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THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS MET IN COMMITTEE ROOM 2, PARLIAMENT HOUSE, HOBART ON MONDAY 11 MAY 2015.

BROOKER HIGHWAY, ELWICK ROAD TO HOWARD ROAD

Mr ADRIAN PAINE, MANAGER PLANNING AND DEVELOPMENT; AND **Ms VANESSA KING**, PROJECT MANAGER, TRANSPORT INFRASTRUCTURE SERVICES, DEPARTMENT OF STATE GROWTH, WERE CALLED, MADE THE STATUTORY DECLARATION AND WERE EXAMINED.

CHAIR (Mr Brooks) - Welcome. A committee hearing is a proceeding of parliament and therefore receives the protection of parliamentary privilege. It is an important legal protection that allows individuals giving evidence to a parliamentary committee to speak with complete freedom without fear of being sued or questioned in any court or place out of parliament. It applies to ensure parliament receives the very best information when conducting its inquiries. It is important to be aware that this protection is not accorded to you if statements that may be defamatory are reported or referred to by you outside the confines of the parliamentary proceedings. This is a public hearing. Members of the public and journalists may be present and this means your evidence may be reported.

Mr PAINE - The staggered T intersection, as we refer to it, that connects Elwick Road with Goodwood Road and the Howard Road roundabout was identified some time ago as being one of the most significant bottlenecks on the Brooker Highway. The most recent proposals in 2007 and 2008 were put on the table and got to the point of nearly being constructed. It virtually went up for development application to the council but the funding was then pulled and reallocated elsewhere. Since then, in 2012, we made a submission to the Commonwealth Government to seek some funding. It was initially promised by the then Commonwealth government, and the new Liberal government that was elected not long after then committed to funding for the project to proceed. It is on that basis that we have pursued this design and have it here before you.

Ms KING - The intent of the project is travel time improvements. There are some safety benefits but the main focus is travel time improvements, with the resulting economic benefits that come for the community.

Ms OGILVIE - I am aware of the background of this project and well done on getting to this stage, and I commend the work. It is in my electorate and I have been familiar with it for many years, and I travel that road every day. I know that the Glenorchy City Council has been heavily involved in the consultation process and that your community consultation has been fantastic. I know there is a lot of support for this project.

What I would like to say, though, and this may be a personal reflection, is that the issue of overpass is one that I hold as a very deep concern. I recognise the work that we looked at this morning around the pedestrian crossings, but the overpass to Goodwood, which has really kept that suburb a little bit separate from its own school, to me is a critical piece of

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the picture. My constituents in Goodwood would not like it if they did not think I was raising it as a high priority.

The overpass that is there at the moment has steps, and anybody who is not fully able, with a pram or wheelchair or elderly and those sorts of things, has difficulty with that. I throw that at you to give you an opportunity to respond in the way you did this morning with the solutions that you sought to implement so that I can better understand how your solution will fix that challenge.

Ms KING - We are talking about the pedestrian overpass?

Ms OGILVIE - Yes, in particular the one between Goodwood and the school.

Ms KING - Part of the design of the works at both intersections, but perhaps particularly at the Howard Road, Renfrew Circle intersection is the one that is most relevant for the school. It is the closest to the school. That is currently a roundabout at the moment and that is quite difficult to navigate on foot, particularly if your mobility is not great.

Ms OGILVIE - I see kids running across there and it looks quite dangerous.

Ms KING - That intersection will not longer be a roundabout. It will be a fully signalised intersection with pedestrian lights and with cycle access, improved cycle facilities through that intersection. That gives a much safer crossing opportunity in the vicinity of the school because it is a controlled and managed one. The pre-schoolers always have the great delight of pressing the button to call the lights.

Ms OGILVIE - What sort of distance is there between the current overpass, if you were to walk from that up to the lights and back down on the other side of the road.

Ms KING - It is about 300 metres up to the lights, across the road and then 300 metres back to the school.

Ms OGILVIE - Is there any particular reason why we would prefer this option than to have say, a fully formed overpass that was all access.

Ms KING - We looked at an all-access overpass and one of the findings was that the travel times are not actually significantly better for pedestrians. You might think it would be better to go over the road, by the time you get up and down again, it actually is not significantly different to walking up to the lights and back again. The ramps have to be very long to get the safe grades. It is quite a considerable piece of structure, which our assessment indicated did not provide significant benefit to the community.

Ms OGILVIE - Was cost part of the decision?

Ms KING - We were looking around the order of \$1.2 million, excluding land acquisition.

Ms OGILVIE - Would there need to be a land acquisition?

Ms KING - Yes, to make room for the ramps.

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Ms OGILVIE - So, the acquisition from the school?

Ms KING - The school side and the housing side.

Ms OGILVIE - Did you have any conversation with the school and the land owners around this issue?

Mr PAINE - I am not sure that we spoke directly to the school. We certainly had some discussions with the Education department because that school was on a list for closing only about 12-18 months ago.

Ms OGILVIE - Can't get the kids across the road to get to school.

