



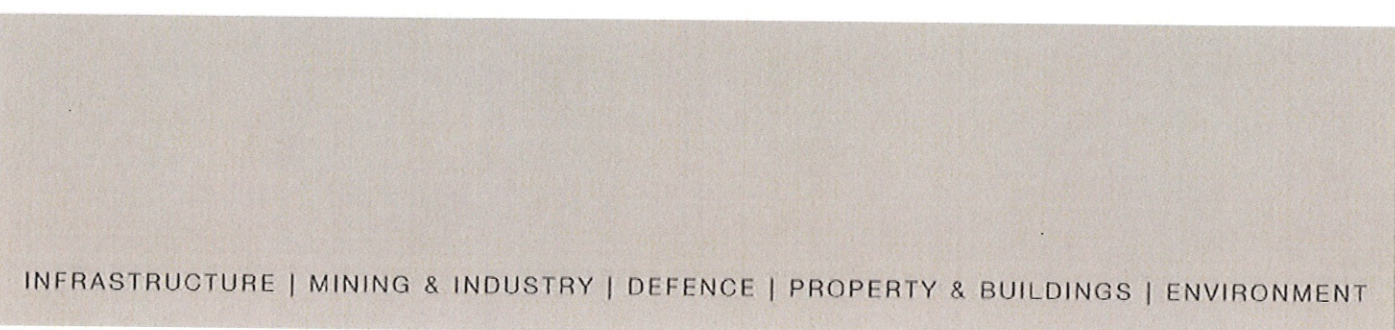
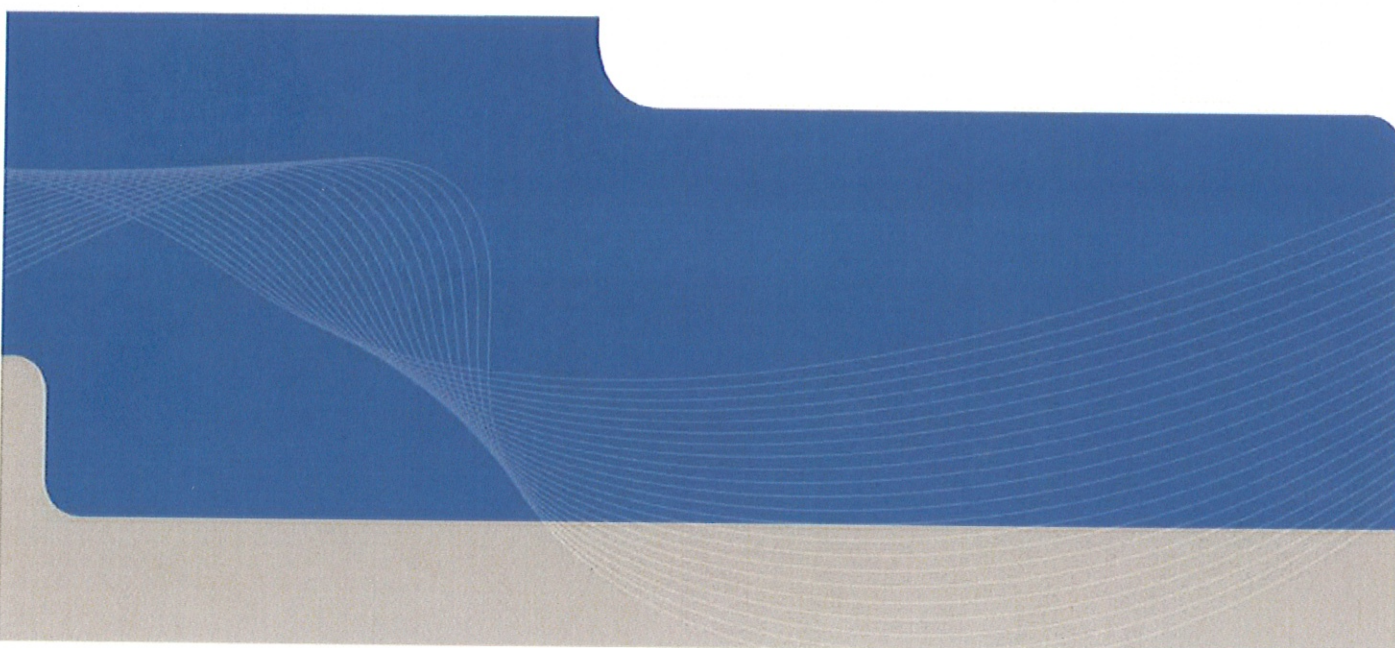
CLIENTS | PEOPLE | PERFORMANCE

**Department of
Infrastructure, Energy &
Resources**

Report for Midland Highway
South of Symmons Plains
Raceway to "Elsdon"

Submission to Parliamentary
Standing Committee on Public
Works

June 2012



INFRASTRUCTURE | MINING & INDUSTRY | DEFENCE | PROPERTY & BUILDINGS | ENVIRONMENT



This Submission to Parliamentary Standing Committee on Public Works ("Report"):

1. *has been prepared by GHD Pty Ltd ("GHD") for the Department of Infrastructure, Energy and Resources ("DIER");*
2. *may only be used and relied on by DIER;*
3. *must not be copied to, used by, or relied on by any person other than DIER without the prior written consent of GHD;*
4. *may only be used for the purpose of informing the Parliamentary Standing Committee on Public Works (and must not be used for any other purpose).*

GHD and its servants, employees and officers otherwise expressly disclaim responsibility to any person other than DIER arising from or in connection with this Report.

To the maximum extent permitted by law, all implied warranties and conditions in relation to the services provided by GHD and the Report are excluded unless they are expressly stated to apply in this Report.

The services undertaken by GHD in connection with preparing this Report:

- *were limited to those specifically detailed in the Project Agreement (1280-2-47) and subsequent written directions provided by DIER's Project Manager;*
- *did not include any services not specifically identified by DIER.*

The opinions, conclusions and any recommendations in this Report are based on assumptions made by GHD when undertaking services and preparing the Report ("Assumptions"), including (but not limited to):

- *those identified in the various Sections of the Report for Midland Highway, Symmons Plains 2 Plus 1 Preliminary Design*

GHD expressly disclaims responsibility for any error in, or omission from, this Report arising from or in connection with any of the Assumptions being incorrect.

Subject to the paragraphs in this section of the Report, the opinions, conclusions and any recommendations in this Report are based on conditions encountered and information reviewed at the time of preparation and may be relied for 6 months or until the design is further amended, after which time, GHD expressly disclaims responsibility for any error in, or omission from, this Report arising from or in connection with those opinions, conclusions and any recommendations.

GHD has prepared the preliminary cost estimate set out in Section 5 of this Report ("Cost Estimate"):

- *using information reasonably available to the GHD employee(s) who prepared this Report; and*
- *based on assumptions and judgments made by GHD, including historical rates provided by DIER and that a competitive market for the proposed construction work exists.*

The Cost Estimate has been prepared for the purpose of preliminary project budgeting and must not be used for any other purpose.

The Cost Estimate is a preliminary estimate only. Actual prices, costs and other variables may be different to those used to prepare the Cost Estimate and may change. Unless as otherwise specified in this Report, no detailed quotation has been obtained for actions identified in this Report. GHD does not represent, warrant or guarantee that the project can or will be undertaken at a cost which is the same or less than the Cost Estimate.

Where estimates of potential costs are provided with an indicated level of confidence, notwithstanding the conservatism of the level of confidence selected as the planning level, there remains a chance that the cost will be greater than the planning estimate, and any funding would not be adequate. The confidence level considered to be most appropriate for planning purposes will vary depending on the conservatism of the user and the nature of the project. The user should therefore select appropriate confidence levels to suit their particular risk profile.



GHD has prepared this Report on the basis of information provided by DIER, which GHD has not independently verified or checked ("Unverified Information") beyond the agreed scope of work.

GHD expressly disclaims responsibility in connection with the Unverified Information, including (but not limited to) errors in, or omissions from, the Report, which were caused or contributed to by errors in, or omissions from, the Unverified Information.



Contents

1.	Introduction	1
1.1	Background	1
1.2	Project Location	1
1.3	Project Objectives	2
1.4	Project Justification	2
2.	The Existing Situation	6
2.1	The Road	6
2.2	Traffic Conditions	6
2.3	Crashes	6
2.4	The Road Side	7
3.	The Project	8
3.1	Proposed Works	8
3.2	Road Cross Section	8
3.3	Specific Design Issues	9
4.	Construction Program and Costs	11
4.1	Construction Program	11
4.2	Costs	11
5.	Environmental and Social Implications	13
5.1	Environmental Issues	13
5.2	Public Consultation	14
5.3	Property Impacts	16
5.4	Service Authorities	17
6.	Conclusions and Recommendations	18



Table Index

Table 1	Traffic Data	6
Table 2	2 Plus 1 Design Elements	9
Table 3	Base Estimate	11
Table 4	Property Accesses	16
Table A1	Crash History 2007 - 2011	20
Table A2	Crash Types	21

