

**From:** Terry Eaton  
**Sent:** Friday, 10 March 2017 2:48 PM  
**To:** Scott Hennessy  
**Subject:** RE: Hearing re Midland Highway Safety Package - Epping Forest to Powranna

Thanks Scott, I have spent a little more time looking at this, including discussions on the concept with officers at VicRoads and Main Roads WA plus follow up on the proposal document plus the Monash Report on "flexible barrier systems along high speed roads"

Overall the layout seems sound but a couple of issues to note :

- 1 there is no evidence that the work is "value for money"
- 2 the work only provides a level 3 highway standard, just above an average value, has consideration been given to upgrade at a future date, for instance does the ROW width allow for 2 lanes for each direction as promised by the present government?
- 3 the road shoulder width on the single lane sections ie. 2.5m is less than the accepted minimum of 3m with a desirable 4 m. THIS WIDTH REDUCTION IS CONSIDERED UNSAFE FOR ATTENDING TO A DISABLED VEHICLE AT THE ROAD EDGE

I trust this information will be provided to your committee for their information. I think the present committee guidelines need to be expanded to at least cover the project concept planning stage of projects, I recognize it is too late now to make changes with the time constraints of project tendering and committed budgeting.

I accept my comments may be seen as an annoyance but seeking public comment on complex projects is not realistic for the receipt of technical input, practitioners cannot afford the time to contribute and / or are engaged by DSG.

Please note, I haven't the time or interest in attending the hearing as an observer.

Kind regards Terry

**From:** Terry Eaton  
**Sent:** Wednesday, 8 March 2017 4:15 PM  
**To:** Scott Hennessy  
**Subject:** RE: Hearing re Midland Highway Safety Package - Epping Forest to Powranna

Scott, thanks for the reply, the issues I have raised are among generally accepted assessment criteria for highway projects and one would assume would be provided as part of the DSG submission for the consideration of the committee. I suspect if not provided it is now too late in the process for such a review, maybe the committee could consider outlining information they require as input to proposals forwarded for their deliberation

. I don't consider there is any value in making a submission at this stage of the Epping to Powranna project but I trust the issues I have raised may be of value to the committee. Yours sincerely  
Terry

**From:** Terry Eaton  
**Sent:** Wednesday, 8 March 2017 12:55 PM  
**To:** Scott Hennessy  
**Subject:** Hearing re Midland Highway Safety Package - Epping Forest to Powranna

Hallo Scott, I am contemplating making a representation at the above hearing on March 17 but find limited information available on which to assess the merits of the proposal and on which to report, My interests are in respect to :

- 1 the actual upgrade measures and extent of the respective treatments
- 2 the economic analysis of the proposal
- 3 the overall strategy for the Midland Highway upgrade, noting this is the 6<sup>th</sup> link of the highway where upgrades are proposed, as an overall treatment is there information on the indicative effect on transport efficiency for the Midland Highway
- 4 concern at the use of 2 lane / 1 lane road sections separated by WRSB with potential issues in regard to police enforcement, emergency vehicle access and diversion routes in the event of accidents and closure of the one lane sections
- 5 the strategy and relative cost to upgrade the 3 lane sections to 4 lanes, that is the objective presented to Tasmanians by the present government prior to the last election. Hopefully if additional right of way width is required sufficient width is being acquired as part of the upgrades to accommodate the 4 lane highway?
- 6 the administrative process for the auditing and approval of proposed works, that is the lack of any independent assessment authority.

Forwarded for your information, kind regards Terry