Mr PAINE - There was some debate about making a significant investment for the new overpass with some shadow, if you like, over the school's future. By providing the grade signalled new intersection pedestrian facilities were significantly improving pedestrian access at that point anyway. I appreciate that it is not actually at the school but that area was significantly improved and we made a decision that it would be the limit of our investment in that area given the shadow over the long term future of the school.

CHAIR - The committee's role is that we cannot amend the plan, we can either recommend or not recommend, approve or not approve it. Anything over the cost of work of \$5 000 000 needs approval from this committee, unless it is passed within the parliament to exempt it. What we consider is whether it delivers the stated purpose, whether it necessary and advisable to carry it out and whether it is good value for money.

Given that within the key outcomes of the project it says, improve local connectivity between residential areas and activity centres for both vehicles and pedestrians, it is significantly relevant to this discussion. Sometimes I am a little touchy on how much we can investigate this given it is outside of the project stage. I would rather we get all evidence on it.

Ms RYLAH - I am satisfied with what I have heard in regard to pedestrians. I would like to go to the broad overview of the project. What I note in 1.4.1 is that this is a short to medium term investment in the plan. It is a very significant investment; is there an alternate suggestion for a long term investment?

Ms OGILVIE - Is there more coming?

MS RYLAH - Yes.

Mr PAINE - The report investigates through to the next 20 years, in terms traffic tolerance and shows an overall improvement over that period. That is what we call short to medium term, 20 years. If you want to go beyond that you would probably be looking at a grade separated interchange here and that would be significantly more expensive.

That is why we are saying it is a short to medium term solution and not an ultimate long term solution. However the benefits of a grade separating change here in the overall Brooker Highway functionality would be limited because you have still got major

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intersections at Derwent Park and then again at Risdon Road which you would also need to deal with in the same project.

Ms RYLAH - Otherwise you are going to create a bottleneck.

Mr PAINE - Exactly, you are just getting the traffic quicker to Derwent Park or Risdon roads where the bottleneck is going to remain if you do not do grade separated there as well. If you were going to invest in grade separated at this location I would suggest you would also have a plan -

Ms OGILVIE - Could you tell me what grade separated is?

Mr PAINE - It where the roads are separated so that, for example, Goodwood and Elwick roads would just go over the top of the highway, a fly over, and you do not have any signals and the traffic can free flow in any direction. Then you have the ramps to go on to join or exit the Brooker Highway.

Ms KING - Part of the reason was that when we looked at grade separated quite significantly that cost came up in the order of \$50 000 000. We are looking at lowering the Brooker by eight to nine metres, which is quite significant. It would be a fun construction management exercise too. Also providing appropriate ramps in an urban environment is difficult.

Ms OGILVIE - I lived in San Francisco for a while and there is the whole question of what happens underneath those and the graffiti. It is a real amenity issue.

Mr PAINE - We need to have a minimum clearance of at least six metres to allow for the heavy vehicles to travel underneath.

Ms OGILVIE - It would change the landscape significantly, wouldn't it?

Mr PAINE - Yes, it would.

Ms KING - Our work indicated that grade separated is not viable at this stage.

Mr PAINE - There would need to be significantly greater acquisition both at the racecourse and the showground to make room for all those ramps. The impact in the local community would be substantial.

Mrs RYLAH - Is the 20-year time horizon normal? Is that acceptable for highways in the state?

Mr PAINE - That is a reasonable time horizon and we generally apply some cost benefit analysis to indicate the benefits we achieve over that 20 years is justified by the expenditure. It is not uncommon to do some upgrades and in 15 to 20 years come back and do more because the traffic volumes have lifted to a point where you can justify spending more money.

Ms KING - The cost benefit analysis that was undertaken indicated travel time savings over a 34-year period was \$94 million and \$47 million in vehicle operating savings. That is \$140 million benefit for a \$30 million expenditure.

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CHAIR - On that, is there an estimated saving in actual time?

Ms KING - It is waited average of two minutes. It may not sound massive for each person but if you're waiting at the lights it seems like a very long time.

Mr PAINE - When you have a road like this, carrying 35 000 to 40 000 vehicles a day, that adds up to a lot of money.

Ms KING - It is the two minutes per vehicle.

Ms OGILVIE - On the topic of the capacity, is it our busiest road?

Mr PAINE - No. The Tasman Bridge is the busiest one but it is next in the ranking.

CHAIR - Continuing with pedestrian access and the design of it. I notice in your crash surveys on page10, you have had three crashes with a pedestrian. You have here, pedestrian on foot, in toy or pram. What does that mean, on a bike or a scooter?

Ms KING - It is an official classification and it is a coverall that allows for things like the skateboard on the back of the pram. Have you seen the toddler on a little skateboard that hooks on the back of the pram or a child on a little scooter? It is a general classification that includes a pedestrian with a child with an accessory, which may be a pram or it may be something less substantial.

CHAIR - You also have four crashes on-path, off-path on straight, off-path on curve. What does that mean?