Figure Index

Figure 1	Project Location	1
----------	------------------	---

Appendices

- A Crash Data
- B Drawings
- C Report on Responses



1. Introduction

1.1 Background

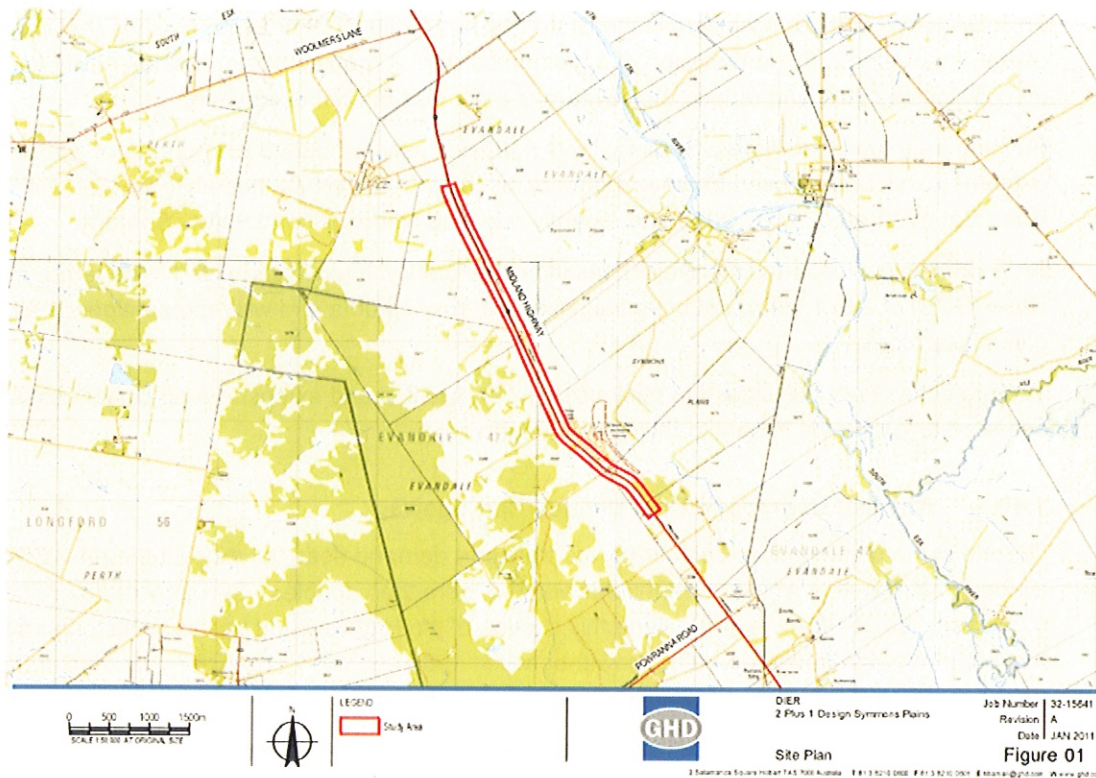
The section of the Midland Highway in the immediate vicinity of Symmons Plains Raceway is a single carriageway, with a single lane in each direction. The adjacent sections of the Highway, to both north and south, contain overtaking lanes with two lanes in each direction.

In June 2010 DIER's Manager Traffic Safety issued a Project Initiation Report (PIR) following investigations arising from the recent crash history in the area. The PIR and subsequent Project Brief were for the widening of the Midland Highway to accommodate three lanes and a narrow painted median containing a tensioned wire rope safety barrier to separate opposing traffic.

1.2 Project Location

This section of the Midland Highway (A0087) links Launceston to communities in the Northern Midlands and is part of the AusLink National Network linking Launceston and Hobart.

Figure 1 Project Location



The project site is part of DIER Road Link 85, which runs between the junctions of Powranna Road and Leighlands Secondary Road. The length of the link is 10.55km. The project extends link two sections of



four-lane carriageway either side of Symmons Plains Raceway between Link/Chainage 85/1.75 and Link/Chainage 85/6.4, a length of 4.65km. The project extents are shown in Figure 1.

1.3 Project Objectives

The project seeks to improve road safety by preventing head-on crashes and reducing the severity of loss of control crashes.

1.4 Project Justification

This project has eventuated due to an elevated casualty crash rate. The Department of Infrastructure, Energy and Resources (DIER) conducted a review of serious and fatal head-on crashes in Tasmania (March 2009) and found most of the serious head-on crashes occur on high-speed, high-volume roads and involve one driver losing control of their vehicle and crossing onto the wrong side of the road.

Head-on crashes are the type of collision most likely to result in death. Head-on crashes are especially tragic because they involve a second vehicle that typically does not have anything to do with the cause of the crash.

The detailed crash analysis found serious casualty head-on crashes are generally dispersed across the road network and therefore difficult to treat.

This site is one of three sites across the State that has a cluster of head-on crashes that can be cost effectively treated with the provision of a median barrier. A median barrier has the ability to reduce head-on collisions by 90% and reduce the severity of other loss of control crashes.

Funding from the Road Safety Strategy Levy has been secured due to the number of serious and fatal outcomes and the proposed treatment is recognised as 'safe system' endorsed by both the Tasmanian Road Safety Strategy 2007-2016 and recently released National Road Safety Strategy.

An economic evaluation of the project has indicated the treatment is expected to generate a Benefit Cost Ratio (BCR) of 2 to 1, deliver substantial savings in road trauma and will represent good value for the committed funds.

The project has been designed to minimise land acquisition and extensive land-owner consultation has occurred to lessen the impact to their current operations.

1.4.1 Why Not Upgrade to Dual Divided Carriageway

Despite some community expectations, the transport demand does not warrant the provision of dual divided traffic lanes until the current traffic volume more than doubles. Currently there are less than 6,000 vehicles per day travelling along this section of the Highway and based on historic traffic figures, the length weighted average traffic growth between 1986 and 2011 of 2% per year; dual traffic lanes will not be required for another 40 years.

Upgrading to dual traffic lanes will substantially increase the cost of the scheme (almost double the cost), would not deliver a worthwhile BCR and restrict limited funding that could be used at other crash sites.



1.4.2 Why Not Straighten the Highway

Realignment of the highway to remove the horizontal curves would cost substantially more; result in the existing highway being redundant; would not be the best use of the limited funding; would involve substantial impact to land owners and would segregate land holdings. This option is considered not cost-effective compared with this project, as the BCR would be considerably lower.

1.4.3 Casualty Crash Cluster

There is a clear need for safety improvements on this section of the Highway as there have been 11 reported casualty crashes (last 5 years 2007-2011) over a relatively short distance of 4.5 kilometres compared with no reported casualty crash for the preceding 5 kilometres and only one reported casualty crash in the following 5 kilometres.

Of the 11 reported casualty crashes within the project bounds, 3 have resulted in fatal outcomes, 2 serious and 6 minor outcomes. In addition there has been 10 property damage crashes.

An economic evaluation based on crash severity has revealed the proposed treatment has a Benefit-Cost-Ratio (BCR) of 2 to 1, based on P90 cost estimate, discount rate of 4% and based on 15 years life cycle.

1.4.4 Use of Flexible Barriers (wire rope)

DIER has a preference to using flexible barriers where possible due to the benefits the flexible barriers offer over other barrier types, and this is supported by the Australia Transport Safety Bureau.

Flexible barrier has advantages over other types of barriers, these include superior containment properties; they cause less damage to vehicles and their occupants; they can be easier and safer to repair; and they are cheaper to install.

1.4.5 Motorcyclists Concerns with Flexible Barriers

Motorcyclists have commonly referred to flexible barrier (wire rope) as cheese cutters. However, there is no evidence to support this and in fact the issue for motorcyclists is the posts holding the wire ropes. When a motorcyclist loses control, and separate from their bike, all roadside furniture, including trees, embankments, opposing vehicles and all safety barriers oppose a significant injury risk.

Latest research concludes that there is no statistical significant association between the barrier types and injury outcome. Meaning if a motorcyclist lost control or losing control if they collide with a wire rope barrier or concrete barrier the outcomes is going to be similar. However, if a passenger vehicle lost control and collided with a solid barrier the injury outcome to the occupants would be significantly worse than if the passenger vehicle collides with a flexible barrier.

DIER has been working with the Tasmanian Motorcycling Council since 2009 regarding some of their concerns and this project will consider the use of padding on the wire rope uprights on tight curves. The padding is designed to provide 360 degree protection for motorcyclists if they separate from their bike and slide along the pavement.

Motorcyclists represent 4% of the registered vehicles in the Australian fleet and the only crash at this location involving a motorcyclist for the last 12 years (since 2000) was after a raceway event and as the motorcyclist was turning onto the Highway spun its wheels and lost control, minor injury occurred. In the same period since 2000 there has been 56 crashes involving a passenger vehicle.



1.4.6 Cyclists' Use of the Highway

Currently the highway through this section has 3.5 metre wide traffic lanes with sealed shoulders varying between 0.5 and 1 metre. The project will maintain the current traffic lanes width at 3.5 metres but widen the shoulders to a consistent 2.0 metres wide.

Although the project will not include bicycle facilities the wider sealed shoulders will provide greater separation between a cyclist and moving traffic.

1.4.7 Midland Highway Partnership Agreement

The State Government entered into an agreement with the Southern Councils to achieve a shared vision for the Midland Highway. The provision of a dual (four) lane highway over the longer term is recognised as an aspiration, whilst in the immediate term road safety improvements should be undertaken based on crash history.

This project is in alignment with this partnership, as this section of the Highway has the worst crash history and the proposed safety treatment will directly address these safety issues, whilst maintain transport efficiency.

The works can start without delay and return immediate safety benefits, whilst other more substantial realignment options would need to bid for Federal funding and would expect to struggle under the BCR criteria to be funded. Furthermore, even if the project was to secure funding, there would be a significant delay of 5 to 7 years before such a project could commence and during this time the amount of road trauma at this location would continue.

1.4.8 Symmons Plains Raceway Access

The project includes the provision of a dedicated right turn lane into the Raceway access and which is designed to separate vehicles waiting to turn right from straight through traffic.

At the Raceway access only one crash has been reported, a vehicle waiting to turn right into the access in 2008 was hit from behind and the above dedicated right turn lane will address this crash type.

