huon River Bridge; provision of some parking facilities at the Glen Huon school to get the schoolchildren away from the road; and sealing of the shoulders.

What the project provides, as I said, is basically a wider road. At the moment the road is something like down to 5.2 metres wide. We're talking of providing a 6 metre minimum width of pavement plus 2.5 metre sealed shoulders plus 2.5 metre unsealed verges plus 1.5 metre table drains where required. All that adds up to a fairly big opening of the existing narrow road corridor.

Another aspect that the project is going to deliver would be the smoothing out of the road pavement. There is a lot of bumps, lack of uniform surface tread, so that's a key thing that the project would deliver. As I said earlier, improved delineation but not only on the Canes Road to Judbury section but over the entire length. There would be improved delineation with edge lines on each side of the road.

It's basically a widening of the existing road but with some improvements being offered to help get around some of the tighter curves. So we want to reuse the existing pavement there because the pavement material is an expensive bit to replace and there's an asset there lying in the ground which we need to use to keep the cost down.

The way that we can help get vehicles around some of these tighter curves is by providing the widening on the inside of the curves so in effect we improve the radius, increase the radius of the curve by giving the widening on the inside instead of putting it equally on both sides of the road. That's one thing. The second thing is that the original project provided for raising the existing surface so whatever misshape was in the existing surface was going to be duplicated.

What we've got now is a project that on these curves we'll apply the correct super elevation. By super elevation I mean across the road and having the correct slope on that will help vehicles get around the curves a lot easier than they are at the moment.

The third key area is increasing the skid resistance as a result of resealing the road. That will have another major impact on the ability of cars to get around tight curves.

So the basic outcome of the whole project is going to be improved safety for all the road users. There will be some long-term maintenance savings - by long-term I mean 10 or 15 years' time span; not in the next few years - and improved serviceability and the reduction of vehicle wear as a result of having a smoother road surface. So that is, very quickly, what the project is aiming to deliver.

Departmental activity since the initial consideration of the project

Mr Pearce made the following submission to the Committee in relation to the activity of DIER since the initial consideration of the project by the Committee:

... The things that we have been doing since the committee last met, the Department appealed against the development application that was approved by council for the first 4 kilometres of the road. There were some conditions in there that the Government found it could not accept and that appeal went before the RPDC and subsequently, conditions were either modified or removed and a revised development application has since been issued for the first 4 kilometres.

Another key thing that we did was, about the time of the last hearing in March or May sometime, there was another \$2 million allocated to the job for safety works. We scratched our head on the best way to allocate that. We thought what is the best value that we could get out of that \$2 million. The department came up with what it perceived as being the best way of spending that money and we convened a meeting that comprised a lot of these representatives here, representatives of the Fix the Glen Huon Road Committee, the Huon Resource Development Group, and the council. Through that process everybody agreed that the list of priorities that was in this report for the extra \$2 million was the best way and would have the best impact on improving safety if they were allocated to those tasks. That was one meeting that we had that focused on the best way to spend the money that we had.

We then had a second meeting with the same groups. The community had identified a number of unfunded projects and we wanted to try to get a prioritisation out of those unfunded projects - which ones were deemed to be the most important - for two reasons. The first is, if our estimates were going to be too high, once the tenders came in, if there was a little bit of money left over we could allocate it to roads that have a higher priority. Alternatively, it gave the department some indication of which were possible projects for future roads programs. So while that list is there and we recognise there is a desire from some members of the community for some of those projects to be implemented, there is a restriction of just how far the funds will go. But we think

we have achieved a reasonable balance in picking up some of those projects, incorporating them into the job, as opposed to the ones that we cannot.

The other key thing that has happened is, once we started to put the numbers to the pavement design, the strength of the road pavement, gravel under the black stuff, it became very apparent that the maintenance treatment that was previously being considered just was not going to be sufficient to create a longstanding pavement. We would have had a smooth surface for a short time and it would have very quickly broken up. In looking at options there, we have decided that there are a number of sections as you go along the road - off the top of my head, about half a dozen or so - where we are going to have to dig out the whole pavement and replace it totally. That also involves provision of subsoil drains and fixing up the drainage of the subsurface. All that work has added up to about another \$1 million. The Government's view was that it was necessary and they paid another \$1 million into the budget for the job.