Ms KING - Yes. So the crash is on path if the vehicle stayed on the road and they have hit something, and the off path is they have come off the road itself, either on the straight -

Ms OGILVIE - So on path is on trajectory?

Ms KING - Yes, or they have come off the path, not on it.

Mr PAINE - Yes. They are talking about vehicles there, not pedestrians. This is their vehicle crashes.

Ms KING - On the curved part of the road, they have come right off. I guess it is straighter in that area than curved, so you can get more crashes than those that have come off on the straight. You can see the majority of vehicles are from the same direction, so they are mostly rear-ends. Our understanding is, that is associated with the congested traffic.

Mr PAINE - It is also compounded by roundabouts. People are indecisive at roundabouts, so they make a last-minute decision and bang, someone who is behind them thinks they are going to enter the roundabout, and they do not. You do tend to get more -

CHAIR - The lights are a little more -

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Mr PAINE - The lights are more controlled because you have time to stop. Then it's obvious. Everybody understands that they need to stop.

CHAIR - The overpass solution or option that was considered by the Government - and we have heard some evidence on that already - do you feel the option that you have there now is warranted, or should it be reconsidered at a later point for the pedestrian solution?

Ms KING - Hang on. Are you talking about a grade-separated intersection, or are you talking about the pedestrian overpass?

CHAIR - I am talking about pedestrian access. Are you confident the solution that is presented to this committee will achieve appropriate safety for pedestrians, or would it be preferable to look at an overpass?

Mr PAINE - The solution we have presented will provide adequate safety for pedestrians. The only question is, as you have rightly raised, because of the separation people may choose not to use it. That is obviously not something we have direct control over. As we have said, it is a significant improvement over the roundabout at the moment, which does not provide any safe opportunity for pedestrians to cross.

Ms OGILVIE - I appreciate how you are making your decisions based on budget and scope and all of those things and looking to the future. If it weren't a budgetary consideration, and I notice how much contingency you have in your budget, would you say that a better solution would be to also have a pedestrian overpass to the school? Options, maybe? For example, if there was another pot of money somewhere and -

Mr PAINE - Exactly. You could always do something better, as we could with the road, and go to a fully grade-separated interchange we were just talking about, if we had another \$20 million-odd.

Ms OGILVIE - It is a matter of prioritising. Is that what we are talking about?

Mr PAINE - It is a matter of priorities. It is also being done in significant consultation with the community and the council. Councils obviously have the ultimate responsibility of, say, in providing pedestrian and cycling facilities. We have had significant discussions with council and proposed this solution and put our case forward for not including a new elaborate overpass. We have generally found that has been accepted by the community. As you say, if you had more money, then, yes, we could look certainly at putting up -

CHAIR - Following on from that, it goes to consultation. Did the council raise that, or they didn't give a preference to what they would like?

Mr PAINE - No, they did not give us any particular indication. They just wanted to make sure that we had investigated and consulted with the community over this issue.

Ms OGILVIE - I hear your consultations have been deep and well received.

Mr PAINE - Yes. Our primary focus is definitely on the road network. That is what our funding is for, and that is where we start. If we can provide other facilities - better facilities

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for pedestrians and riders - that is great and we will aim to do that. But we are conscious of diverting funding that we should be applying to the road, to provide pedestrian facilities.

Ms OGILVIE - Additional elements.

Mr PAINE - Exactly.

CHAIR - Can you take us briefly through the consultation process?

Ms KING - Yes. We have a stakeholder management plan that early on identified all the key stakeholders. We have undertaken different forms of consultation with different groups tailored to those specific groups - from the point of view of the local residents as opposed to business or bigger organisations. There have been a couple of public information sessions, the most recent of which was in February at the shopping centre. The dominant feedback was 'get on with it', so we are trying very hard to do that. Some residents who are adjoining the project have specific concerns with their home about impact either during construction or in the longer term. We have worked with those residents to attempt to ameliorate those impacts. Examples include replacement of fencing with a higher fence.

We are working with council on landscaping where that is perceived as a benefit for residents, needing always to balance with landscaping. We need to make sure we maintain sight lines along the road. It's not acceptable for the landscaping to introduce a safety risk, but accepting residents are looking for screening. We believe our work with those residents has been effective, that they understand the project and are accepting of it. It is always going to be difficult if you live very close to a highway.

Ms OGILVIE - I have done a bit of reading on the history of the Brooker and it was originally envisaged as a boulevard, that it would have a substantive feel to it. On the landscaping issue, it has occurred to me over many years that it could have a more integrated visual appeal. I appreciate you're dealing with a component of the road but have you worked with council or given thought to the integration of landscaping that might give it back the sense of being the entry to the city that it was originally envisaged to be?

Mr PAINE - We haven't done any work specifically on that with this project; however, there was some work done two or three years ago which was built into the Brooker Highway partnership agreement struck with councils. There were a number of beautification projects identified as part of that exercise with the councils to be rolled out. I can't tell you how effective that has been or what the funding source was for that because those sorts of activities principally end up with the councils to roll out and we help with funding or resources as we can. I know some work has been done on that but I don't know exactly where that's at.