Although the sight distance leaving the Raceway access is restricted by the road alignment and vertical crest, it poses no safety issues as no crashes have been reported in the last 10 years. Consequently, the substantial costs to reduce the vertical crest and straighten the alignment are not justified.

1.4.9 Safety Benefits

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

- Provision of painted median and tensioned wire rope safety barrier separating opposed traffic lanes to prevent head-on crashes;
- Provision of roadside safety barriers to reduce the severity of crashes where vehicles leave the road;
- Provision of sealed shoulders to provide additional recovery space where vehicle control is lost;
- Provision of right-turning facilities at Symmons Plains Raceway junction so that traffic waiting to turn does not obstruct the northbound through lane; and
- Inclusion of audible lines on the median.



1.4.10 Road User Benefit

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

- ▶ Improved vehicular access to Symmons Plains Raceway; and
- ▶ Additional overtaking opportunities.



2. The Existing Situation

2.1 The Road

The current speed zoning through the project site is 110km/h. The existing road geometry is quite undulating in parts and makes achieving the speed limit as an operating speed marginal for some vehicles.

2.2 Traffic Conditions

The traffic conditions through the project site vary with grade and number of lanes. However, generally this section of the Midland Highway appears to operate at Level of Service A, although during special events at the adjacent Symmons Plains Raceway this could be expected to deteriorate significantly. The site in the vicinity of the Raceway is generally under Police control on these occasions. Available traffic data is summarised in Table 1.

Table 1 Traffic Data

Traffic Characteristic	Value
Estimated Traffic Flow (two-way)	5912 vehicles per day ¹
Percentage trucks	17%
Annual traffic growth rate	1.3% ²
Annual truck growth rate	2.2% ³

2.3 Crashes

2.3.1 Historical Crash Rates

Over the 5 year period from the start of 2007 to the end of 2011 there were twenty-one (21) recorded crashes in the single lane section of the Midland Highway near the Symmons Plains Raceway. This section, which constitutes the project site, is 4.65km long. This equates to a crash frequency of 0.90 crashes/km/year over the last five years. DIER has advised that this is significantly higher than the sections on either side.

Of the twenty-one (21) recorded crashes, three (3) were fatalities, another two (2) caused serious injury, four (4) caused minor injury and two (2) required first aid.

The details of these crashes are summarised in Appendix A.

¹ Projected from 2008 data to 2011

² Growth rates derived from projections in Tasmanian Corridor Strategy (2007)

³ Growth rates derived from projections in Tasmanian Corridor Strategy (2007)



2.3.2 Significant Recurring Crash Types

Twelve (12) of the twenty-one (21) recorded crashes between 2007 and 2011 have been due to a loss of control and/or encroachment into adjacent travel lanes.

Loss of control and/or encroachment into adjacent travel lanes accounts for all recorded fatal, serious and minor injury crashes during this period. Two of the fatal crashes involved head-on collisions and the other struck an object after leaving the carriageway.

2.4 The Road Side

The abutting land consists of a mixture of cleared pasture land, the Symmons Plains Raceway and areas of roadside remnant wood land. Access to the abutting properties is generally provided from licensed accesses along the Highway.



3. The Project

3.1 Proposed Works

Initially the proposed road works comprise measures to:

- Widen the existing carriageway to provide two lanes in one direction and one lane in the other direction separated by a 1.8m wide painted median with tensioned wire rope safety barrier (TWRSB). Refer to section 3.1.1 below for set out of the lanes ;
- Provide clearance of 1.15m offset to the TWRSB on the side that has the single traffic lane and 0.65m on the side that has two travelling lanes;
- Provide a break in the median at the access to Symmons Plains Raceway;
- Provide a break in the median at the access to the dairy at ch 5675;
- Restrict access to all other private accesses in the section incorporating TWRSB to left-in / left-out movements to / from the adjacent through lane of the Midland Highway;
- Provide U-turns facilities near either end of the TWRSB installation so vehicles may access private properties on either side of the highway;
- Incorporate a channelised right turn treatment designed in accordance with Austroads guidelines at the Symmons Plains Raceway access; and
- Provide roadside TWRSB and/or w-beam safety barrier as appropriate to minimise exposure to roadside hazards.

Following on going consultation with landowners DIER decided to allow a break in the TWRSB median to be incorporated into the proposed works at the northern end of the project site. The break in the TWRSB median is to be located adjacent to the access to the Dairy at ch 5675. At this access it is proposed to provide a turning facility (G-turn) to cater for northbound traffic to undertake a U turn or to enter the access.

The works are shown on the drawings included as Appendix B.

3.1.1 Proposed Overtaking Lanes

As part of the works overtaking lanes will be provided as set out below:

- From southern limit of works to ch 2960 two lanes southbound, one lane northbound;
- From ch 2960 to ch 4380 two lanes northbound, one lane southbound;
- From ch 4380 to ch 5700 two lanes southbound, one lane northbound;
- From ch 5820 to northern limit of works two lanes northbound, one lane southbound.

3.2 Road Cross Section

The design incorporates the cross sectional elements shown in Table 2 for the Midland Highway.



Table 2 2 Plus 1 Design Elements

Element	Dimension
Lane width	3.5m
Shoulder width	2.0m
Verge width with / without safety barrier	1.0m / 0.5m
Table drain width	2.1m
Fill batter slope	2(H) : 1(V)
Cut batter slope	1.5(H) : 1(V)
Median width	1.8m
Median development length	50m
Merge length	180m
Merge overlap	0m
Minimum sight distance to start of merge	250m

3.3 Specific Design Issues

This section describes issues that have arisen during the design process and what measures have been taken to address them.

3.3.1 Structures

Poormans Corner Bridge is located at Ch 3120. The bridge is a reinforced concrete structure. The bridge will require widening on the western side to accommodate the proposed 2 plus 1 design.

From inspection of the plans provided by DIER it appears that the original bridge was constructed in 1936. Subsequently the bridge was extended on the eastern side with a new section constructed in 1966. DIER has advised that despite the age of the structure the design is to proceed on the basis of the bridge being widened rather than replaced.

There are 2 stock underpasses within the scope of the project. Both these structures will need to be extended as part of the proposed works. There will need to be some fencing alterations at the underpasses and regrading of the access to each underpass.

The underpasses are located at Ch 4100 and Ch 6080.

The underpass at Ch 4100 (Bridge No 5900) is made up of 11 (No) 2.5m x 2.4m RC crown units and was constructed in 1995.

The underpass at Ch 6080 (Bridge No 5809) is a twin box culvert consisting of 24 (No) 2.4m x 2.1m precast crown units and was constructed in 1991.



3.3.2 Sight Distance through Tensioned Wire Rope Safety Barrier

Stopping Sight Distance (SSD) is the distance to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead. For cars it is usually measured to a point 0.2m above the road surface and should generally be provided along all traffic lanes.

A fundamental component of this project is the incorporation of a median safety barrier to separate opposing traffic. Given the curves through parts of the project site and the high speed environment there are some locations where SSD cannot be provided by looking over the top of the barrier.

Whilst this is undesirable, there are several locations throughout the Tasmanian road network where sight distance is constrained in this way without any apparent adverse impact on road safety, for example the Brooker Highway at Cornelian Bay.

Using tensioned wire rope safety barrier rather than New Jersey barrier or w-beam guard rail with a motorcycle impact attenuator system could be considered advantageous, as it is potentially less visually obstructive.



4. Construction Program and Costs

4.1 Construction Program

Advertising tenders is targeted for August 2012. This will allow the physical works on site to commence November 2012. A warm dry summer may allow the majority of the works to be completed over the 2012/2013 construction season. However, it is expected the project will need to be extended into the spring of 2013.

4.2 Costs

The project is funded under the Tasmanian Road Safety Strategy.

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

Table 3 Base Estimate

Item	Estimated Cost
Project Specific (includes Bridge and 2 stock underpass extensions)	\$923,760
Earthworks	\$433,978
Drainage	\$296,538
Pavement	\$1,566,210
Bitumen Surfacing	\$631,625
Traffic Facilities	\$915,520
Landscaping	\$321,900
Miscellaneous	\$95,000
SUB-TOTAL	\$5,184,531.00
Additional Items (eg acquisition)	\$108,000
Professional Fees	\$400,000
DIER Internal Overheads and Fees	\$606,765
DIER Supplied Materials or Services	\$150,115
TOTAL BASE ESTIMATE	\$6,446,483
P50 Estimate	\$7,036,992
P90 Estimate	\$7,862,867

The base estimate has subsequently been probabilistically modelled and P50 and P90 estimates obtained. The P50 estimate notionally represents the project budget that will not be exceeded 50% of



the time and the P90 estimate similarly represents the project budget that will not be exceeded 90% of the time.

It should be noted that as the base estimate is derived from historic rates, the P50 & P90 estimates by their nature already incorporate some allowance for risk and presume a stable market.



5. Environmental and Social Implications

5.1 Environmental Issues

The project has been subjected to the following investigations:

- ▶ Botanical Survey and Fauna Habitat Assessment;
- ▶ Aboriginal Heritage Desktop Assessment; and
- ▶ European Heritage Desktop Assessment

5.1.1 Botanical Survey and Fauna Habitat Assessment

A Botanical Survey and Fauna Habitat Assessment of the project site was undertaken by GHD in December 2010.

Two threatened plant species, *Arthropodium strictum* (chocolate lily) and *Haloragis heterophylla* (variable raspwort) were found within the study area. The *Haloragis heterophylla* (variable raspwort) are clear of the work site, however some specimens of *Arthropodium strictum* (chocolate lily) will be disturbed by the works.