Sites added to the project

Mr Pearce detailed the sites added to the project as a result of the increase in funding for the project:

The first is the school car park. As I said earlier, the purpose of the school car park - this is Glen Huon school - as you go along the road we're providing bus bays to make it safer for the kids to get on the buses. We just want to make it safe for kids to get off the buses and get as many kids off the road into the adjoining area. Immediately to the east of the car park it was proposed to build a new sealed car park. That will cater for school buses, some permanent day parking and a casual drop-off point for parents.

The second one ... is what is commonly termed Horseshoe Bend. Horseshoe Bend is a very severe little wiggle in the middle of the job. It's got three back-to-back curves of a radius of about 100 metres or something less which is right on the minimum.

The thing that makes this such an awkward site is the fact that the curves are really back-to-back and coincident and really there is very little chance for driver recovery from error. So it's proposed to deviate and provide a new section of road over that deviation. It's about 300 metres of new road that was going there. We increased the curved radius by about a 40 per cent improvement and we'll improve the sight distance by 125 per cent or something, so we can achieve some fairly significant improvements there.

... The next one is Alburys Road ... the problem ... is lack of sight from the junction. It's around this tight horizontal curve or moderately tight horizontal curve and the objective that we've had here is to improve the sight distance so that people coming in and out of Alburys Road are seen by the through traffic.

We looked at two options. The first was to reduce the severity of the corner, which is the top option, option one, and the second option, which is the favoured option, looked at realigning Alburys Road further towards the west.

The second option is favoured because from memory, off the top of my head, it was about 30 per cent better sight distance and about 15 per cent lower cost. So we got a better product for less money.

The next one we picked up is improvements at the Huon Highway junction up near the bridge. There are supposed to be two aspects to this improvement. The first is large vehicles coming out of Glen Huon Road and turning left to go across the Huon River Bridge were hitting the kerb line on the inside, on the left-hand side. From a vehicle operators' point of view, they kept blowing out tyres. From a road safety point of view, it tended to push them out into the opposing lane on the bridge. The first part of this improvement is to make that turn a lot easier, provide a lot more width, so we improve that turn.

The second part of this junction is, at the moment coming from the south up the Huon Highway there is a very quick exit lane that heads off towards Glen Huon and that is very much old treatments from a traffic engineering point of view but there are a number of safety issues with it. It does not cater for pedestrians very well. There is an access just down the road that encourages high speed to approach that access that has less than desirable sight distance. There is also an access into a little service road where the delineation is not all that clear and it is complicated by this existing quick exit. There is also an awkward give-way situation there. So our proposal is to close that very quick exit and provide for a slower left turn from the south.

The other major things that have changed, as I said earlier, is the shape correction on the curves, the correction of the super elevation, sealing of the shoulders and the pavement replacement that I touched on earlier. So they are the main things that have been added to the job since we last met.

Environmental reports

Mr Sykes made the following submission in relation to the environmental considerations of the project:

As you are aware, we had botanical reports done in August 2002 by subconsultant North Barker and Associates. They identified that there were no threatened flora under the Environmental Protection and Biodiversity Conservation Act which were affected by the works.

They did, however, identify three threatened plant species that are listed under the Tasmanian Threatened Species Protection Act which were potentially impacted by the works and also there was a comment to say that there are occasional remnant black gums within the road corridor and the black gums are habitat for the swift parrots which are a threatened species.

As the extra works became apparent and were included in the project, we commissioned North Barker and Associates to do another report which looked at the three areas that were identified as being desirable inclusions to the project - the Alburys Road junction, Horseshoe Bend and the Glen Huon car park, the school car park area. In those three areas Michael Barker identified one of the threatened plant species being the tall wallaby grass - I'm not quite sure what its scientific name is and I wouldn't know how to pronounce it anyway - as being present.

As a result of North Barker's reports, one of the steps that we will take following the committee's approval or hopefully when we get the approval for the project to proceed is to apply to the Threatened Species Unit of the Department of Primary Industries, Water and Environment to destroy non-strategic populations of the threatened species. The botanical reports have identified these plants as being present but the consultant is saying that they are not of strategic importance.