Ms OGILVIE - That is something I can follow up with the council perhaps. I am very aware, from a tourism perspective as well, that we have MONA being very involved in getting the Glenorchy Arts and Sculpture Garden up and Elwick has plans. We have seen great things happening at the Showgrounds. I think we really can integrate this idea of connectedness better, so I will follow that up with the council.

Mr PAINE - The big challenge for us with those things is making sure we can properly maintain those strips of road. Maintenance crews have to work next to the road while

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they're trying to cut grass or trim trees. As Vanessa pointed out, we also have to make sure they don't create site impediments or even crash hazards - if a vehicle leaves the road and hits a substantial tree it is going to be a serious accident outcome. There are a number of concerns we have.

Ms OGILVIE - People tend to slow down and that might affect the travel times - visibility at St Kilda Road.

Mr PAINE - That's a possibility. We work with council to try to deal with those issues and come up with those outcomes.

CHAIR - I have some questions around property acquisition. I see the impacts are affected by Tasracing, Housing Tasmania, the Glenorchy Council and DPIPWE. Can you go through the consultation with those stakeholders, the feedback and concerns they had and how they were addressed, and if there is anyone who is not supportive of this? I would be interested in going a little further into Housing Tasmania consultation so it is on the public record and the committee can understand the process around that.

Ms KING - The Housing Tasmania acquisition is quite small. There is a section on the corner of Renfrew Circle, a tiny piece of land and -

CHAIR - You are not going to bulldoze someone's house?

Ms KING - Correct. We are not even moving the fence because that fence is not on the property boundary. The apparent impact on that property is nothing. There is legal impact because we are taking a piece of land, but it is piece of land that, when you look at the property, does not appear to belong to the property at the moment. The day-to-day impact is negligible.

CHAIR - We are not going to have a resident or tenant from a Housing Tasmania home distraught or impacted in there with their life?

Ms KING - We are not bulldozing a public housing house.

CHAIR - You also mentioned the Tasmanian Racing Club impact but you also mentioned you are doing some work on that.

Ms KING - The DPIPWE land is that bit of vacant land at the corner of the Brooker Highway and Goodwood Road.

CHAIR - That is where you mentioned it is accessible for the show?

Ms KING - Yes, that is right. It is where a lot of people park for the show. That land is owned by the Crown. It is managed by DPIPWE and it is currently leased to the Royal Agricultural Society. That lease is managed by DPIPWE. We are taking a slice off the Brooker Highway frontage of that land to enable us to widen the road and provide those extra lanes for traffic management and we are working through a process with DPIPWE and RAST on that.

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CHAIR - We have all, no doubt, been to the Hobart Show. There is an extraordinary amount of pedestrian access for those three days. I know we are not going to change the construction or put in a special show gate, but do you think that will improve?

Ms KING - We are putting special conditions into the construction contract. One of those is for this year, 2015. We will not allow the contractors access to the site before the show. We are hoping to have the contract ready and signed and to be working through construction and traffic management plans in the lead-up to the show, but no physical works before this year's show.

In the following year, 2016, we are intending to write in the contract that the contractor must not work during show week because our expectation and understanding is that there is a lot of movement in the lead-up to the show because all the exhibitors are moving onto site and there is a lot of additional equipment getting moved in around the vicinity. Then you have all the public access during the days of the show. Our view was that it would be appropriate for us to say to our contractors for that week to be off-site. Catch up with the paperwork, whatever they need to do, but do not be onsite during that week. We thought that was an appropriate management activity. Also, the same for the weekend of the Hobart Cup.

CHAIR - My question was more about redesigning pedestrian access at those traffic lights. Is there a significant change to what is already there? I know we are taking one set of lights out and moving it, but the largest amount of pedestrian access is at that intersection and will this, as a minimum, provide the equal level of safety there? I presume it would enhance it.

Ms KING - One of the changes we are making is that the islands are larger, so that you can wait and group people in a larger, safer environment as they are making those crossings, particularly for those people who might take a bit longer to cross the road. They have got a larger place to wait for those people. It takes a little bit more time to get across. They have a better refuge.

Mr PAINE - Currently the special traffic management in place during show days anyway reduces speeds through the area and the like, to accommodate the extra pedestrian movements and increase the safety. I imagine that scenario will have to continue because you still have a lot of people moving on foot across the intersection.

Mrs RYLAH - I see that these islands are quite large, but this one here I would have thought would be a primary one that is used. How wide is that? Does that allow for prams and families and all that sort of stuff?

Mr PAINE - It is also long, so we have off-set the crossing so that people come across and then have to walk sideways, so the length of it creates quite a big storage room for pedestrians. It is not just they haven't got the width that is available; they also have a significant amount of length.

Ms KING - It is about really specifically providing extra places for people to wait.

Mrs RYLAH - The width is wide enough to accommodate a family pushing a pram and all that sort of thing.

