

THE PARLIAMENTARY JOINT STANDING COMMITTEE ON COMMUNITY DEVELOPMENT MET IN COMMITTEE ROOM 1, PARLIAMENT HOUSE, HOBART ON TUESDAY, 21 OCTOBER 2003.

GLEN HUON MAIN ROAD WIDENING AND STRENGTHENING

Mr PHIL CANTILLON, MANAGER ROAD PROGRAMS AND **Mr DEREK PEARCE**, PROJECT MANAGER, DEPARTMENT OF INFRASTRUCTURE, ENERGY AND RESOURCES; AND **Mr BOB SYKES**, DESIGN CONSULTANT, SINCLAIR KNIGHT MERZ, WERE JOINTLY CALLED, MADE THE STATUTORY DECLARATION AND WERE EXAMINED.

CHAIR (Mr Harriss) - Welcome to each of you. Clearly from the message, we have in essence, a new project to consider rather than the two components to the project which we have been sitting on up until now. I think the best way to proceed would be for Mr Cantillon to open proceedings, if that is what your delegation wanted to do, and essentially present your evidence to the committee in terms of the new message and the new project in essence that we are considering.

Mr CANTILLON - Just to aid the discussion for the project, we have done some maps which might provide an overview of the entire length of the project. I might distribute it.

CHAIR - And it is still only going to Canes Road?

Mr CANTILLON - It continues for the entire length. My marking and delineation extends beyond that. I will just pass this around. I was only planning to provide some opening remarks and hand it over to Derek who would provide some details about the project: where we have got to since the last hearing, how the project has evolved, the consultation we have had and what the project has grown into. Along the way Derek will pass it over to Bob who will talk about some key elements of the project, some design details, some environmental and botanical requirements and then we would talk about the next steps and the manner in which the project would be implemented and the timings, if it is approved by the committee. So with those opening words, if it so pleases, I will just hand it over to Derek Pearce.

Mr PEARCE - Thanks, Phil. Just a very quick overview of this project. The roads are very narrow and there is insufficient room for driver error. The main problem seems to be lack of width and that is reflected in the traffic accidents. That indicates something like about 45 per cent of accidents that are occurring because of some contribution because of the lack of width. Interestingly enough, those accidents do not indicate much of a problem with alignment deficiencies and other things. The balance of the accidents are caused through animals on the road, alcohol, other miscellaneous features. But the dominant feature seems to be the lack of width. So we have a project that is really looking at correcting that width problem. It's basically about addressing the major safety deficiencies on the road, which is really the width.

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

In addition to the widening there is a number of other safety projects that have been implemented or included in projects since the committee first met. That includes sight distance improvements at Alburys Road junction, a little deviation there of Alburys Road; improvements at Horseshoe Bend, which is a little reverse curved section with quite severe curves, the worst part of the alignment on the whole road; provision of bus stops throughout the job; modifications to the Huon Highway junction near the Huon River Bridge; provision of some parking facilities at the Glen Huon school to get the schoolchildren away from the road; and sealing of the shoulders.

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

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

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

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

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

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

So the basic outcome of the whole project is going to be improved safety for all the road users. There will be some long-term maintenance savings - by long-term I mean 10 or

15 years' time span; not in the next few years - and improved serviceability and the reduction of vehicle wear as a result of having a smoother road surface.

So that is, very quickly, what the project is aiming to deliver. In addition to that there are a number of specific safety improvements that I will talk about shortly in a bit more detail. The things that we have been doing since the committee last met, the department appealed against the development application that was approved by council for the first 4 kilometres of the road. There were some conditions in there that the Government found it could not accept and that appeal went before the RPDC and subsequently, conditions were either modified or removed and a revised development application has since been issued for the first 4 kilometres.

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

We then had a second meeting with the same groups. The community had identified a number of unfunded projects and we wanted to try to get a prioritisation out of those unfunded projects - which ones were deemed to be the most important - for two reasons. The first is, if our estimates were going to be too high, once the tenders came in, if there was a little bit of money left over we could allocate it to roads that have a higher priority. Alternatively, it gave the department some indication of which were possible projects for future roads programs. So while that list is there and we recognise there is a desire from some members of the community for some of those projects to be implemented, there is a restriction of just how far the funds will go. But we think we have achieved a reasonable balance in picking up some of those projects, incorporating them into the job, as opposed to the ones that we cannot.