Other measures that have been recommended by the botanical subconsultant are fairly much normal road construction practice during this day and age as into minimised disturbance to native vegetation particularly in terms of creeks using silt mitigation measures during construction and also the Huon River itself. Obviously we don't want to be impacting on the banks of the Huon River. Again purely from a cost point of view it's just not good sense to be pushing the road out into the river and also from an environmental impact point of view.

I guess from an Aboriginal cultural heritage point of view we've again had two reports done by consultant Steve Stanton. His reports indicate that there are no Aboriginal cultural heritage concerns associated with the site of the works but, again, he makes some recommendations as to potential treatment if artefacts are discovered and of course they're fairly normal practice as well.

European cultural heritage assessment. Reports were also prepared by Austral Archaeology. Again, two phases because of the two stages of the project.

Their first report identified that there were no historic places on either the Register of the National Estate or the Tasmanian Heritage Register within the area of the works. However, he did find a couple of significant structures, one being a stone foundation which is about 1.5 kilometres into the job and a concrete mile post which, again, he recommended had some significance and should be treated as though they may be eventually listed.

His second report covered the last 6 kilometres of the job from 4.2 up to Canes Road and also the areas of safety improvement works. Again, no places on the national register. He did identify a couple of places that are listed on the Tasmanian Heritage Register and made some recommendations in terms of managing vibration impacts, dust impacts and other things which will be written into the project specification during the construction. Also, another concrete mile post. So there are a couple of concrete mile posts and a foundation of a structure within the scope of works.

Order of works

The Committee questioned the witnesses as to the proposed order of works. The witnesses responded:

MR CANTILLON - *I suppose the game plan is that on receipt of parliamentary approval we would progress the project as rapidly as we could and we would possibly undertake two fronts, one front for the main works and another front for picking up some of the high priority work such as Alburys Road and the Huon Highway junction et cetera.*

In terms of the rollout of the works, because we're not going to be able to physically start potentially until March, although we're trying to bring it forward if we can, March of next year, there will be other things that happen in advance of that such as the power pole relocations et cetera so there will be things that occur very quickly. But in terms of the main front of the works it will be in the order of March.

Because of the winter through that period or starting after that there'll be a number of things that they can do straightaway, there'll be a number of things that they slow down on through the winter, there will be a number of things that come spring they will launch back into again. We aim to try to have the works

completed by about March 2005. So it's essentially to give them a full summer.

In terms of which section starts first, at this stage we can't say exactly because that's subject to the negotiations with the contractor in terms of what he believes to be the optimum programming for the works. But given the fact that we currently have a planning scheme amendment and if there's an opportunity to advance that work for that first section, it is possible that he could start at that end first up.

Mr PEARCE - *What we are talking about is two agreements. The first is an agreement to the strengthening and widening of the existing road. The second would be a second tender that is put out to open tender for the construction of those bits that can be done independent from the existing pavement, which would include Alburys Road, Horseshoe Bend, the school car park, the Huon Highway junction. So two separate things. Within each of those we would not necessarily dictate to the contractor what section he should build first. He is far more efficient at determining the construction sequence than we might be and it would be folly for us to dictate that to him.*

Mr CANTILLON - *Suffice to say though they give him a window to construct it which will set a time parameter for him; that he has to complete it within a certain time frame. That window will commence in 2003-04 for Alburys Road and the Huon Highway junction.*

Mr PEARCE - *The other thing that I would like to say to you is that we will not allow the contractor to open up the entire length of the road at one go. They will need to finish it off in some sections because we do not want to cause too much disruption to the locals by having a long section opened at one go. So they are the sorts of things that we will put in the controls, which bits get built. But we are not going to be prescriptive and say, 'Build this bit first and that bit second'.*

Fix the Glen Huon Road Committee

Mr Yost made the following submission to the Committee on behalf of the Fix the Glen Huon Road Committee:

... our committee, which is the community committee elected by the community of Glen Huon, is very happy with what we're seeing in terms of the road. The design parameters have changed significantly from the 5 metre road which Mr Lennon originally committed to, which is all fantastic.