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Mr PAINE - Yes.

Ms KING - If you look at that one in particular, compared to the width of the traffic lane, you can get an idea of scale.

Mr PAINE - A traffic lane is 3.5 metres.

Mrs RYLAH - So it is a couple of metres.

Ms OGILVIE - Still on traffic lights and pedestrian access, on the slip road there are no pedestrian traffic lights there. So you still have to run the gauntlet across there for your crossings. Is that correct?

Mr PAINE - Yes.

Ms KING - There has been discussion about putting pedestrian lights on slip lanes.

Ms OGILVIE - I appreciate that. There is one going past St David's park there, which I think quite dangerous, because people tend to not look at pedestrians. They are looking at the lights.

Ms KING - I am not across the detail of it, but my understanding of the industry design practice is that there is a different view about putting pedestrian lights on slip lanes which are very heavily used at slip lanes. It is about people getting used to going around the corner, and pedestrians getting used to traffic that is stopping for safety. There are different safety impacts.

Ms OGILVIE - Would they be high use?

Mr PAINE - Only during those peak events. When the peak events are not on then there is not a lot of pedestrian movement through there.

Ms OGILVIE - Traffic would be heavily used?

Ms KING - Intensely used by vehicles and pedestrians. There is day-specific traffic management in that region.

CHAIR - If you had those lights integrated, that would interrupt part of the traffic flow plan.

Mr PAINE - It does.

CHAIR - The whole point of doing this, would it?

Ms KING - Yes, if there were pedestrians.

CHAIR - So if there was a pedestrian light there, that would remove part of the incentive of putting this in for increasing the traffic flows, which is the whole point of it.

Mr PAINE - It could have an impact on the efficiency of the traffic flow.

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Ms OGILVIE - If you wanted to get across the road only using traffic lights, you could get from here to here -

Mr PAINE - Yes, it's only the slip lanes that don't have the lights on them.

Ms OGILVIE - You could get from the showgrounds safely across the road using lights?

Mr PAINE - Yes.

Ms OGILVIE - That makes sense, but coming back you will still have that slip lane.

Ms KING - The racecourse is the site for the largest acquisition. It's not a particularly large acquisition as a proportion of the racecourse site. The acquisition is shown in the appendices. It is a wedge along the Brooker and a wedge along Goodwood Road - two legs of acquisition. It is land that is currently grassed with a few trees and used for parking at peak events for the racecourse.

Mrs RYLAH - Could you show us where they are parking?

Ms KING - We are putting in some additional parking and paved parking adjoining the entrance. Considerably further up on the corner of the racecourse we are putting in some gravel parking.

Mrs RYLAH - So there is no parking up there at the moment?

Ms KING - Correct. Well, it's a loose paddock at the moment.

CHAIR - So that's made the racing club significantly happier or more open to the changes?

Mr PAINE - Yes.

Ms KING - We're required to ameliorate the impacts. If we remove parking we are required to provide a solution, and that is a solution we have worked through with TRC. We have been working with them for many months in developing their understanding of the impact on their property.

Mrs RYLAH - Do we have to re-fence their area for them?

Ms KING - Yes, we will re-fence along there.

Mrs RYLAH - And that will be good security fencing?

Ms KING - That's right. We have been in consultation with the TRC on that fencing and the fencing we've proposed is to their requirements.

Mr PAINE - They also have a concern about traffic headlights interfering with the racecourse. We have talked about making sure the fence is at an appropriate height to shelter the horses and the racecourse from the stray headlights.

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Mrs RYLAH - And that's in our costing?

Ms KING - That's all part of the project.

Mr PAINE - As well as some works we are doing on their stables.

Ms KING - We've got an allowance. The TRC is commencing a master planning exercise for their review of the long-term functionality of its site. As part of the compensation for acquisition there may be some stable relocations as part of State Growth's contribution.

Mr PAINE - By providing car parking at the other end of their facility, at the eastern side, we need to create a pedestrian link back through to the main stadium, which goes through their stabling area. Some works will be required there that is part of our impost on the racecourse to allow for that safe pedestrian passage, which will include some modification of their stables.

Mrs RYLAH - These days you don't have pedestrians in stable areas.

Mr PAINE - No.

Ms KING - They're trying to think about a way of pedestrians passing the stables in a way that adds to the amenity without detracting from safety. People like seeing the horses and it's interesting to see behind the scenes but they need to do it without impacting on safety within the racecourse. Those are the sorts of things the TRC would like a bit longer to work through and that is fine. We know we need to compensate them for the acquisition of the land and the impact on their operations. They are working through what their solutions are to the impact of the acquisition.

CHAIR - Do you want to move on to the execution? Ms Rylah had some questions.

Mrs RYLAH - I am interested in the traffic movement during construction. It is such a busy intersection, could you give me some background detail on how well you have tested this?