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

That's the general overview. I just thought it might be handy to talk about some of these other specific sites that we've added into the project since we last met.

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

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

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

Mrs NAPIER - Which number is that one?

Mr PEARCE - The best diagram to get the picture is in the archaeological report on page 37 because it gives the overview. In the drawings it's spread out over a couple of sheets. It's about five pages before the start of the drawings. It's not particularly clear but it is a fairly significant improvement.

Mr BEST - More of a sweeping bend than a sharp?

Mr PEARCE - Yes.

Mr SYKES - Sheets 29 to 31 of the drawings cover it as well if you want more detail.

Mr PEARCE - The next one is Alburys Road, and if you turn back about two pages in that archaeological report there is also a good picture of Alburys Road.

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

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

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

Mrs NAPIER - What's the cost on that one?

Mr SYKES - \$450 000 for the Alburys Road.

Mr PEARCE - Thanks Bob.

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

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

CHAIR - Can I just interject there and question the practical exit for larger vehicles with what you are proposing, whereas the current quick exit is a straight run for larger vehicles?

Mr PEARCE - Sure. A large vehicle can travel that very easily. There is easily sufficient width here to enable trucks and large vehicles to make that turn, albeit slower than they have been used to. I guess that is our goal really, to slow people down, to make the whole intersection safer.

CHAIR - So a log truck bringing produce from the south would have no trouble negotiating that new arrangement to deliver logs to the nearby sawmill?

Mr PEARCE - No. They will be able to negotiate that quite well.

Mr SYKES - Since the drawings that are in the submission were prepared we have had a couple of meetings with the transport industry and as a result of those meetings we are putting in a left-turn slip lane to allow vehicles to get off the Huon Highway before braking to turn left. That will provide for through traffic to be able to pass a heavy vehicle turning left into Glen Huon Road. That is not in the current submission but that is certainly our design thinking at this stage.

Mrs NAPIER - So that is coming from the south as well?

Mr SYKES - Yes.

Mrs NAPIER - You can't do that coming from the north, can you?

Mr SYKES - No. There is no room to provide for a right-turn lane. So the answer is yes.

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

Mr BEST - So the actual width that we are talking about now, you mentioned widening, what are we talking about?

Mr PEARCE - We are talking of two 3-metre lanes, 6 metres wide. Plus, beyond that, half a metre sealed shoulder either side and then further beyond that another half a metre either side for a verge, and that is where we put guideposts and things like that, and beyond that again, a 1.5 metre table drain.

Mr BEST - So obviously this will leave out this fast truck scenario.

Mr PEARCE - And on the tight curves there are some guidelines, Ausroad's guidelines, that indicate on the tight curves we will provide even more widening than the 3 metres and we will make the travel lanes a little wider again to make it easier for the longer vehicles to negotiate the curves.

Mr BEST - Just looking at your chart here on Pitts Hill deviation, that's now become more of a sweeping bend has it?

Mr PEARCE - No, Pitts Hill deviation is one of these unfunded projects. I think from memory it cost about \$700 000 to put that in. I know there's some desire from some members of the community for that to go ahead. I think it is the highest priority of all the unfunded projects but substantially we're staying with the existing alignment, widening on the inside of curves et cetera. It's another super elevation. We had to draw the line somewhere and it just didn't fit into the budget.

Mr CANTILLON - If I could just interject though, the commitment that has been made by the department is that those projects that have been identified will be listed as candidate projects for consideration in the development of any forwards program so they won't be lost. In fact all the scope definition that was arrived at through the consultation with the various groups has assisted us with facilitating them at some future point.

Mr BEST - Again, obviously people would like to see that done but, again, this was worked through - things have been discussed. Whilst not necessarily totally agreed to, the process has been -

Mr PEARCE - As I said, we basically ran two workshops.

Mr BEST - Yes.

Mr PEARCE - The first agreed, given the money we had, the \$2 million, that was the best way to spend that \$2 million.