When we originally approached the Deputy Premier and the Treasurer we did give them a very detailed application for the reconstruction of the road of \$7.2 million. That \$7.2 million did include the Pitts Hill straightening area, the deviation. So from our perspective, if you take that \$700 000 out, the \$6.2 million is getting pretty close to what we thought it was going to cost to build the road.

We still have a very strong concern about the vertical alignment on the road, particularly what we call the rollercoaster bits. Obviously with the widening of the road and the horizontal alignment, visibility and all those things will be much, much greatly improved but there is still this rollercoaster aspect where some cutting and some filling which is not overly expensive given that a lot of the road surface is going to be dug up and replaced in any case through this extra \$1 million, it may still be possible for DIER and the contractor to address that.

The biggest concern after that is the start date. We've had to date the three different programs. We have had three different start dates. We have had various numbers of commitments and it is frustrating from the community point of view that there is still essentially \$400 000-odd being spent, as I understand it to date, when we have not struck a blow in terms of physical work out there on the road. So the March, maybe even April start date is a concern to us and I have spent quite some time with Derek, going through the program and understanding all of those processes. So obviously we appreciate you guys coming back here today and trying to expedite this end of it because this is what is paramount. But it would be very advantageous, I think, if it was possible for DIER to take the second contract works which is, as we understand, the Huon Highway at the bridge, Alburys corner, Horseshoe Bend and the school. They are being conducted under a separate contract and what we would like to see is that if that work was brought forward and maybe tagged onto the back of the Aurora pole realignments, that type of thing, so that work was done this summer and obviously with the school, if that was done during the school holidays, that would be a big advantage. But the idea would be that if that work was done, not only would we know that there was a commitment and we were getting on with it but then the main contract with CSR Emolium or whatever their new name is, they then would marry into those pieces and I think that generally the dangerous bits would be addressed straightaway. We would be really seeing the whole thing happening and although there are additional administration costs with a second contract, given that they are all at the same site, same area, same project manager, they look to be able to be limited to some extent.

Procurement

In light of evidence from Mr Yost regarding the potential staging of the works, the Committee questioned the witnesses regarding the procurement strategy. Mr Cantillon submitted:

Essentially we have been negotiating with EMS as the long-term maintenance contractor for a base package of work which is the widening and strengthening over the length and the delineation works throughout the entire project work. Then there is a package of works that were referred to by Garry, Alburys Road, Horseshoe Bend and related works that we will be undertaking or pursuing under a competitive tender situation with the broader construction industry and the intent is to roll out those two packages of work at the same time. If we look at it from when the approval were to come through, the way the works would roll out, is we would undertake - we have a development application for the first section, bar the Alburys Road junction which we have to pick up. We would undertake the power pole relocations as soon as we can get them undertaken. We have already had discussions with them in that regard. Concurrently while we are doing that, we are developing the specifications for the negotiations with the long-term maintenance contractor. Those things will occur and an undertaking in the price negotiations, all prior to Christmas. Then concurrently we are seeking a development application for the second section. We are negotiating for the power pole relocations on the second section and developing a specification and competitively tendering that second package of works.

... Conservatively I would say that we are not going to be out there until March in terms of physically undertaking the works but we will do our best to endeavour to be out there beforehand. The reason I am giving a conservative view is the fact that the power pole relocations do take a number of weeks to be undertaken and we need to have a clear sight for the contractor to go out there. The survey is done, the design is done effectively; it is really just a case of getting the power pole relocations and then organising a time, in terms of the long-term maintenance contractor for the widening and strengthening, for him to get out there. What we are saying is that with Christmas in there, probably with other commitments that he has on his plate at this stage, the indication we are getting is it probably would not be until the February-March window. But we will be pushing that as hard as we can through the negotiations.

In terms of the competitive tendering package of works, which is the other one you have raised, necessarily, with the procurement side of it, again it would probably be about the March period. But effectively, what we want to do is to find out where the long-term maintenance contractor would be concentrating his efforts and where he's not would be where the other contractor would be working. What we don't want to do is necessarily have two

contractors trying to scramble together on the one site at the one time. So we need to be very mindful of that.

Essentially I'd expect that we'll have both groups of workers there from about March at the latest.