A Permit to Take (issued under the Tasmanian TSPA) has been provided by DPIWE in regard to the *Arthropodium strictum* (chocolate lily).

The study site contains habitat values for a number of threatened fauna. Where possible the road works have been designed to minimise impact on the habitat. However, it is of note that Aurora Energy has requested extensive clearing through the site. The majority of this clearing will impact upon "introduced" non-native vegetation. The proposed works have been developed to minimise clearance and disturbance on native vegetation.

Seven species recorded within the study area are listed as declared weeds under the Tasmanian Weed Management Act 1999. Three of the recorded species are also present on the WONS (weeds of national significance) list. The Contractor will be required to address site specific weed, disease and pest control as part of their Contract Management Plan for the project.

5.1.2 Aboriginal Heritage Desktop Assessment

Aboriginal Heritage Tasmania (AHT) completed a search of the Tasmanian Aboriginal Site Index (TASI) regarding the proposed Midland Highway upgrade near the Symmons Plains Raceway and initially advised that "*there are a number of Aboriginal heritage sites recorded close to the road easement, including artefact scatters and isolated artefacts.*" And that an Aboriginal heritage investigation would be required to identify whether the proposed project or related infrastructure will impact on any Aboriginal heritage and to offer mitigation advice.

Following ongoing consultation with AHT by DIER to more precisely determine their requirements for additional investigation AHT provided the following advice.

"Whilst we do not take the issue of over-turning our own advice lightly, after careful consideration we have decided, based on the facts that:

- *The area is highly disturbed,*
- *There are no significant sites or concentration of sites nearby,*



- *Two previous surveys conducted in the immediate area (1994 & 2004) have failed to locate Aboriginal sites, there is a low risk of Aboriginal Heritage being impacted by the road upgrade, and that DIER may proceed with the project as presented in the request for advice without the need for any further investigation."*

5.1.3 European Heritage Desktop Assessment

GHD undertook a desktop investigation which suggested that the study area may be sensitive from a heritage perspective.

Follow up fieldwork was therefore undertaken in conjunction with an archaeologist. The following sites were found:

- Rows and groups of trees aligning with recorded Pioneer Avenue sites;
- Other mature rows and groups of trees that provide landscape character;
- Stockyard and surrounding mature plantings; and
- Concrete mile post.

The proposed works have been designed to avoid impacts wherever possible to trees within the study area. The majority of the vegetation around the stockyard will require removal to allow for the ongoing functionality of the yard. Vegetation is to be retained where possible. Particular care will be taken when working in this area in terms of a precautionary archaeological approach. The mile post will not be impacted by the works.

A precautionary approach will be applied to the study area as a whole given the potential to encounter cultural material in the field.

5.2 Public Consultation

A Stakeholder Engagement Plan (SEP) has been developed for this project. The SEP is used by DIER and its Consultants to go about stakeholder engagement. Key stakeholders for this project include the Northern Midlands Council, property owners and the local community.

An initial information session was held at the Symmons Plains Raceway in May 2011 where all adjacent landowners were invited to attend.

A public display was held in May 2012 at the Caltex roadhouse at Epping Forrest.

5.2.1 Land Owner Consultations

Through substantial land owner consultation, the project design has been significantly modified to accommodate the requests of various abutting land owners. These include;

- No widening to the east of the existing highway to save a cluster of trees;
- Reduce the number of times the two lanes merge into one lane;
- Start the two lanes associated with an access so that a vehicle entering the highway can occupy the left hand lane to decelerate and allow through traffic to pass using the right lane;



- Relocate Aurora power lines to the east of the highway at the southern end of works to avoid impacts on a private airstrip;
- U turn facilities at both ends of the project to accommodate the turning of b-double and semi-trailer type vehicles; and
- Provision of a break in the median barrier associated with private access to minimise the impacts on substantial farming operations.

5.2.2 Motorsports Tasmania

An initial meeting with Motorsports Tasmania (operators of the Symmons Plains Raceway) was held in May 2011 with a further meeting held in January 2012. Ongoing consultation with Motorsports has been undertaken during the development of this project. The proposed works do not directly impact upon the Motorsports Tasmania properties however the provision of the TWRSB will impact upon the northern access to the raceway. During the conducting of the V8 events Motorsports Tasmania require this access to allow entry and egress to the north. In order to cater for this requirement a short section of removable TWRSB will be installed in the median at the access. This section of TWRSB will be removed prior to the conducting of the V8 event and replaced after the event.

5.2.3 Fonterra Australia Limited

Discussions were held with Fonterra in January 2012. Fonterra are the milk carriers that collect milk from the dairy at ch 5680. Fonterra are concerned about the turning movements at the dairy access being impacted by the proposed installation of the TWRSB and possible impact on travel time if a break in the median was not provided at the access. The design has been modified to provide a break in the TWRSB at the access to the dairy.

5.2.4 Northern Midlands Council

The proposal requires planning approval from the Northern Midlands Council. The improvements to the Midlands Highway involve the construction of an additional lane which is classified as 'major road improvements' which is identified as 'permitted' within the Road Zone. The area, however, is subject to the Scenic Protection Corridor Special Area overlay and Land Clearing and Tree Removal in Specials Areas. As such the proposal is required to be submitted pursuant to Section 57 of LUPAA. This means that the permit is discretionary and must be placed on public exhibition.

A Development Application has been lodged with the Northern Midlands Council. The Application has not been approved by Council. DIER is currently appealing the Northern Midlands Council decision.

5.2.5 Responses from Stakeholders

DIER has received some responses from various stakeholders over last 12 months. A report on the representations and DIER's response are included as Appendix C.



5.3 Property Impacts

5.3.1 Acquisition

Significant property acquisition will be required to undertake the proposed works with acquisition required from six properties along the highway.

5.3.2 Property Accesses

Table 4 provides a list of the accesses impacted by the proposed works. Some of these accesses are not licenced and will be closed as part of the highway roadworks.

Table 4 Property Accesses

Chain -age	Side of Road	Type of Access	Owner	Comments
1920	Southbound	Unsealed access G-Turn Opposite	Motorsports Tasmania Pty Ltd	Commence TWRSB in median north of the access. Currently used for egress from the Raceway for southbound traffic
2380	Southbound	Unsealed minor access to Raceway	Motorsports Tasmania Pty Ltd	Previously used for egress from the Raceway for southbound traffic. Motorsports Tasmania advise that this access is no longer used
2560	Northbound	Unsealed over width access	L and M Barker	Left in left out only
2820	Southbound	Sealed main access to Raceway	Motorsports Tasmania Pty Ltd	Access has a CHR(S) junction treatment
3200	Southbound	Unsealed minor access to Raceway	Motorsports Tasmania Pty Ltd	Left in left out only apart from during the running of V8 events
4200	Northbound	Unsealed access	WJ and JE Chilvers	Left in left out only
4200	Southbound	Unsealed access	Clovelly Pty Ltd	Unlicensed Access to be closed
4550	Southbound	Unsealed access	Clovelly Pty Ltd	Left in left out only Access permitted for NJ and PJ Chilvers via right of way
4840	Northbound	Unsealed access	NJ and PJ Chilvers	Left in left out only
4840	Southbound	Unsealed access	NJ and PJ Chilvers	Access to be closed
5680	Southbound	Unsealed access	NJ and PJ Chilvers	Access to Dairy. Break in TWRSB to be provided. Access to cater for B-Doubles with left in left out and right in



Chain -age	Side of Road	Type of Access	Owner	Comments
				right out movements
6000	Northbound	Farm access	NJ and PJ Chilvers	Access to be closed

The Motorsports Tasmania access at Chainage 3200 is used during major events. Traffic leaving the Raceway needs to be able to turn right from this access. It is proposed that a short section of TWRSB be made removable so that it can be temporarily taken out for major events under Police control.

It is proposed that the existing G turn at Chainage 1350 be used to cater for southbound traffic wishing to access properties on the western side of the Highway.

A new G-turn is proposed at Chainage 5680 to cater for northbound traffic wishing to access properties on the eastern side of the Highway.

5.4 Service Authorities

5.4.1 Telstra

From inspection of the Telstra plans fibre optic cable is located adjacent to the western side of the Highway from Ch 2560 to Ch 3060. The fibre optic cable will require relocation at the main access to the Symmons Plains Raceway due to the need to provide a right turn slot on the northbound side of the Highway. The fibre optic cable also crosses the Highway at Ch 3050.

Conventional cable is located adjacent to the Highway on the eastern side from Ch 3040 to Ch 6680 however this cable will not require relocation as it is not impacted by the proposed works.

5.4.2 Aurora Energy

Aurora Energy confirmed that they do not have underground assets in the vicinity of the project site. However, they did point out that they do not hold records of private underground cables including connections.

Power poles are located on the eastern side of the Highway from Ch 1750 to Ch 2070. The power line crosses the Highway from Ch 2070 to Ch 2180. From Ch 2180 to Ch 6380 the power poles are located on the western side of the Highway. After Ch 6380 the power line moves away from the Highway. Therefore the power poles from Ch 2180 to Ch 6380 will require relocation due to the proposed works.

Whilst power relocation is likely to be expensive, the alternative eastern side of the Highway is heavily wooded with numerous mature trees. Removal of the trees could be expected to be at least as costly as the power relocation.

5.4.3 Ben Lomond Water

Ben Lomond Water confirmed that they do not have any assets located in that section of the Midlands Highway.

5.4.4 TasGas

TasGas confirmed that they do not have any gas lines located in that section of the Midlands Highway.