Mr BEST - Okay, sure.

Mr PEARCE - Then we had another one of everything else and Pitts Hill deviation came out as the highest priority from the locals' point of view.

Mrs NAPIER - Can I ask a follow-up question of the Pitts Hill deviation? It's been some time since we've actually been out there and had a look at this. Is this not the section that involves the proximity of a lot of telegraph poles or they might be power poles but I remember a lot of poles there but also the proximity of houses to the road?

Mr PEARCE - Yes.

Mrs NAPIER - In terms of the road safety implications of not undertaking the deviation, what's going to be done to try to alleviate some of those problems?

Mr PEARCE - The sight distance will be improved to some degree as a function of lighting and you'll be able to see across the corners a little bit better. That's basically it. There'll be some improvements but they won't be to a huge standard.

Mrs NAPIER - What number is the Pitts Hill section in here?

Mr PEARCE - Sheets 9 and 10 are the curves. The proposed deviation takes off on about sheet 8, I think, or thereabouts and it goes behind the houses on sheet 9 and rejoins that bend at sheet 10.

Mr CANTILLON - Certainly, if I can just interject, from the standard of the design, the actual pavement improvements, the width improvements and the sight distance improvement will arguably increase the overall safety of that section of road.

Arguably as a proposition for the entire project, the standards that are being achieved, this is what we class as a category 5 road and the standards that we're achieving would arguably need a higher classification standard that would meet what we call a category 4 road.

Mrs NAPIER - What's the cost of relocating the Aurora poles?

Mr PEARCE - Usually a couple of thousand dollars per pole. Bob might be able to explain it.

Mrs NAPIER - There's about eight poles?

Mr SYKES - In that particular area, yes. It is \$4 000 a pole approximately. We are moving about 80 poles over the whole job and it is about \$300 000. So it is about \$4 000 a pole. I guess further to what Phil was saying about design standards, on sheet eight there is a very good demonstration of what Derek was saying before about widening on the inside

of corners and how we are straightening out corners. The edge of the existing seal is shown as a straight line with three dashes and then the three dashes are repeated along and the edge of the new seal is the first heavier black line. So you can see how we are, for example, pulling the road away from the houses by straightening out that first corner. The start of this proposed design at the moment. So even though we are not realigning the road, we are by carefully widening on various sides, improving the horizontal alignment through that area.

Mr CANTILLON - So if you follow that theme onto sheet nine, you will see they are moving the road away from the houses on the south side of the road.

Mr BEST - My memory of that bit of deviation is that it jumps and then scoops a bit. Whilst you are not doing an alignment, in some ways that would now lose that affect, wouldn't it? Or is it still going to have that affect, so it skips sideways somehow as you are going through it?

Mr CANTILLON - You will still have bends in the road. You will not have the sharp -

Mr BEST - It would be a smoother transition, wouldn't it?

Mr CANTILLON - That is correct, yes.

Mr SYKES - Because we are widening most in the middle of the bends and then transitioning in at the end of the bend, it will flatten the bends out and make the abrupt changes in direction less severe for sure.

Mr BEST - So the change will still be there but -

Mr SYKES - But it will be a smooth curved change rather than a sudden one.

Mr PEARCE - And the application of a correct super elevation will help there as well.

Mr CANTILLON - So to aid the traffic in making a safer manoeuvre around each of the bends with the improved sight distance for any cars and things coming out of accesses.

Mr BEST - When you talk about elevation, that is where you are talking about the elevated sight distance?

Mr PEARCE - The cross fall on the road. At the moment the cross fall is quite distorted and all over the place. If you think of Daytona Race Track, cars going around -

Laughter.

Mr BEST - I understand.

Mr PEARCE - That is the sort of principle that we are talking about.

CHAIR - If I can just address the matter related to the Pitts Hill deviation and the overall costings, can you indicate to us the cost of installing the school car park which has an

added cost of land acquisitions et cetera so I can get a bit of a perspective of where you are coming from here? What is the cost of the school car park?

Mr PEARCE - The school car park was \$100 000. It is on page 15 of the report.