Candidate Projects List

The Committee questioned the witnesses as to those areas of community concern that have not been accommodated within the scope of the project, and have been detailed by the Department on the 'Candidate Projects List'. The Committee requested the detail of the list and each item's estimated cost. The witnesses responded:

Mr PEARCE - *These priorities were based on the community's view to telling the department what they perceive as being important. It doesn't necessarily reflect the department's considerations at this time. The department hasn't prioritised these. This reflects the outcome of this community workshop that we had.*

Mr YOST - *The highest priority was Pitts Hill deviation.*

Mrs NAPIER - *This is about \$700 000?*

Mr YOST - *Yes. Number two was upgrade of the Judbury Road junction.*

Mrs NAPIER - *Do we have a rough figure on that?*

Mr YOST - *I don't have that to hand. I don't think we do have that to hand because it was a project that was identified during this workshop.*

Mrs NAPIER - *Low cost price relatively?*

Mr CANTILLON - *\$50 000 to \$100 000 or more, depending on scope.*

Mrs NAPIER - *I accept that they're guesstimates.*

Mr PEARCE - *The third priority was Cane's Road junction.*

Mrs NAPIER - *Roughly?*

Mr CANTILLON - *Say \$70 000 to \$100 000.*

Mr PEARCE - *Fourth was upgrading the pavement from Canes Road to Judbury.*

Mr CANTILLON - It could be up as high as \$1.5 million.

Mr PEARCE - Equal five was the Golf Club Road entrance and the parking at the mill.

Mr CANTILLON - About \$100 000 to \$140 000.

Mrs NAPIER - Both of those projects?

Mr PEARCE - Those projects are combined.

Mr SYKES - That was the rollercoaster.

Mrs NAPIER - You said \$100 000?

Mr CANTILLON - For Golf Club Road and the mill about \$50 000. Parking at the mill entrance.

Mr PEARCE - Also equal five was the squaring up of Watsons Road and closing of Park Lane Road.

Mr CANTILLON - That's in the order of \$150 000 to \$180 000.

Mr PEARCE - Number six was the Quarry Road deviation.

Mr CANTILLON - In the order of \$200 000.

Mr PEARCE - Number seven was realignment of the corner east of Alburys Road.

Mrs NAPIER - Haven't got a price?

Mr CANTILLON - No.

Mr PEARCE - Number eight was the Clancy Woolley Transport entrance.

Mr CANTILLON - It's in the order of \$80 000 to \$120 000.

Mr PEARCE - Then equal nine were five projects. Bermuda Road junction -

Mr CANTILLON - Which is \$110 000 to \$140 000.

Mr PEARCE - The Glen Huon Hall entrance.

Mr CANTILLON - In the order of \$200 000 to \$220 000.

Mr PEARCE - Menzie's rollercoaster.

Mr CANTILLON - Up to \$0.5 million.

Mr PEARCE - Mushroom farm entrance.

Mr CANTILLON - In the order of \$300 000 to \$320 000.

Mrs NAPIER - So they are the community listings of priority.

Mr CANTILLON - And that is costed based on the scope that has been reported to us as what is required.

Mr DUGGAN - Mr Chairman, the only one that I have missed would be east of Alburys Road costing.

Mr PEARCE - I don't think we actually had a costing on that one, Alan, because that was a project that came out during the workshop and we hadn't really done any preparation work for it and following on from the workshop, as it wasn't part of the current project we haven't allocated any time to refining that at this stage.

Value of the project

The Committee questioned the witnesses as to the evolution of the scope of the project and its cost from the original reference valued at \$3 million to the second reference of \$6.2 million, in particular, the value of the works to be undertaken by the maintenance contractor in addition to the work specified within the project itself. Mr Cantillon responded:

... If I could probably just explain the evolution of it as well, it may assist. We had originally a \$3.2 million project. Along the way there was an additional \$2 million that was announced by the Deputy Premier. That \$2 million was fundamentally for the additional safety projects. Representations had been made by the community at that time. That deployment of that expenditure is indicated under section 8.2 of the report. So that countenances Albury Road, Horseshoe Bend, the junction, et cetera. We also realised that through further project development, particularly on realisation of the technical conditions there, that the paving condition is a lot worse than was first anticipated. So when we had the bore log results, et cetera, we were able to establish that to achieve the original objective of the widening and strengthening of the road was clearly going to cost in excess of the original \$3.2 million that was allocated, if we were to try to achieve that same scope. On that realisation there was an additional \$1 million that was available essentially to contribute to that task, to ensure that we achieved that task. The long-term maintenance contract obligations are of a maintenance nature. The report contemplates a project that is really about widening and strengthening the road which is over and above what his fundamental task is.