Ms KING - We have worked up a staging plan with the Department of State Growth using our internal significant expertise and the expertise of the consultants to work up a seven stage plan. We believe it is possible that contractors will have alternative ways of looking at the staging and their alternatives may be better for project outcomes. We are putting our staging into the contract documents. We are proposing at this stage to allow alternative staging by the contractors that we will assess. It is likely that contractors will say, 'we can do it in a quarter of the time'. We will look at it and say, 'there is no through traffic' and that would not really work.

We are putting in place mechanisms through the tendering and contract process to make sure that we can balance making the construction duration shorter, because that is better for everybody. However, we still need to keep the road functioning during construction and they are two real trade-offs. If you optimise one you potentially lose out significantly on the other. We believe we have a solution that works but we do not want to prevent bright ideas coming through from the contractors which may improve the project.

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We are proceeding with contract documents that say there must be two lanes sealed in both directions at all times. We may have to drop down for occasional night works. At the moment night works are not planned but there will be some occasions where we will have to do things at night when very few people are using the road. There will be occasions when we will have to do change overs and we may look at one lane each way. We are putting those requirements of two lanes each way and we are also putting in requirements about pedestrian access. We are not forgetting about pedestrians during construction because that is very important to maintain that.

We must have appropriate lighting because the lighting of the road will change over the project. You must not only have an opportunity to cross but you can see where you are walking when you cross. They are the sorts of things that we are working through internally to try and manage the construction. It will be a bit messy but it is for a long term benefit.

Mrs RYLAH - We have currently three lanes in peak time and we are going down to two lanes each way, to me that implies that we have lost a third of the capacity. What is going to happen to the travel times and what is the cascade effect for traffic?

Ms KING - By about stage 2 in the construction period we have this consolidated intersection at Elwick and Goodwood roads, so that what was two junctions becomes one, fairly early in the project - not the very earliest, but fairly early. That provides benefits quite early that counteract having the smaller number of lanes. Obviously you won't get the full benefit of the project until everything is open, but fairly early on, by consolidating those two intersections into one you start to get some benefits which counteract that.

The other thing is that during construction we have to have construction speeds. Along here it will not be an 80 kph zone during construction. That will impact the flows, but at least everybody is moving at a uniform pace. It must be safe for the workers, so we have to have those construction speed limits.

Mrs RYLAH - And at the Howard Road roundabout?

Ms KING - That is one of the last things to change over. The works start around Elwick Racecourse. We do as much work off-network as possible so we get as much construction done as possible that the public are driving past, not driving through. Get as much done as possible and then start bringing people onto new roads. We work our way towards Howard Road. As an example of the stakeholder consultation you were asking about earlier, Bunnings expressed a preference that we not change that intersection over until some six months after they had opened, because they were concerned about the commercial impact of that. Although it appears that project has been delayed compared to their initial estimates, because we are starting at the other end, there will still be time that they will have that business well established before we come and start playing near their front door.

CHAIR - We spoke about integration between the lights down at the entertainment centre. They would not be on timers, would they, they would be on as needed? Unless there is an event on, there is very little traffic coming in and out of there.

Ms KING - They are event-specific.

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CHAIR - I have a question just out of interest. Do you change the timing of those lights? It is completely irrelevant to this committee, but I am interested about it.

Mr PAINE - To be quite honest, I do not know, except to say that there are definitely loops in that - there is a dedicated left-turn lane there into the Derwent Entertainment Centre. There is a loop in that lane so that when vehicles go into that lane, those lights are triggered. Whether they are given any priority during events, I am not sure whether we have the capacity for that. I do not know. I could find out if you'd like.

CHAIR - So it will not have an impact on that project and on the traffic flow anyway because it is already there.

Mr PAINE - Yes.

Ms KING - We are putting a requirement in the contract that the contractors talk to the operators at the DEC to understand the impact.

Ms OGILVIE - There is a whole other raft of issues there.

Ms KING - If we are planning night works, it would be better to not do them on a night that there is a major event at the DEC because -

Ms OGILVIE - When AC/DC arrives, for example, Chair. Not that it would be your favourite band or anything.

CHAIR - That is right. They are, and I don't think they are coming to Tasmania, so I am very devastated about that.

Ms KING - Again, that is something that we have foreseen and we believe we have measures in place to address and manage that during construction.

Ms OGILVIE - To continue on the question about the technology and the lights, you are obviously about to basically redo a huge section of road, which is the opportunity to upgrade your utilities infrastructure as well. Have you been working with Telstra and NBN, gas, electricity, all of those elements to make sure that we are putting some future-proofing into this?

Ms KING - We cannot future-proof other people's infrastructure but absolutely, we have a water mains -

Ms OGILVIE - Signal to them that they know this is happening, that now is their chance to get on board.

Ms KING - Absolutely. We have water main relocations. We have gas main relocations. We have intense discussions with TasNetworks for their assets and our assets. We use their power for lights. We use their power for our signals. Asset coordination with service authorities is a really big part of this project. The signals are all ours and we are putting quite a bit of work into making sure these signals are smart signals.

Ms OGILVIE - Good.

