

From: [Terry Eaton](#)
To: [Scott Hennessy](#)
Subject: Northern Roads Package Submission
Date: Friday, 26 March 2021 5:04:24 PM

Mr. Scott Hennessy, dear sir this submission is submitted following the call for submissions as advertised recently, I have made previous submissions to the Parliamentary Standing Committee on Public Works relative to my experience in road planning, design and traffic engineering/ planning.

Northern Roads Route

My understanding is the Northern Roads Package works refer to upgrades on the preferred heavy vehicle route between East of Scottsdale and the Bass Highway at Westbury as outlined as a category 2 Regional Freight Route in the DSG – State Road Hierarchy. Please note, as a road planning concept the DSG Road Hierarchy is supported as a realistic framework to cater for heavy vehicle freight movements around the state and as such supports economic activity in regional areas.

The northern road package route with extensions via the Bass Highway and East Tamar Highway provides an ideal heavy vehicle link between the agricultural production and resource extraction from the north east of the state to the major ports at Bell Bay, Devonport and Burnie. Upgrading substandard construction links on this route as this proposal addresses is considered as an ideal candidate for road construction funding.

Standing Committee on Public Works

I note, the present standing provisions for the committee seems to provide approval for capital works just after all strategic planning, detail design and project development are complete, that is just prior to the commencement of works. I suggest this engagement limits the effectiveness of the Committee as any evidence challenging aspects of a proposal becomes adversarial rather than seen as seeking to value add to a project. Inputs at your Committee hearing stage which suggests possible benefits in changes to the project under consideration are generally argued as dismissive by the relevant State Authority as to accept as valid any argument may suggest deficiencies in the authority's consideration and project management plus add substantial costs and delays to the project.

The Committee may wish to consider the relevance of it's role in project delivery, such as an investigative role at the strategic planning stage and the preliminary design stage where public input may value add to the project delivery.

Political Interference

I note that there appears no control over political input into capital works projects particularly at election times when projects are suggested for advancement without due regard to the relative need and/ or the strategic merit of the proposal. The dysfunctional arrangement between the State and Federal Government is apparent particularly in road projects where federal funds can be provided to upgrade roads of minor strategic need rather than supporting the State funding priority?

Yours Sincerely, Terry Eaton