I suppose along the way in terms of the definition of the project cost for Alburys Road and Horseshoe Bend, some of these sites, there had been a lot of discussion with them. We did start talking with groups like Fix the Glen Huon Main Road Committee quite some time back or it might have been a case when someone is talking to the local community. People talk about Alburys Road and Horseshoe Bend and so we started to gather intelligence on those projects from an early point and given that surveyors might have been out there, our ideas and our concepts and our thoughts on the treatments that were required probably developed a lot sooner and so our costings developed a lot sooner. But if we are talking about projects like Menzie's rollercoaster and things of that nature, we have not considered the actual scope requirement for those projects. What has happened is we have gone through almost like a value management study exercise with the various groups to work out what are their priorities and what they see is important for those projects and we have documented that, we have prioritised that. We obviously have to overlay on that the department's requirements in terms of what we need to meet in terms of necessary safety treatments et cetera and things of that nature. And they may have a cost impact, they may reduce it, they may increase it. So the costings that we read out before are obviously on that basis, more an indication and remain an indication because we have not done any works. We have not done any survey for those areas beyond the fundamental widening and strengthening. The deviation, for example, Pitts Hill deviation, by its name, goes off the road, and we have not done any survey there to work out what is required, any bore log requirements. But some of the other ones we had a little more intelligence a little bit earlier that enabled us to zero in on what the costs would be.

... By virtue of the name the maintenance function, the contractor's obligations will be maintaining it, maintaining certain ride in roughness outcomes for the road. Those outcomes will contribute in cost to achieving - in other words, they will mitigate potentially some of the ultimate costs for the project but our best estimates are that that will be an indication of what the Government's costs will be towards the project.

In terms of the pricing negotiations, the next phase that we undertake after going through the Parliamentary Standing Committee on receipt of its approval would be to undertake those price negotiations to see what value we can drive into the process. Our negotiations will be to do that collaboratively, constructively, transparently in a commercial-in-confidence environment with them but to ensure that we can derive as much value from their contribution towards the project.

The examination continued:

CHAIR - What then do you see as the maintenance contractor's role in the project to Canes Road from the Huonville Bridge right now in this project?

Mr CANTILLON - That scope is for the widening. The work he will undertake as part of the project is for the widening and also for the strengthening work.

CHAIR - But I thought I heard you earlier suggest to the committee that strengthening and widening are functions not of his responsibility.

Mr CANTILLON - No, the \$6.2 million will contribute towards - essentially he will be providing a certain scope within it. Now because we are exceeding that scope to achieve a widening and a strengthening, obviously the Government will be contributing towards that and that will be in our price negotiations. Our aim will be to, I suppose, increase his scope and cost contribution towards the project as much as we can and to achieve best value for the project.

CHAIR - So back to an earlier comment from me that when we set out on this project in January this year, part of your submission was that the maintenance contractor would contribute around \$3.8 million. That is not going to be the case. That is really what we are hearing, aren't we?

Mr CANTILLON - We haven't entered the price negotiations yet. What we need to do is to enter those price negotiations on receiving this approval. He will be provided with documentation, firm documentation and specifications and schedules designed to review and to price and then we will know at that point what the cost apportionment would be. At the moment he hasn't priced anything and we would enter into these price negotiations following the approval of the committee.

CHAIR - So there's a whole heap of realignment, there's kerbs and channels being built, there's acquisition of land in some places and if you take away the \$2 million which is sitting there, there is \$4.2 million of work being undertaken as part of all of that process. I just still struggle to understand why we are not looking at a \$10 million project here and if we were, everything that I reckon concerns the community could be attended to.