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CHAIR - A couple of quick questions, standard contractor questions. Are you aware that the Treasurer's Instruction governs the policy of buying local or local benefits test applying to all government contracts? Will you be applying or seeking an exemption from that instruction?

Ms KING - We are not seeking an exemption from the Treasurer's Instruction.

CHAIR - As for the timing around it, according to the latest timetable, the Public Works Committee was meant to review this in February 2015 and it is now May. Does that mean anything else gets pushed out or does it mean you have proceeded in line with many other projects, where it can go to tender for approval by the committee anyway? Are we behind already or not?

Ms KING - We are looking to go out to tender for early works within the next four to six weeks if all our ducks line up. That is a fairly small contract. We are still looking to go out to tender for the main works this winter, hopefully in July, and then it takes a little while. We have built into the program longer than normal tender assessment time frames because of the complexity of the construction management staging. We really want to get that right and we want to make sure we make some good decisions in that tender assessment phase. It is not a step to rush.

Once we have awarded a contract, getting the construction management plans together, the traffic management plans details take more than five minutes. We are still aiming to have contractors starting immediately after Show week on the main contract. The early works will proceed.

Mr PAINE - The program for the main contract has not been changed. The schedule for the Parliamentary Standing Committee and the early date we chose, February, was to get approval so we could start those early works earlier. We were planning to start early works in February or March but we pushed to early works back and some of that has been around our processes, where we have got to. We decided we were not ready to go on with those early works required at that time, so we agreed to move that back. In terms of the overall program for the major works, the change in schedule has not impacted in that schedule for the contract.

Ms KING - We are talking about an 18-month construction period. We get two summers, one winter. We will do what we can over the winter, bearing in mind we cannot do some pavement works, but we will do as much as we can.

Mr PAINE - The development application was lodged in February and that is coming to a close shortly. We are working through some issues to resolve with the council at the moment, but we expect to have development approval in the next week or two.

CHAIR - You would think the council would be supportive of this project. I cannot see them stopping it too much.

Ms KING - Yes. Everybody is very supportive.

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Mr PAINE - Yes, they are and have been. As you have seen with our documentation, we have had extensive consultation with the council, amongst others. We have tried to address everyone's concerns as we have gone along the way and not waited until we lodged the DA -

Ms KING - And then worked out what the problems are.

Mr PAINE - Exactly. It is part of the reason for our consultation process.

Ms KING - That consultation engagement continues. We have a lot of work planned out about how to do the construction advice and information because that is going to be important to road users, about when we are coming and what we are doing and what the impacts will be. Another example of ongoing engagement is with Elwick Racecourse during their master planning. There is a working group with them and their consultants and we have a representative of the department, which is me, on that working group so we stay engaged with Elwick and understand what they are proposing to do on their site and how that interacts with both the project and the long-term use of Goodwood Road, which is a State Growth road and a limited access road.

CHAIR - You have \$75 000 for public consultation. Is that figure based on a percentage of the project or is that what we think it will cost to consult?

Ms KING - I wouldn't say it's a calculation; it would be reasonably clear at this stage. That cost includes personnel time and production of resources. There is quite a lot of work that goes into that.

Mr PAINE - The majority of that would have already been expended to get us to this point.

CHAIR - For the development phase there is the project management of DIER for \$111 000 and then the project management of the delivery phase of \$111 600, that is exactly the same amount.

Mr PAINE - That's because it will be effectively the same project manager and over a similar period. We've had about 18 months to two years -

CHAIR - Does that go to contract or is that an internal resource?

Mr PAINE - That is an internal resource, so that's Vanessa's job.

Ms OGILVIE - So the cost recovery?

CHAIR - Don't we pay you anyway?

Mr PAINE - Yes, but it is cost recovery for the project. Vanessa wouldn't have a job if we didn't have projects to deliver. If there wasn't any infrastructure funding made available we could significantly reduce the size of our division.

CHAIR - Who pays that? You are given a bucket of money and it comes out of that and goes back into the department as a cost recovery?

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Mr PAINE - Correct.

CHAIR - Is that a the cost rate or a standard contract rate?

Mr PAINE - That is an equivalent professional contract rate.

CHAIR - So you make money out of it, as a department?

Mr PAINE - I wouldn't think they make money out of it.

CHAIR - But for cost recovery purposes if it's an equivalent contract rate.

Mr PAINE - That's right. It obviously has to cover providing IT infrastructure, human resource support, so it's not just based upon their actual salary.

CHAIR - So the \$730 000 for DIER contact management, is that again paying for people we already pay?

Mr PAINE - No, that will be a consultant.

CHAIR - Don't we have any project contract managers?

Mr PAINE - We used to have an extensive team of contract management but that's one area where we scaled back in recent times. Now a lot of those services are provided by consultants.