6. Conclusions and Recommendations

The design for the proposed upgrading of the section of the Midland Highway near Symmons Plains Raceway has been carried out in accordance with the appropriate design standards and guidelines. The requirements of abutting landowners, Northern Midlands Council and public utility owners have been considered and incorporated as appropriate. The design of the proposed work has been reviewed and modified taking into account the issues raised by the landowners during the development of the project. The safety improvements have not been compromised by accommodation of these concerns.

Once complete, the works will provide improved safety by separating opposing traffic; providing an upgraded junction treatment at Symmons Plains Raceway; and providing additional opportunities for safe overtaking.

It is recommended that the project be approved.



Appendix A
Crash Data



Table A1 Crash History 2007 - 2011

Date	Time	Severity	Type	Visibility	Wet/Dry	Unit
24/03/07	0419	Fatal	183	Heavy rain, hail	Wet	1 – Light Vehicle
01/04/07	1555	Fatal	120	Clear	Dry	1 – Light Vehicle 2 – Light Vehicle
17/06/07	0416	Prop. Dam.	171	Not Stated	Not Known	1 – Light Vehicle
17/06/07	1516	Minor	180	Clear	Dry	1 - Motorcycle
18/06/07	2300	Prop. Dam.	179	Not Stated	Icy	1 – Light Vehicle
17/12/07	2115	Prop. Dam.	167	Light Rain, Drizzle	Wet	1 – Light Vehicle
02/05/08	2120	Fatal	120	Clear	Wet	1 – Light Vehicle 2 – Heavy Vehicle
15/06/08	0355	Minor	171	Fog	Icy	1 – Light Vehicle
29/08/08	0110	Prop. Dam.	167	Fog	Dry	1 – Light Vehicle
31/08/08	1440	First Aid	132	Clear	Dry	1 – Light Vehicle 2 – Light Vehicle
23/11/08	1638	Prop. Dam.	130	Clear	Dry	1 – Light Vehicle 2 – Light Vehicle
26/11/08	1320	Serious	171	Clear	Dry	1 – Light Vehicle
06/12/08	2106	Serious	173	Clear, Light Rain, Drizzle	Dry	1 – Light Vehicle
19/03/09	1110	Prop. Dam.	191	Clear	Dry	1 – Light Vehicle
05/04/09	1556	First Aid	159	Clear	Dry	1 – Light Vehicle 2 – Light Vehicle
10/04/09	1351	Minor	184	Clear	Dry	1 – Light Vehicle
18/04/09	1700	Prop. Dam.	183	Clear	Dry	1 – Light Vehicle
30/05/09	1635	Prop. Dam.	130	Clear	Dry	1 – Light Vehicle 2 – Light Vehicle
18/10/10	0218	Minor	171	Clear	Dry	1 – Light Vehicle
24/11/10	1125	Prop. Dam.	172	Light Rain, Drizzle	Wet	1 – Light Vehicle
27/03/11	1600	Prop. Dam.	147	Clear	Dry	1 – Light Vehicle 2 – Light Vehicle



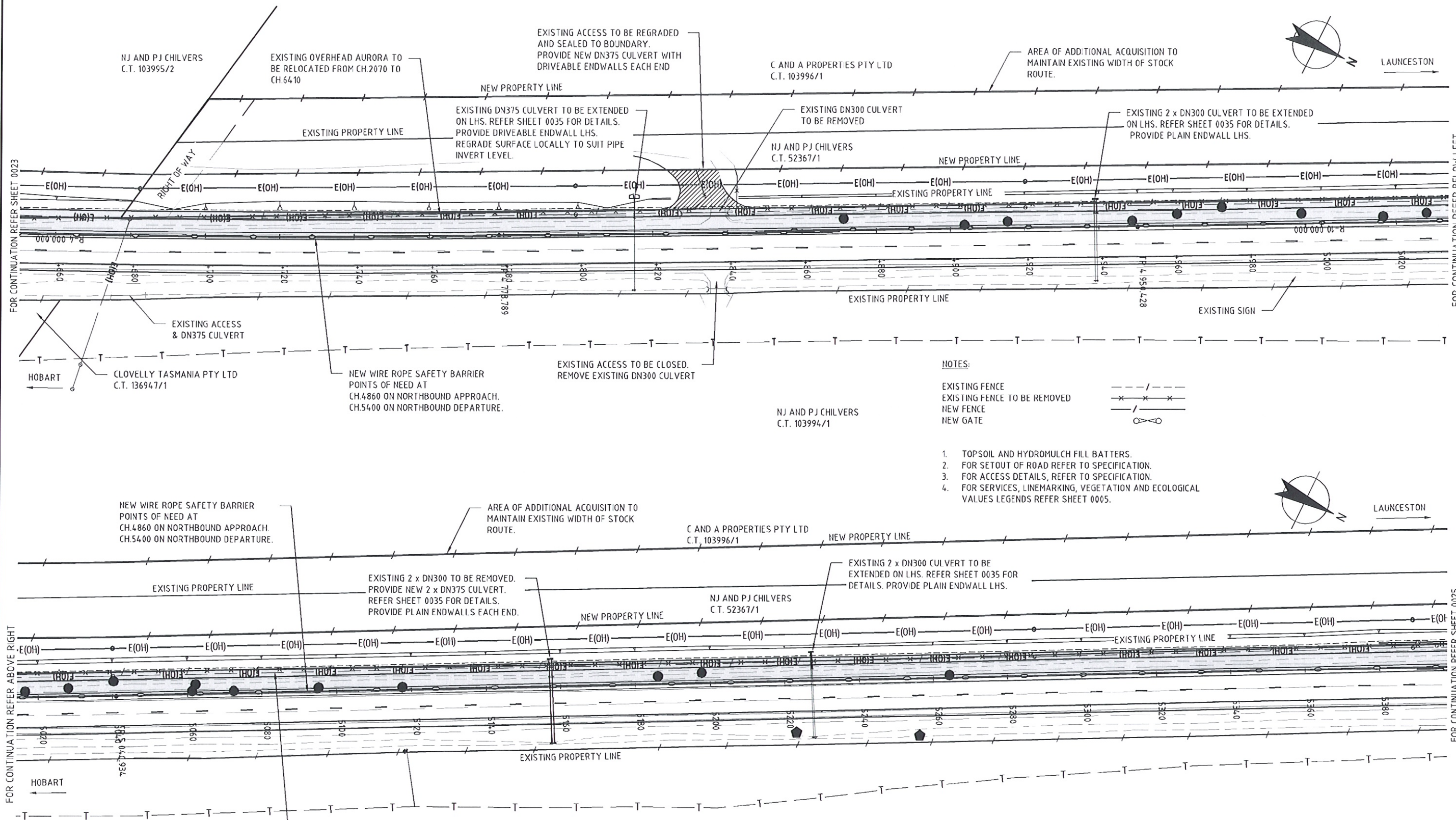
Table A2 Crash Types

Code	Type
120	Wrong side / other head-on (not overtaking)
130	Vehicles in same lane / rear end
132	Vehicles in same lane / right rear
147	Emerging from driveway or lane
159	Other overtaking
167	Animal not ridden
171	Left off carriageway into object or parked vehicle
172	Off carriageway to right
173	Right off carriageway into object or parked vehicle
179	Other straight
180	Off carriageway right bend
183	Off left bend into object / parked vehicle
184	Out of control on carriageway
191	Load or missile struck vehicle



Appendix B
Drawings





NOTES:

1. TOPSOIL AND HYDROMULCH FILL BATTERS.
2. FOR SETOUT OF ROAD REFER TO SPECIFICATION.
3. FOR ACCESS DETAILS, REFER TO SPECIFICATION.
4. FOR SERVICES, LINEMARKING, VEGETATION AND ECOLOGICAL VALUES LEGENDS REFER SHEET 0005.

BASE SURVEY SUPPLIED BY
Noel Leary
SURVEYED ON DECEMBER 2010
HORIZONTAL DATUM: GDA94
GRID: MGA94, ZONE 55
LEVEL DATUM: AHD