Mr CANTILLON - At the end of the day we'll rely on how much value we can drive into the project through these negotiations. Our objective is to drive as much of his scope, to extend as much of his scope to the project and if that realises savings in the project we would then apply those savings to undertaking as many works as we could from the candidate projects list.

CHAIR - Phil, you have mentioned accountability and transparency and all that that embraces, I would be less than transparent and open if I didn't suggest to you that I am somewhat sceptical and cynical about the whole process which we are embarking upon when I cast my mind back to January this year when this committee - and I think it does bear saying - it is important for this committee to communicate to your department that the committee was presented with a very, very deficient proposal, and that needs to be said and the committee expressed then its concern about where the project was heading. It had not even taken account of the impact of Southwood traffic. We understand that this probably takes account of Southwood traffic, but again I say clearly, in an open and transparent way, that I am very sceptical about where we are heading here. I suspect we will see the expenditure of \$6.2 million and that will be it. And nothing of what you have said so far pacifies my mind in relation to that at all. If I was a punter, I would be suggesting to you and probably seeking a response from you to satisfy my mind that more than \$6.2 million will be spent on this project. I suspect it will not be.

Mr CANTILLON - It is the intent of the negotiations with the contractor to drive as much contribution from him, recognising the fundamental scope that he is required to deliver in terms of maintaining Glen Huon Main Road as part of his broader obligations for the entire southern contract. So a key emphasis for those negotiations will be to drive that value and in driving that value, recognise project savings, as I said, that can be allocated to any further projects where possible. There has been a lot of thought that has gone into the current referral and it is our best intentions that we can deliver everything that is communicated in that.

Huon Resource Development Group

Mr Duggan made the following submission on behalf of the Huon Resource Development Group:

There are one or two things that need to be said. At the end of the day we have a project that is underfunded. It was no surprise to us to find that when the department did do their investigative work they found that the road was in poorer condition than they thought. I can assure you, we did not think that right from the start. We believed that the road was well and truly worn out; it has well and truly served Glen Huon more than enough. It is to the State of Tasmania's discredit that the road has deteriorated to the extent it has for this length of time. So we start off from a very poor base. The input of the minister in suggesting we alleviate that problem by taking the road pavement from 5 metres to 6 metres wasn't satisfactory either, no matter what we were going to do. People

can argue about category 5 or category 4 roads, but that is the state of the situation. At the end of the day, we feel that it has been underfunded, even now. It is just like wearing a tight pair of boots; we are going to have them for the rest of our lives. Even though we leave aside the candidate projects that may be done - and I know we went through a process of prioritising what we see as being done - the two areas of vertical alignment we see as extremely dangerous, the situation of the new location of Alburys Road means that you can see a distance to the Golf Club Road really, but it is the dip the other side that is a problem. That is the difficulty. We are making a situation where we are fixing one problem and leaving a potential for a dangerous situation without dealing with the dip immediately past the Glen Huon Road going west.

Exactly the same thing - we had a figure of \$800 000 to rebuild Horseshoe Bend. That may be reasonable or otherwise. It is to remove a shed, acquire some land and rebuild a very dangerous section of road. A distance of about 300 metres had to be reconstructed and that is \$800 000, yet immediately we go to look at one section of vertical alignments, we are talking about a figure of \$380 000. Those figures are just not practical; there is no way in the world that you couldn't fix some of those vertical alignments for less money.

Mr Chairman, in short, there is no-one more pleased than us to see that we are getting on with what we need to do and to fix the road but we are extremely concerned about some areas where we still believe the vertical alignment has not been attended to and it is providing a much more dangerous situation. We are building a better road that traffic can travel faster on and we are leaving the dangerous situation of vertical alignment. We can put all the double lines we like on a section of road but there is nothing like having a line of sight that at least gives some control over what people do.

We also have one other problem that we might as well mention, Mr Chairman. We have tried unsuccessfully to have the department look seriously at leaving Alburys Road where it is and attending to a slight relocating or deviation of the road east of there. There are no figures put on it. We previously had a man tell us that it was going to cost an extraordinary amount of money because he needed to relocate a house and a shed. When that was eliminated, we were assured that this was the best budgeted price, by relocating the road rather than dealing with the deviation, by relocating the road just east of there. We find it still quite extraordinary that we will not tackle something that would leave us a sight distance, in our estimation, of 180 metres when it is only about 60 metres at the moment by dealing with it. That is extraordinary.

