



1996

PARLIAMENT OF TASMANIA

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

**RIDGLEY MAIN ROAD
BURNIE TRUCK ROUTE**

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

MEMBERS OF THE COMMITTEE

LEGISLATIVE COUNCIL

*Mr Wilson
Mr Wing*

HOUSE OF ASSEMBLY

*Mr Bonde (Chairman)
Mr Davison
Mr Polley*

By Authority: Government Printer, Tasmania

To His Excellency the Honourable Sir Guy Stephen Montague Green, Companion of the Order of Australia, Knight Commander of the Most Excellent Order of the British Empire, Governor in and over the State of Tasmania and its Dependencies in the Commonwealth of Australia.

MAY IT PLEASE YOUR EXCELLENCY

The Committee has investigated the following proposal:—

RIDGLEY MAIN ROAD— BURNIE TRUCK ROUTE

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

PROPOSAL AND COSTING

Proposal

The objective of the project is to construct a road between the Bass Highway and the plateau which is suitable for use by heavy vehicles thereby removing them from the residential area of Havenview.

Two significant matters were taken into consideration.

Firstly the problems due to heavy vehicles travelling Old Surrey Road in residential areas are basically the social problems of accident hazard and noise.

Secondly at some time to come, capacity will be an issue for arterial traffic between the foreshore and the Plateau. This time is not yet; the congestion on Mount Road is largely from local Burnie commuting traffic. This is indicated by the growth in traffic volumes on Mount Road from 3500 vehicles per day north of Old Surrey Road to 9500 vehicles per day at Abbot Street to 12500 vehicles per day at the Bass Highway. Local commuting traffic cannot, and does not, expect the free-flowing conditions provided for arterial travel. The costs are too great, and the benefits too slight, for it to be so.

The development of the Truck Route proposal deals with these issues alone. It is focussed in what is to be achieved and is a manageable cost (\$5 million).

To build a road suitable for all types of vehicles at this location where the grades are steep it would be necessary to provide climbing and descending lanes to cater for speed differentials between cars and trucks. These additional lanes would add significantly to the cost of the road. It is therefore proposed to construct a two-lane two-way road for heavy vehicles. There is no need to divert light vehicles from Old Surrey Road as they do not create any abnormal problems.

To prevent vehicles other than trucks from using the Truck Route and to prevent heavy vehicles from using the section of Old Surrey Road north of the Lactos factory it is proposed to utilise regulations under the Traffic Act which allow the prohibition of certain classes of vehicles from defined roads. To reinforce this legal arrangement clear, emphatic signs will be installed to direct heavy traffic onto the track route and light traffic away from it.

The road has three distinct sections namely:—

- Old Surrey Road south to the edge of the escarpment,
- the descent of the escarpment, and
- from the bottom of the escarpment to Old Surrey Road north.

Construction Programme

Depending on the availability of funds the works are programmed to be undertaken in a series of contracts over a period commencing in 1996 with completion in the 1997/98 financial year.

Costs

There are significant uncertainties as to the most appropriate method of providing long term stability where the road crosses the escarpment below North Forests Burnie's softwood chipping plant. For this reason the project estimate at this stage includes a significant contingency item.

The estimate of the costs associated with the upgrading of the road is \$5 million equating to approximately \$1.6 million per kilometre and is made up as follows:—

	\$
Construction.....	3.3 m
Service Relocations.....	0.4 m
Acquisition.....	0.1 m
Final Seal.....	0.1 m
Contingency.....	1.1 m
Total.....	5.0 m

EVIDENCE

The Committee inspected the area for the proposed truck route on Thursday, 14 December 1995. At that inspection the Committee was accompanied by officers of the Department of Transport and the M.L.C. for West Devon, Hon Des Hiscutt.

At the inspection the Committee was informed that there were only five landowners affected by the proposed route, namely:—

- Australian Paper
- North Forests Burnie
- Emu Bay Railways
- one private owner
- Lactos

Further, the Committee was advised that there had been significant community consultation with regard to the project and there had been overwhelming support, in particular for the removal of the heavy vehicles from travelling through a residential area.

The Committee also sought evidence from the Burnie City Council of its support for the project and this was confirmed, as was the information regarding community consultation and support.

CONCLUSION AND RECOMMENDATION

The Committee has investigated and reported upon upgrading of other sections of the Ridgley Main Road over previous years and is well aware of the need for this section to be dealt with. Previously a much bigger proposal was mooted to build a whole new section of road to carry all traffic. The proposal presented to the Committee on this occasion is an ideal solution in the medium term as the major problem, that of large numbers of heavy vehicles travelling through a residential area, has been resolved.

The merit of the proposal is diminished somewhat if the access to this road off Old Surrey Road is not the "Option" illustrated on the plan. The existing access off Old Surrey Road is considered unsafe. The Committee has been advised that North Forests has no objection to this.

Accordingly, the Committee recommends the proposal for the Ridgley Main Road - Burnie Truck Route, in accordance with the plan presented on site whereby the alignment of the route at the southern end is the "Option" allowing for the more westerly intersection with Old Surrey Road and specifications submitted and an estimated cost of \$5 000 000.

Parliament House, Hobart
10 January 1996

W. B. BONDE, M.H.A., *Chairman*