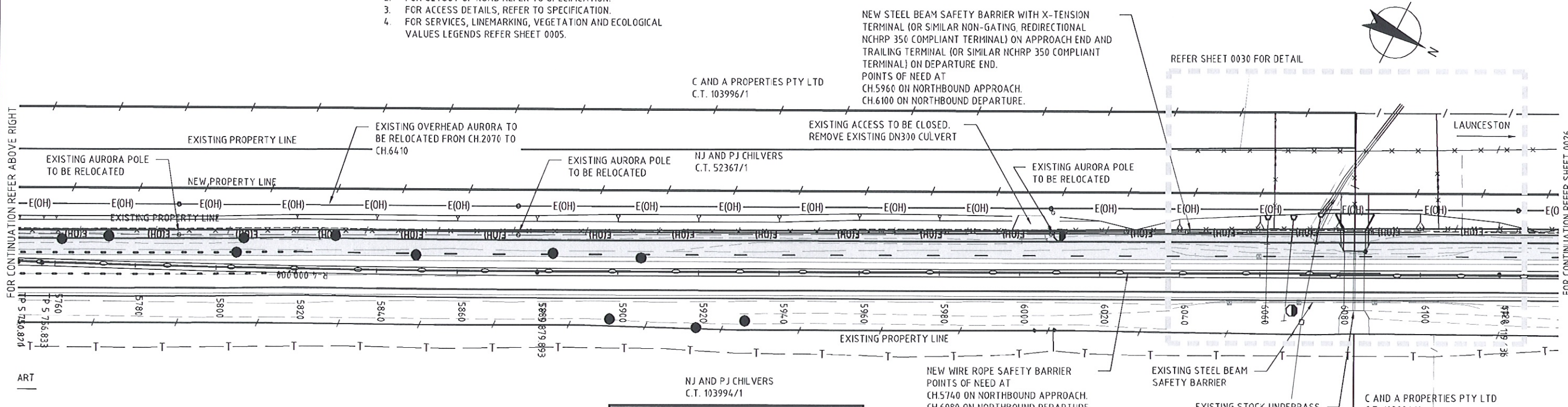
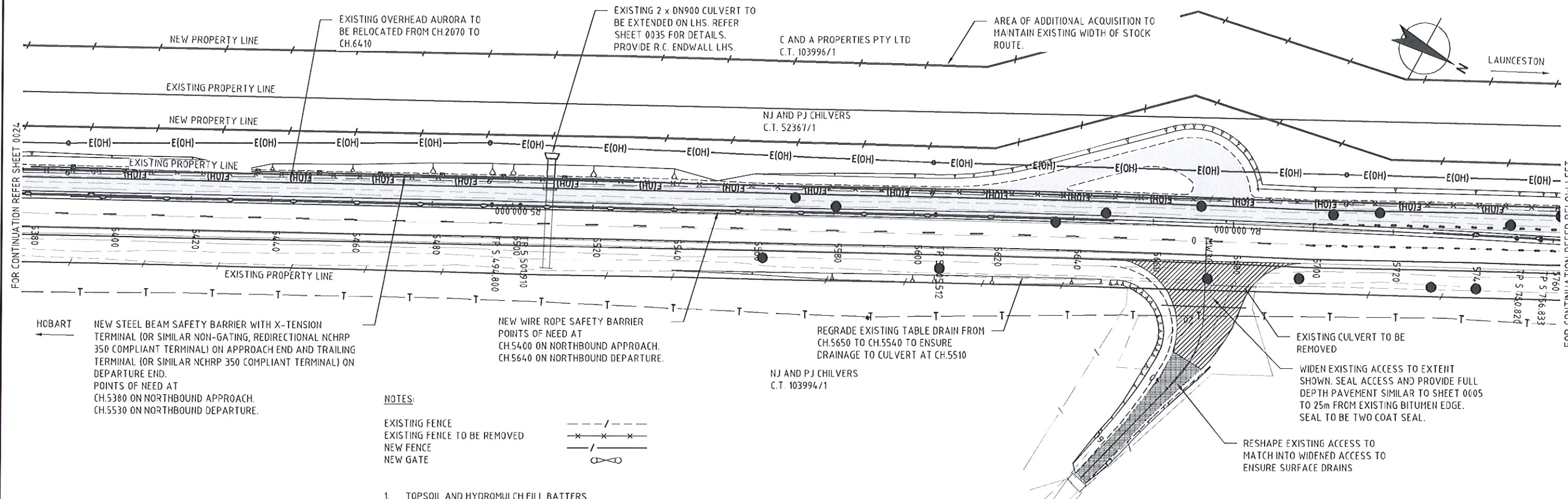


-WARNING-
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

TO PROTECT THE ENVIRONMENT, CLEARING SHALL BE IN ACCORDANCE WITH SPECIFICATION PART G2 AND CONFINED TO THAT REQUIRED FOR EARTHWORKS, DRAINAGE AND FENCING. EXISTING TREES, SHRUBS AND GRASSES NOT AFFECTED BY THE ABOVE WORKS SHALL BE RETAINED AND DISTURBED AS LITTLE AS POSSIBLE.

PRELIMINARY

					<div>SCALES</div> <div><div>0102030m</div><div>SCALE 1:1000 AT ORIGINAL SIZE</div></div>		<div><div><div>GHD</div></div><div><div>Tasmanian</div><div>Engineering possibilities</div></div></div>		Infrastructure Energy and Resources			CONTRACT No. 2118	DRAWING 32-16178-C020_C026.dwg	PRINTED DATE 25-May-12, 3:19 PM	SHEET No. <div>0024</div>
B	ISSUED FOR P.S.C.P.W		DR*	25.05.12		<div>DESIGNEDC.MONTY</div> <div>REVIEWED</div>		MIDLAND HIGHWAY (A0087) SOUTH OF SYMMONS PLAINS RACEWAY TO ELSDON 2 PLUS 1 INSTALLATION GENERAL ARRANGEMENT PLAN - CH.4660 TO CH.5400			REGISTRATION NUMBER A0087.006			REVISION B	
A	ISSUED FOR DA LODGEMENT		DR*	06.03.12											
No.	Amendment Description		Initials	Date											
A3 original		This sheet may be prepared using colour and may be incomplete if copied				Co-ordinate System: MGA Zone 55		Height Datum: A.H.D.							



- NOTES:**
- 1. TOPSOIL AND HYDROMULCH FILL BATTERS.
 - 2. FOR SETOUT OF ROAD REFER TO SPECIFICATION.
 - 3. FOR ACCESS DETAILS, REFER TO SPECIFICATION.
 - 4. FOR SERVICES, LINEMARKING, VEGETATION AND ECOLOGICAL VALUES LEGENDS REFER SHEET 0005.

BASE SURVEY SUPPLIED BY
Noel Leary
SURVEYED ON DECEMBER 2010
HORIZONTAL DATUM: GDA94
GRID: MGA94, ZONE 55
LEVEL DATUM: AHD

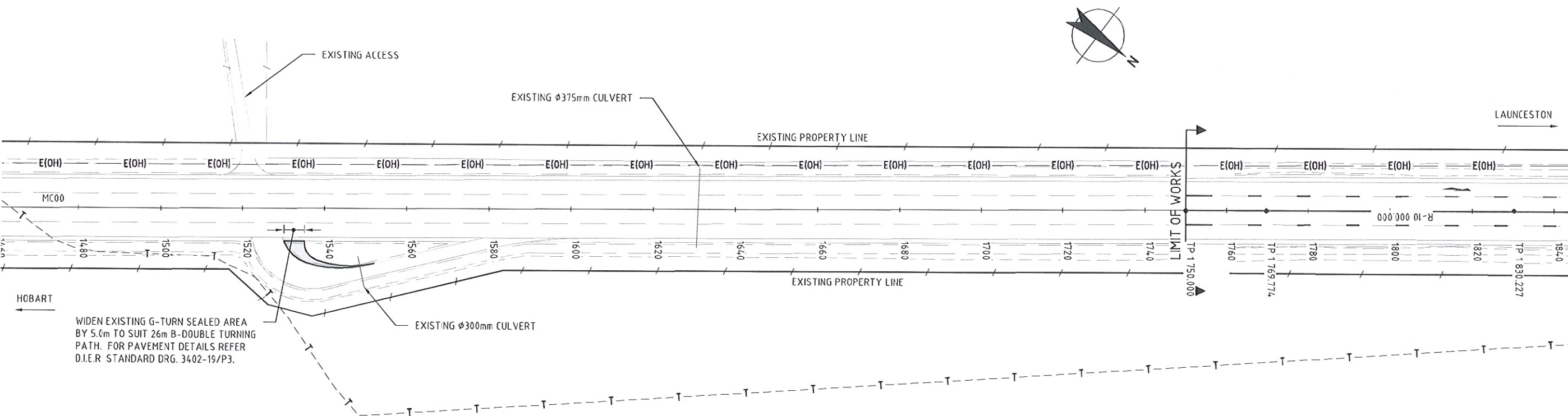


-WARNING-
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

TO PROTECT THE ENVIRONMENT, CLEARING SHALL BE IN ACCORDANCE WITH SPECIFICATION PART G2 AND CONFINED TO THAT REQUIRED FOR EARTHWORKS, DRAINAGE AND FENCING. EXISTING TREES, SHRUBS AND GRASSES NOT AFFECTED BY THE ABOVE WORKS SHALL BE RETAINED AND DISTURBED AS LITTLE AS POSSIBLE.

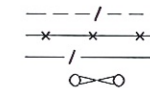
PRELIMINARY

SCALES SCALE 1:1000 AT ORIGINAL SIZE			 		Infrastructure Energy and Resources MIDLAND HIGHWAY (A0087) SOUTH OF SYMMONS PLAINS RACEWAY TO ELSDON 2 PLUS 1 INSTALLATION GENERAL ARRANGEMENT PLAN - CH.5400 TO CH.6120		CONTRACT No. 2118	DRAWING 32-16178-C020_C026.dwg	PRINTED DATE 25-May-12, 3:19 PM	SHEET No. 0025
B ISSUED FOR P.S.C.P.W. A ISSUED FOR DA LODGEMENT No. Amendment Description A3 original This sheet may be prepared using colour and may be incomplete if copied	DR* 25.05.12 DR* 06.03.12 Initials Date	Co-ordinate System: MGA Zone 55 Height Datum: A.H.D.	DESIGNED C.MONTY REVIEWED	REGISTRATION NUMBER A0087.006		REVISION B				



NOTES:

- EXISTING FENCE
- EXISTING FENCE TO BE REMOVED
- NEW FENCE
- NEW GATE



1. TOPSOIL AND HYDROMULCH FILL BATTERS.
2. FOR SETOUT OF ROAD REFER TO SPECIFICATION.
3. FOR ACCESS DETAILS, REFER TO SPECIFICATION.
4. FOR SERVICES, LINEMARKING, VEGETATION AND ECOLOGICAL VALUES LEGENDS REFER SHEET 0005.

BASE SURVEY SUPPLIED BY
Noel Leary
SURVEYED ON DECEMBER 2010
HORIZONTAL DATUM: GDA94
GRID: MGA94, ZONE 55
LEVEL DATUM: AHD



-WARNING-
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

TO PROTECT THE ENVIRONMENT, CLEARING SHALL BE IN ACCORDANCE WITH SPECIFICATION PART G2 AND CONFINED TO THAT REQUIRED FOR EARTHWORKS, DRAINAGE AND FENCING. EXISTING TREES, SHRUBS AND GRASSES NOT AFFECTED BY THE ABOVE WORKS SHALL BE RETAINED AND DISTURBED AS LITTLE AS POSSIBLE.