CHAIR - Yes. Horseshoe Bend?

Mr PEARCE - Horseshoe Bend is \$800 000.

CHAIR - And the Huonville Bridge intersection?

Mr PEARCE - It is \$100 000.

That has just about finished what I wanted to say and I was going to hand over to Bob to just give a brief overview on the environmental aspects and the next steps of where we see this project going if it is approved.

Mr SYKES - I was going to go through the environmental reports in a bit of detail but because of the time constraints I will be basically summarising very quickly. As you are aware, we had botanical reports done in August 2002 by subconsultant North Barker and Associates. They identified that there were no threatened flora under the Environmental Protection and Biodiversity Conservation Act which were affected by the works.

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

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

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

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

just not good sense to be pushing the road out into the river and also from an environmental impact point of view.

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

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

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

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

I guess from a point of view of what happens from hereon in, as Derek said previously we've got a planning permit from the Huonville Council for the first 4.2 kilometres. Once, again, the project is approved by the committee our next step would be to make a development application to the Huonville Council for the remaining 6 kilometres. There is no need to apply for a development approval for the last 2 kilometres as all of that work is effectively within the existing pavement and within the existing seal. It's purely line marking and delineation work.

As part of the development application process there will be another public display, which I think is taking place at the Glen Huon Primary School.

Mr PEARCE - Hall.

Mr SYKES - Hall, sorry. That will be linked in with the DA as part of the public display process so, again, we're going back to the public to get their feedback on the project.

As I said, we'll be applying to the Department of Industries, Water and the Environment for permits to destroy these non-strategic sections or areas of threatened species.

Aurora will be given the go ahead to start on the power pole relocations for the first 4 kilometres and we're currently getting them to price and look at their design for the remaining 6.

The reason we're basically saying that we could probably start on the first four is that the acquisition surveys on the first 4 kilometres have been finalised and acquisition surveys on the last 6 are still taking place and the field work is currently happening.

Our next step as a design consultant will be to work this design up to produce tender specifications and schedules to give to the contractor for final pricing so that the department can enter into a contract with them. Following on from that process there is a contract negotiation period and I think at the moment the program is to commence construction on site in early March next year.

I don't really I think there is much more to say on the timing of the job. Again, it's pretty well set out in the submission that we're looking at completing the entire project in 2005. So the project will be staged over a couple of years to minimise the budgetary impacts to the department.

Mrs NAPIER - I notice the time frame over which the funding is to be provided. What's the order of projects? Is that listed in here somewhere?

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

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

Because of the winter through that period or starting after that there'll be a number of things that they can do straightaway, there'll be a number of things that they slow down on through the winter, there will be a number of things that come spring they will launch back into again. We aim to try to have the works completed by about March 2006. So it's essentially to give them a full summer.

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

Mrs NAPIER - So it is likely that Alburys Road would be done in the year 2004-05, do you think? I notice you have \$1 million allocated for this year. Given that it would appear that the \$0.3 million has already been spent, was that on planning and so on?

Mr CANTILLON - And designing, yes. It would be our intention to try to bring forward works like Alburys Road and the Huon Highway junction in this financial year if we can. So to get them under way in 2003-04.

Mrs NAPIER - And when is it proposed to improve the school car park or bus park?

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

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

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

Mrs NAPIER - If you are likely to spend about \$650 000 in the year 2003-04 on specific projects that have been identified then it is likely that you would probably only expect minimal pavement work to be done, presumably approximate to those areas at the same time. Is that how it works? I am interested that most of the money seems to be allocated in the year 2004-05 that is all.

Mr PEARCE - We do not expect to start any works until the pavement strengthening works. We expect to start those first and we do not expect those to start until March. As Phil said, the onset of winter will slow work down to some degree and that will impact on expenditure. Most of the works will occur in 2004-05. We will endeavour to get Alburys Road junction and these other bits going as soon as we can but they will not be ready to start in March next year.

Mrs NAPIER - So they are more likely to be in that year 2004-05?

Mr PEARCE - More likely to be but we will endeavour to get them going as soon as we can.