We do not wish to raise matters that should have been dealt with before and we are not trying to open up the debate again, Mr Chairman, but it would be less than honest of us if we did not nominate the areas still of grave concern. I have some sympathy with the Department because the more they looked, the more they found that the road was in need of reconstruction. The argument used before where the pavement was going to stay where it is and really strengthen the outside edges - and that becomes part of the contractor's responsibility - sounds fair and reasonable, when we find that that is not the case now because of the road as it is. I think, Mrs Napier, you made the point yesterday: it is all but there but it is not quite there. I know from our point of view we would much rather have seen whatever is going to be done, starting at Huonville towards Glen Huon, done in a better manner and done over a longer period of time and, at the end of day, achieve, in two or three years, to get a road at Judbury. We are trying to stretch the funds and we are leaving some difficult areas that still become dangerous areas in our book.

DOCUMENTS TAKEN INTO EVIDENCE

The following documents were taken into evidence and considered by the Committee:

- Glen Huon Main Road Huonville to Judbury Pavement Widening, Rehabilitation and Traffic Facilities Upgrade: Sinclair Knight Merz;
- Glen Huon Main Road Huonville to Judbury Pavement Widening, Rehabilitation and Traffic Facilities Upgrade, Amended Report: Sinclair Knight Merz;
- Copy of correspondence dated 7 March 2003 from the Deputy Premier, Hon Paul Lennon MHA to Mr Alan Duggan, President, Huon Resource Development Group entitled 'Re Glen Huon Road & Southwood Transport';
- Huon Valley Council – Submission dated 11 January 2003;
- Huon Resource Development Group – Submission dated 13 January 2003;
- H. A. Roberts – Submission dated 15 January 2003;
- Document entitled 'Present and future processing opportunities';
- Document entitled 'Attachment 9 – Traffic Route Timetable';
- Copy of an email sent 27 November 2002 from Deidre Smith to the Huon Valley Council entitled 'Glen Huon Road';
- Copy of a petition from Residents of Glen Huon Road to the Huon Council;
- Copy of correspondence dated 3.12.02 to The Manager, Environment & Developmental Services, Huon Valley Council from Lorraine Whelan, entitled 'Department of Infrastructure – Planning Permit to upgrade the Glen Huon Road';

- Copy of correspondence dated 4 December 2002 to The General Manager, Huon Valley Council from the Fix the Glen Huon Road Committee entitled 'Glen Huon Road Reconstruction';
- Copy of correspondence to the General Manager, Huonville Council (sic) from Paul and Emma Francis;
- Copy of an Agreement between Peter John and Shelley Dawn Pitt and Ronald George and Margaret Mary Perversi Brooks; and
- Copy of correspondence to whom it may concern from Chris and Michelle Emmett.

CONCLUSION AND RECOMMENDATION

The Glen Huon Road is a narrow sealed road with constrained horizontal and vertical alignments and a deficiency in traffic aids such as line marking, guide posts and signs. It acts as a local access route for abutting residential properties and some commercial premises. The road is subject to increasing traffic use including an anticipated increase in the number of trucks that transport products from the southern forests. The combination of trucks and the narrow pavement provides insufficient room for driver error.

The Committee is strongly of the view that, where savings and efficiencies are identified in negotiations with the contractor and in the course of the works, such savings ought be used in addressing the deficiencies of Pitts Hill deviation and the vertical realignment of Golf Club Road and the 'Menzie's rollercoaster'.

This proposal: to widen and improve delineation and signage on Glen Huon Main Road from Huon Highway to Canes Road; to undertake additional related safety projects from Huon Highway to Canes Road; and to improve delineation and signage on Glen Huon Main Road from Cane Road to Judbury to address the inherent safety deficiencies of this road, will significantly address safety deficiencies and enable the road to cater for increased growth in traffic.

Accordingly, the Committee recommends the project, in accordance with the plans and specifications submitted, at an estimated total cost of \$6,200,000.

**Parliament House
HOBART
4 December 2003**

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