PRELIMINARY

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



Appendix C
Report on Responses

REPORT ON RESPONSES

Midland Highway at Symmons Plains – 2 Plus 1 Project

Public Consultation throughout April 2012

Overview

Public Displays at Caltex Station, Midland Highway, Epping Forest 12-16 April 2012.

Public Displays at Northern Midlands Council's Offices in Longford 16-26 April 2012.

Public notices in the Mercury and Examiner newspapers placed by DIER.

Public Display Venue	Total # Forms Received	Project Supported	Against Proposal
Epping Forest	8	1	7
Council Chambers	0	0	0
Written Submissions (Email/hardcopy)*	8	0	8

*Note: some representations came via the Northern Midlands Council.

Summary of Concerns

- Additional travel time when leaving and entering properties.
- Reduced access and additional travel time for emergency services, particularly fire service.
- Emergency response to an accident on one side of the safety barrier will be hampered, ie ambulances from Launceston will have to travel all the way to southern end of barrier to respond to an accident at northern end of 2 plus 1.
- Milk company concerns over increased travel time and B-double trucks turning across four lanes of highway.
- Additional travel time and reduced access for milk tankers.
- Vehicles, including B-double trucks, will be asked to turn across three lanes of traffic at either end of the safety barrier. Provision of right-hand turns into properties would appear more appropriate option.
- Additional travel time and access for farm equipment shared between properties along subject site and with other properties in Nile and Longford.
- Farm equipment used on either side of highway currently travels approximately 200m between accesses. Safety barrier will lead to significant increase, possibly up to 8.8km travel. Average speed of some equipment is 20km/hr, additional time on highway increases risk of crashes.
- Additional travel time and cost in fuel for farm vehicles and equipment.

Midlands Highway at Symmons Plains – 2 Plus 1 Project. Report on responses during public consultation in April 2012

- Why can't a break be placed at the entrance to the dairy when the Symmons Plains Raceway is being provided with a break?
- Location of G-turns. Northern one too close to farm property entrance.
- Proposed southern site for G-turn has poor sight lines.
- Drivers may opt to turn at Symmons Plains Raceway track which has a gap in the wire rope, rather than travel further south to designated G-turn. Raceway entrance considered an unsafe place for U-turns.
- Too many merges; each presents an increase risk of crashes occurring.
- U-turns on high speed highways are dangerous, especially when slow moving vehicles such as B-Doubles will be required to use them.
- Government wasting money on this kind of project. More important things to spend \$\$ on.

The majority of representations were from adjacent landholders and one was received from the Tasmanian Farmers and Graziers Association. A summary of each representation is attached as Appendix A.

Background

The Public Display was attended by DIER's project manager Guna Ginneliya and A/Senior Project Officer Road Safety Strategy Janice Miller on 12 April 2012.

Janice Miller relocated the display on Monday 16 April and packed-up the display on 26 April. On each date any forms received to that point were collected.

Public Display consisted of a birds-eye view of the 4.5km section of the highway together with a poster summarising key attributes of the project. Plan included highlighted sections such as merge points, G-turns and access points.

Two adjacent landholders attended on 12 April. One landholder family operating a dairy has considerable concerns (see above and attached representations).

Janice Miller
A/Senior Project Officer, Road Safety Strategy
3 May 2012

Midlands Highway at Symmons Plains – 2 Plus 1 Project. Report on responses during public consultation in January and April 2012

Appendix A: Summary of Comments Received

Landholder/Representor	Issues raised at 12 January 2012 meeting with DIER and GHD	Issues raised with DIER on 13 April 2012 or submitted during public consultation process 13-26 April 2012.	Response from DIER
W & J Chilvers	<p>Farm equipment is shared by family properties either side of the highway. Barrier will result in having to travel much further than just crossing the road. This will increase the time slow moving, over-sized vehicles are on the high speed road and this is potentially dangerous.</p> <p>If a break in the barrier can be justified at the racetrack then the dairy certainly warrants one.</p>	<p>Additional travel time for milk tankers entering and leaving property.</p>	<p>DIER has made alterations to the project to relocate the northern G-turn to opposite the dairy entrance. This will significantly lessen the impact of the scheme on the current and future operations of the farming enterprise.</p> <p>Possible relocation of licensed access on western side of highway to provide entrance to stock lane off G-turn facility. DIER discussing options with landholder.</p>
	<p>Land acquisition will require new fencing and changes to stock underpasses. Farmers need to be involved in what replaces existing infrastructure.</p>	<p>Farm enterprise is intensifying over the coming months and years. This will increase staff movements and supplier/contractor movements.</p> <p>We share farm equipment with family property in Longford. Longer travel distances increases time slow moving, over-sized vehicles are on the high speed road and this is potentially dangerous.</p>	<p>Fencing and alterations to stock underpasses agreed to landholders' requirements, where possible.</p> <p>DIER has made alterations to the project to relocate the northern G-turn to opposite the dairy entrance. This will significantly lessen the impact of the scheme on the current and future operations of the farming enterprise.</p>

Midlands Highway at Symmons Plains – 2 Plus 1 Project. Report on responses during public consultation in January and April 2012

Landholder/Representor	Issues raised at 12 January 2012 meeting with DIER and GHD	Issues raised with DIER on 13 April 2012 or submitted during public consultation process 13-26 April 2012.	Response from DIER
		<p>Safety concerns with additional travel time for farm workers especially after shift work and fatigue.</p> <p>Farm traffic will tend to use the racetrack turn facility rather than travel further south. This is not a safe place as sight lines are poor.</p> <p>Consider there's a greater risk of accidents in sending farm traffic to G-turns at either end of barrier.</p> <p>Large b-double trucks will be concentrated at turning points rather than different farm entrances as at present.</p>	<p>DIER has made alterations to the project to relocate the northern G-turn to opposite the dairy entrance.</p> <p>This will significantly lessen the impact of the scheme on the current and future operations of the farming enterprise.</p> <p>Safe turning areas are being provided at either end of the safety barrier.</p> <p>A 'No U-Turn' sign will be installed at racetrack site.</p>
		<p>Concerned over the number of changes along the proposed stretch. Each merger poses an increased risk in crashes occurring.</p>	<p>DIER has reduced the number of merges to better accommodate the relocation of the northern G-turn.</p>
P & N Chilvers		<p>Additional travel time and distance for farm vehicles will be an inconvenience and increase costs to the farm business.</p> <p>Making u-turns on high speed roads is dangerous.</p> <p>Farm equipment is shared by family properties either side of the highway and with another family property in Longford.</p> <p>Longer travel distances increases time slow moving, over-sized vehicles are on the high speed road and this is potentially dangerous.</p>	<p>DIER has made alterations to the project to relocate the northern G-turn to opposite the dairy entrance.</p> <p>Possible relocation of licensed access on western side of highway to provide entrance to stock lane off G-turn facility.</p> <p>DIER discussing options with landholder.</p>

Midlands Highway at Symmons Plains – 2 Plus 1 Project. Report on responses during public consultation in January and April 2012

Landholder/Representor	Issues raised at 12 January 2012 meeting with DIER and GHD	Issues raised with DIER on 13 April 2012 or submitted during public consultation process 13-26 April 2012.	Response from DIER
G Archer Share-farmer with Chilvers for dairy enterprise		Believes turning onto highway from farm gate is safer than travelling and turning at a designated G-turn. Inconvenience to shift workers and concern re safety of extra travel and complication of u-turns.	DIER has made alterations to the project to relocate the northern G-turn to opposite the dairy entrance. Safe turning areas are being provided at either end of the safety barrier. The inconvenience will be outweighed by the traffic safety benefit the scheme will provide.
		Symmons Plains Raceway getting a break; dairy activity as great if not greater than SPR, therefore warrant a break.	DIER has made alterations to the project to relocate the northern G-turn to opposite the dairy entrance.
C & A Youl	Concerns over acquisition process and requirements for new fencing. Stock underpass is used frequently and closure should be for as short a period as possible.	Dangerous to locate the northern G-turn close to farm entrance. Better to locate the G-turn opposite the <i>Oakdene</i> dairy access. Use of G-turn by large trucks will increase traffic noise for homestead.	Acquisition and compensation advice provided. Fencing agreed to landholders' requirements. Timing of closure of stock underpasses to be agreed with landholders. DIER has made alterations to the project to relocate the northern G-turn to opposite the dairy entrance. Relocation of G-turn to further south of homestead eliminates additional noise.
		Current u-turn opposite property entrance used as pull-off area. Concerned that provision of G-turns will similarly be used; also rubbish accumulates at these sites. Need to erect 'No Standing' signs.	DIER has requested that landholder provide more specific details on when existing u-turn facility opposite property entrance is used inappropriately. If G-turn facilities are being used inappropriately, 'No Parking' signs will be erected.