CHAIR - We are going to be really stretched for time here gentlemen, in terms of the commitments of the members of the House of Assembly to be back in the House at 2.30 p.m. I need to clarify one point in terms of the message which we have received and the message we have received today is of the same title as the message previously received. So we need to hear from your delegation, Phil, and probably from you that the reference today does in fact incorporate the two components because it will be the intention of the committee to report on both references, and we have had clarification that it is appropriate for us to move down that path if that is what you are telling us.

Mr CANTILLON - The document that we have before the committee at the moment considers I suppose both references. It presents the entire package of the project and it does encompass the scope of works that were countenanced in the original proposal as

modified by subsequent discussions with the Huon Resource Development Group and other parties.

CHAIR - Thank you.

We're really struggling as far as time is concerned here. I have a number of questions that I want to pursue but we have witnesses who have previously been here who I suspect would want to ask a couple of cursory questions of - well I suspect we're going to need to reconvene. As to whether we need departmental people and Mr Sykes as a consultant back I guess the committee will need to decide. I suspect we will need you back.

I think my suggestion would be that we move to comments from the other witnesses and then we can provide questions to them but we're really stretched for time as far as that's concerned.

We've reconsidered the position about making the declaration and because this is essentially a new project, we ask you each to make the declaration please.

THE WITNESSES WITHDREW.

Mr ALAN DUGGAN, PRESIDENT, HUON RESOURCE DEVELOPMENT GROUP, **Mr RICK WATSON**, HUON RESOURCE DEVELOPMENT GROUP, **Mr HARRY ROBERTS**, HUON RESOURCE DEVELOPMENT GROUP AND **Mr RONALD YOST**, FIX THE GLEN HUON ROAD COMMITTEE WERE JOINTLY CALLED, MADE THE STATUTORY DECLARATION AND WERE EXAMINED.

Mr DUGGAN - Mr Chairman, I've not been known for my brevity but I will be brief.

Mr Chairman, first of all we welcome this redesign and the additional funds that we understand have been promoted. It didn't surprise us that this would happen. In fact when we were testing we got on the road to find that it was deficient and it would need more than just a cursory levelling and then widening of the existing road.

The sections that we are concerned about still - and until the matter has been tabled we have not been privy, of course, to the redesign that has been done. In setting out the road there was a design speed of 80 kilometres an hour put to the road and we certainly have concerns. Part of the Pitts Hill deviation would eliminate that problem.

Currently it's 45 kilometres an hour that is about the safe speed on two of those bends. A super elevation renovation would improve that but they're not going to improve it to any great extent and they're certainly not going to get it to 80 kilometres.

The category 5 road to category 4 road is not something that was desirable. It seems to me it's a State highway that's been allowed to deteriorate to such an extent I'm not too sure what you should call it other than a track. We are still concerned about that part of it.

The other two concerns are two matters of vertical alignment. The first one is just immediately past Golf Club Road where the junction of Watsons Mill is and the second one is better known as the rollercoaster which is on the junction of Lanes Road. We haven't seen the redesign and they are two areas where we see very serious deficiencies unless they are corrected in those two vertical alignments.

They're really the matters that we have concerns with still. What I am pleased about but I didn't hear the figures as to what Alburys Road might cost but the revised figures on the estimates of the costing of the road seemed to have improved and there could very well be some savings on the existing estimate of the road itself.

We can only encourage the department and we're certainly prepared to work and continue to work with them to try to get the best possible outcome.

To remain brief, that's really our area. The road speed on that particular section of the road that would avoid going around close to the waterfront, the two vertical alignments and the other small area is the area west of Quarry Road where the department already own the junction. They own the piece of land and that is of concern that it would be very easily corrected. We appreciate that in adding the extra distance to the pavement, to be done on one side so it can ease the bends, but there seems to be an obvious place that it needs to be eased, just west of Quarry Road that is already departmental land.

Mr YOST - Mr Chairman, we certainly share the view about the vertical alignment on the road as the rollercoaster effect that exists in a couple of places, as Mr Duggan has indicated, is also the major concern still to us.

CHAIR - I am sorry, Mr Yost, we do not have a quorum and we cannot continue to take evidence. I do apologise.

THE WITNESSES WITHDREW.