CHAIR - This would probably be one of the bigger contracts this committee has gone through, probably in the top five in the last five years. Bigger ones would have been the hospital rebuild and possibly the TMAG. You look at the total construction cost of \$24 million and that includes internal costs. It gives me a better understanding of how the costs are built in and how they are calculated, especially around Budget Estimates when there's a certain amount of money allocated from the Government for that department and also a certain amount of money allocated for capital works. Then the cost recovery happens to that department through the capital works as well.

Mr PAINE - I don't believe it's a duplication. There are sections of our division that are funded basically out of the capital infrastructure program. If we didn't have that level of commitment from government to roll out that capital infrastructure program we would have to scale back resources. It is a question, I would suggest, that needs to go to Estimates and get a picture from people more senior than myself in terms of a specific response to it.

CHAIR - What are we spending on landscaping - \$1.7 million?

Ms KING - The landscaping plan we have with council runs along that Brooker frontage. There are works along the racecourse where we are removing trees.

Mrs RYLAH - Are you putting the statue back?

Ms KING - It cannot go back where it currently is because that is where the road is. The statue will be removed during the construction and then placed in a location that suits the Elwick

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Racecourse master plan. I believe the council have a definition of an appropriate physical location.

Mrs RYLAH - That is a cost we are carrying.

Ms KING - That is right, it is part of the cost of the project.

Mr PAINE - Landscaping works include some of the fencing and retaining wall.

Mrs RYLAH - The retaining wall gets considered in the landscaping cost?

Mr PAINE - No, not entirely.

Ms KING - Yes, then the hard landscaping on the road, itself, so some of the paving for the medians counts as landscaping.

CHAIR - That doesn't count as pavement?

Mr PAINE - No, the pavement is strictly the road.

Ms KING - It is the bit you drive on.

CHAIR - So that is not surfacing?

Mr PAINE - Bitumen surfacing is what goes on top of the pavement so we build the pavement up.

Mrs RYLAH - The gravel base.

Mr PAINE - With the gravel base, sub-base and base and then the bitumen surfacing goes on top.

Ms KING - There is a fairly low retaining wall on Little Elwick Road, which is that little section parallel to Elwick Road. I don't know if you have ever hunted for parking there on show day. There is a bus stop there and a small retaining wall. I think that is part of the landscaping budget as well.

Mrs RYLAH - I would like to turn to the increases in costs and I would like a refresh on P50 and P90. My question relates to the variants in the increasing costs. For P50 we have a 5.6 per cent increase but a 2.6 per cent on P90. What is the difference and why?

Ms KING - The P50 is our best estimate of what the project should cost. The P90 allows for some contingencies if something goes wrong. Ninety per cent of projects should come in at or under the P90 estimate. It is not a total upper limit. If everything goes completely wrong you may spend more than the P90. There is a statistical process.

As you progress from preliminary to detailed design you have more understanding and costs and risks that are managed. You know what they are so you can move them out of contingency and into known. That is why your P50 might go up a bit but your P90 doesn't necessarily go up as much because you have reduced uncertainty.

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Mrs RYLAH - Thank you.

Ms OGILVIE - Chair, one last question - and I am looking at the project estimates summary.

Ms KING - One of the items in that is allowance for works on the Elwick Racecourse site. We are still in negotiation with Elwick Racecourse and we prefer not to articulate detailed accounts. That is one of the items in the miscellaneous. There is also temporary works and works the contractor will be required to do in order to make the staging work. They are wrapped up in that number also.

CHAIR - There is a brief reference to bike lanes. Not a lot of bike movement along the Brooker for obvious reasons but there is some on Elwick and Goodwood roads. It mentions it meets the standard or there is a specific bike box. What is a bike box?

Ms KING - It is a great word because it sounds like it is somewhere where you park the bike and then get on the bus and go back. You store your bicycle temporarily there while you are waiting at the lights. That becomes a cycle lane and then cyclists can sit like that.

Mr PAINE - It puts the cyclists ahead of the cars and gives them a chance get off and out of the way before the cars start.

Ms KING - The cyclist is not stored for very long but they are stored safely while they are waiting. Instead of sitting on the side and perhaps not being visible.

CHAIR - At least you know I read it.

Ms KING - It is a funny piece of terminology.

Mrs RYLAH - Why are they only that way, because we are not anticipating bikes will be on the Brooker?

Mr PAINE - We do not encourage cyclists on the Brooker. It is not a good environment for them. The cycleway is to the west and Howard Road is a bit of a link from the cycleway through to the Bowen Bridge. Cyclists go across the Bowen Bridge and then link up to cycleway that is through GASP and the like.

Ms KING - We have been consulting with cycling organisations through the design of the project and have been able to adopt many of their recommendations.

CHAIR - Do you believe that it gives the taxpayer value for money?

Mr PAINE - Absolutely.

CHAIR - Do you believe the design and the work will deliver to the stated purpose?

Ms KING - Yes, we do.

CHAIR - Do you feel it will adequately address any safety concerns, particularly for pedestrians?

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Mr PAINE - Yes.

CHAIR - Thank you for your time and the committee will now consider what you have proposed. We may require further information but we will be in touch.

THE WITNESSES WITHDREW.