Midlands Highway at Symmons Plains – 2 Plus 1 Project. Report on responses during public consultation in January and April 2012

Landholder/Representor	Issues raised at 12 January 2012 meeting with DIER and GHD	Issues raised with DIER on 13 April 2012 or submitted during public consultation process 13-26 April 2012.	Response from DIER
		<p>Barrier won't stop persons falling asleep at the wheel and driving through farm fences.</p> <p>Most accidents are due to driver inattention.</p> <p>We already have to wait 3-4 minutes to cross the highway, this won't help.</p>	<p>The median barrier will prevent fatigued or inattentive drivers from drifting into opposing traffic and causing head-on collisions.</p> <p>The flexible safety barrier will not affect traffic flow and therefore there will be no impact on vehicles leaving the property.</p>
		Waste of government funds.	<p>Projects funded by the Road Safety Levy are highly scrutinised and only projects that will deliver savings in road trauma are approved.</p> <p>This site has the largest cluster of fatal and serious crashes involving head-on collisions.</p>
W & Y Maxwell	<p>Concerned that where power poles are to be relocated to will impact on private airstrip.</p> <p>Concerns over acquisition process and requirements for new fencing.</p> <p>Concern over small dam which will need to be relocated.</p>	<p>Concerned that where power poles are to be relocated, due to land acquisition, they will interfere with existing private air strip.</p>	<p>In order to accommodate the private air strip, DIER is relocating three power poles to the opposite side of the highway.</p> <p>Acquisition and compensation advice provided. Fencing agreed to landholders' requirements.</p> <p>New dam to be provided in consultation with landholder.</p>

Midlands Highway at Symmons Plains – 2 Plus 1 Project. Report on responses during public consultation in January and April 2012

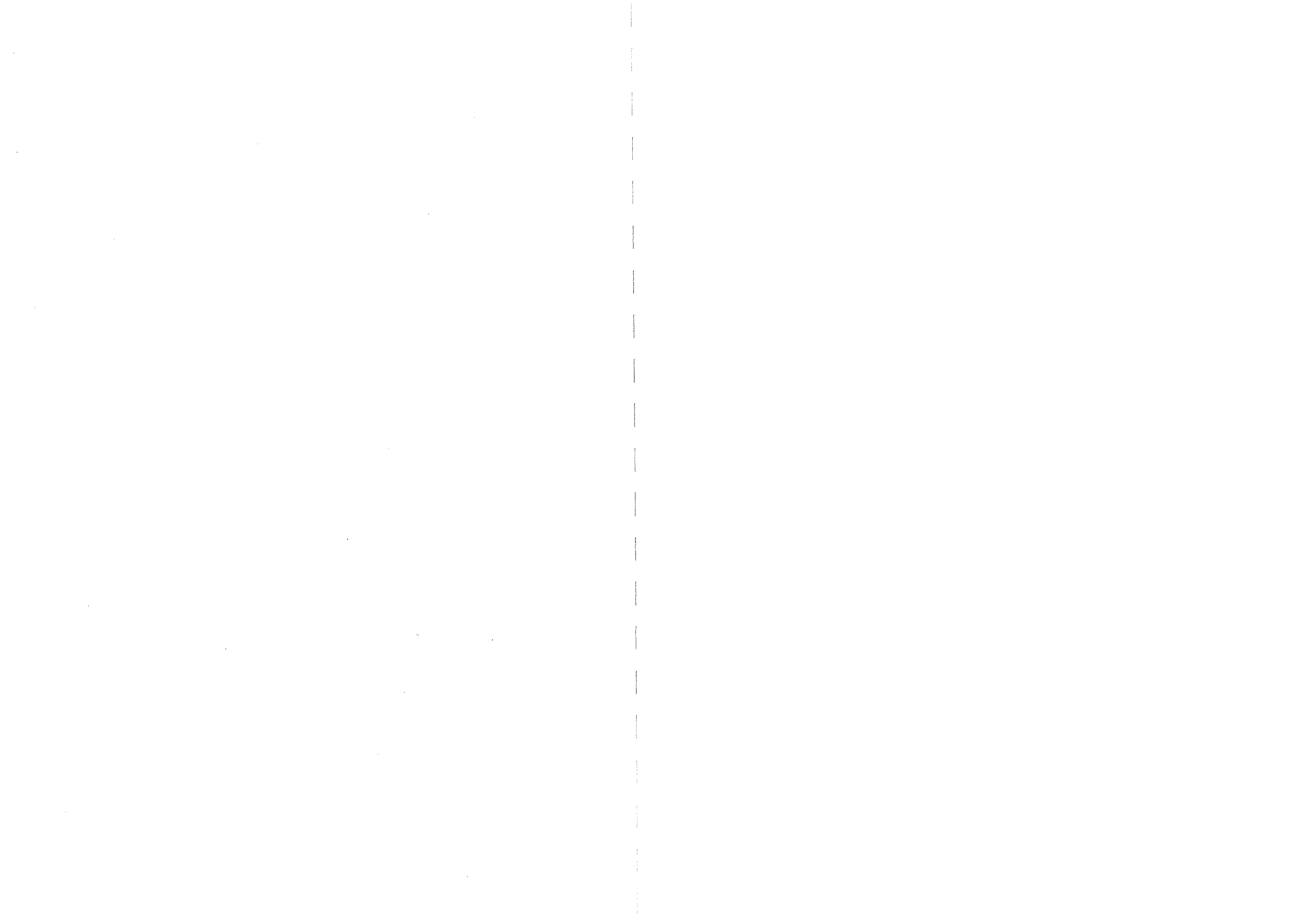
Landholder/Representor	Issues raised at 12 January 2012 meeting with DIER and GHD	Issues raised with DIER on 13 April 2012 or submitted during public consultation process 13-26 April 2012.	Response from DIER
M Barker	Concern over extra travel time and distances for farm equipment. Entrance gates will need to be relocated and entranceway altered. Concerns over acquisition process and requirements for new fencing.		The inconvenience will be outweighed by the traffic safety benefit the scheme will provide. Plans and alterations for entrance, including relocation and removal of gates within driveway precinct, to be made in consultation with landholder. Fencing agreed to landholders' requirements. Acquisition advice provided.
	Concerned that G-turn facilities are used as lay-bys with vehicles parking in them; also rubbish accumulates.		If G-turn facilities are being used inappropriately, 'No Parking' signs will be erected.
S Creese		Farm workers and suppliers will have to travel further to access farm; this raises safety concerns due to additional travel time and distance.	The inconvenience will be outweighed by the traffic safety benefit the scheme will provide. Safe turning areas are being provided at either end of the safety barrier.
B Taylor & J Sinclair		Additional travel time will be an impost on commute times especially for chaplaincy work.	The inconvenience will be outweighed by the traffic safety benefit the scheme will provide.
		Access for emergency services, especially fire service. Minutes lost in responding to a fire can be critical in whether the fire gets out-of-control or is controlled.	DIER has consulted with Tasmania's emergency services and in the event of a fire the flexible safety barrier can be lowered to allow vehicles to pass across the barrier.

Midlands Highway at Symmons Plains – 2 Plus 1 Project. Report on responses during public consultation in January and April 2012

Landholder/Representor	Issues raised at 12 January 2012 meeting with DIER and GHD	Issues raised with DIER on 13 April 2012 or submitted during public consultation process 13-26 April 2012.	Response from DIER
J Bradley Chilvers' family Longford		Share farm equipment between Longford and Symmons Plains family properties. Longer travel distances increases time slow moving, over-sized vehicles are on the high speed road and this is potentially dangerous.	DIER has made alterations to the project to relocate the northern G-turn to opposite the dairy entrance. This will significantly lessen the impact of the scheme on the current and future operations of the farming enterprise.
		Additional travel cost to the farm business due to extra travel distance and time for shared equipment.	Compensation is only available to adjacent landholders where property is being acquired.
D Porter, Fonterra	Additional travel time and distance in entering and leaving the dairy. Milk tankers access the property in either direction; lack of a break at dairy entrance will significantly impact on travel time. Need to have a left-turn slip lane into the dairy to allow faster traffic to overtake turning trucks.	Additional travel time and distance in entering and leaving the dairy. Milk tankers access the property in either direction; lack of a break at dairy entrance will significantly impact on travel time.	DIER has made alterations to the project to relocate the northern G-turn to opposite the dairy entrance. This will significantly lessen the impact of the scheme on the current and future operations of the farming enterprise. The project is providing a short left taper to assist vehicles turning into the dairy from the southbound lane.
Motorsports Tasmania	Purchase of additional land on eastern side of highway will increase parking capacity; negates need to use overflow parking on western side therefore pedestrian movement between western and eastern sides during events should cease.		Change noted.

Midlands Highway at Symmons Plains – 2 Plus 1 Project. Report on responses during public consultation in January and April 2012

Landholder/Representor	Issues raised at 12 January 2012 meeting with DIER and GHD	Issues raised with DIER on 13 April 2012 or submitted during public consultation process 13-26 April 2012.	Response from DIER
L Henry-Middleton		Milk tankers entering dairy will have to turn across three lanes at southern end. Why not provide opposing right-turn slots at raceway access to accommodate milk tankers turning combined with relocating Youl access on western side.	DIER has made alterations to the project to relocate the northern G-turn to opposite the dairy entrance. This will significantly lessen the impact of the scheme on the current and future operations of the farming enterprise. The project is providing a short left taper to assist vehicles turning into the dairy from the southbound lane.
Tasmanian Farmers & Graziers Association		Concern regarding access for emergency vehicles, especially ambulance service attending highway crash.	DIER consulted with Ambulance Services some 12 months ago, about the provision of a median barrier and accessibility to the other carriageway. It was agreed that a turn facility would be provided approximately every 3 kilometres. This was acceptable to the Ambulance Service.
		Support concerns raised by adjacent landholders in particular access to and from the dairy at <i>Oakdene</i> .	Response in letter from DIER Project Manager consistent with those given above to individual landholders.





GHD

2 Salamanca Square Hobart 7000
GPO Box 667 Hobart 7001
T: 03 6210 0600 F: 03 6210 0601 E: hbamail@ghd.com

© GHD 2012

This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	G Stewart	D Rolph	*on file	M King	*on file	30/5/12
1	D Rolph	L Ashlin	<i>L Ashlin</i>	M King	<i>M King</i>	28/6/12

