

Southern Tasmania, National Transport Network Investment Program 2007-2015

June 2007

SOUTHERN TASMANIA NATIONAL TRANSPORT NETWORK INVESTMENT PROGRAM 2007-2015

The State Government has developed a comprehensive transport investment program for Southern Tasmania. The investment program covers a ten-year period and represents one of the biggest single improvements to land transport ever undertaken in Tasmania.

Major improvements to the Midland Highway's inadequate and outdated northern approaches to Hobart and a new intermodal facility at Brighton are key components of the investment program.

Proposed improvements to the rail network will result in significant rail efficiencies and productivity improvements as well as reducing pressure on the road network.

Context

Tasmania's land freight task is expected to double by 2022, supported by continued strong growth in container freight traffic across Bass Strait, with a potentially doubling in container traffic by 2017. The direction of trade into the Southern Region has changed, and the Region now depends on the northern ports for most of its freight imports.

The Midland Highway is the State's major north-south transport corridor and a key link in Tasmania's AusLink National Network. The Highway is the major transport link for people travelling between the northern and southern regions of Tasmania.

The intrastate road and rail networks that cater to Tasmania's freight and passenger transport task are critical links in the State's transport system.

Road

The primary function of the Midland Highway is to provide safe, high-speed travel for passenger and freight vehicles. However, over the southern section of the Highway, safety and efficiency is now significantly compromised.

The Highway passes through a number of towns, including Brighton (a regional service centre), Pontville and Bagdad. Adjacent land uses, including schools, local shops and residences, are incompatible with location adjacent to a national highway. There is significant conflict between:

- *Interstate traffic* characterised by significantly higher speeds and a higher proportion of heavy vehicles; and
- *Local traffic* characterised by slower speeds, increased turning movements and shorter travel distances.

Future projections for the section of the Highway between Bridgewater and Brighton indicate growth of around 79% in heavy vehicle traffic and around 45% for passenger traffic by 2030. Traffic growth along the Highway north of Brighton will also be relatively high at around 67% for heavy vehicles and 34% for passenger vehicles.

Rail

The Government's decision last year to assume ownership of the rail network, investing \$40 million in rehabilitation of rail infrastructure, was critical to ensure the continuation of intermodal rail services. If rail is to increase its share of the State's freight task, further improvements are needed.

There is a high proportion of contestable freight along the north-south freight corridor, suggesting efficiency improvements that: reduce turnaround times, enable industry to locate close to the rail network and increase carrying capacity, would support a greater modal shift to rail. The use of rail to transport logs from the southern forests to the proposed pulp mill and other processors will see a significant reduction in log trucks on the public road network, but will require upgrade of the rail network to cater to this task.

The greater use of rail in catering for Tasmania's freight task will contribute to improved road safety outcomes; reduced road maintenance costs; and lower cost transport options for Tasmanian business.

Southern Tasmania National Transport Network Investment Program

The Investment Program will see major capital upgrade investments on the road and rail approaches to Hobart, delivering significant safety and efficiency benefits across both modes.

The Program is divided into two planning and project phases. Phase I, covering the period 2007-2011, involves an investment of more than \$280 million.

The major projects comprising the Investment Program are:

- Brighton Bypass. A four-lane dual carriageway highway (~ 9.5km) extending from the roundabout at the junction of the Midland and East Derwent Highways to the northern side of Pontville.
- Brighton Transport Hub. A new, purpose-built central hub for train and container freight movements.
- Upgrade of the junction of the Lyell and Midland Highways to improve safety.
- Upgrade of the Derwent Valley rail line and bridges over a 30km section from Boyer to Karanja to reduce the number of log trucks on the road.
- Removal of tight curves on steep grades on the approaches to Rhyndaston tunnel and on two other sections of the main north-south rail line south of Antill Ponds.
- Essential maintenance and repair to the lifting mechanism of the Bridgewater Bridge, allowing the Bridge to re-open.
- Development of plans for a new Bridgewater Bridge and the critical Mangalore-Bagdad bypass during the first, five-year construction phase. Under the State Government plan, construction of these two projects would be in the second five-year phase, with an anticipated cost in excess of a further \$200 million.

The State Government has committed around 20 per cent of the cost of the first construction phase, and continues to actively lobby the Commonwealth Government to contribute to this essential infrastructure investment program for Tasmania.

SOUTHERN TASMANIA NATIONAL TRANSPORT NETWORK

INVESTMENT PROGRAM 2007-2015

STAGE 1, 2007-2011 PROJECTS AND COSTS

Project	2007 (\$m)	Rationale
1 Lyell Highway Junction <ul style="list-style-type: none"> Road delineation and traffic management improvements 	0.5	Small project able to be completed in the short term to improve traffic flows
2 Brighton Bypass and upgrade to East Derwent Highway (~9.5 km) <ul style="list-style-type: none"> Dual carriageway, 110km/h design speed Grade separated interchanges: Brighton (south), Tea Tree Road and industrial estate/intermodal; connection to Pontville 	146	Most significant efficiency and safety gains Town amenity benefits Improved freight movement to key industrial areas
3 Brighton Transport Hub <ul style="list-style-type: none"> Includes new intermodal and log transfer facility, rail access bridge, road upgrades, land acquisition and accommodation Relocation of cool store and concrete batching plant 	70	High efficiency gains for road and rail Use of rail rather than road for logs from the south-east Generates significant rail travel time savings, Burnie to Hobart
4 Bridgewater Bridge maintenance <ul style="list-style-type: none"> Maintenance to support rail and full freight use until a new bridge is operational in 2017 	12	Optimum maintenance strategy, including recommissioning of lift span, enabling continued use of asset until redecking required in 2017
5 Pontville-Bagdad Bypass and Bridgewater Bridge: Corridor planning <ul style="list-style-type: none"> Corridor planning studies, reports and approvals for stage 2 projects Initial acquisition of key land 	5.5	Corridor planning studies, including: consultation, approvals, AusLink Project Proposal and preliminary design Acquisition of key land for the Bypass will be required
6 Boyer to Karanja rail investment (~30km) <ul style="list-style-type: none"> Upgrade of Derwent Valley rail line and bridges from Boyer to Karanja including log transfer facility. 	27	Use of rail to transport logs to the pulp mill via the Derwent Valley line will reduce the number of log trucks on major urban roads by 21,000 trips per year under Gunns' anticipated scenario
7 Rhyndaston rail capacity improvements <ul style="list-style-type: none"> Removal of tight curves on steep grades on the approaches to Rhyndaston tunnel and two other sections south of Antill Ponds. 	20	Remove around 50 tight curves on a steep 1:40 grade between Rhyndaston and Antill Ponds. The project will increase the pulling capacity of northbound trains by at least 40%
Tourist railway investment strategy <ul style="list-style-type: none"> Analysis of options, costs and benefits involved in developing a Hobart to New Norfolk and beyond tourist rail, capitalising on local attractions. 	0.4	Strategic through to detailed assessment of options, costs and benefits including a full business case and investment strategy
TOTAL 2007-2011		281.4

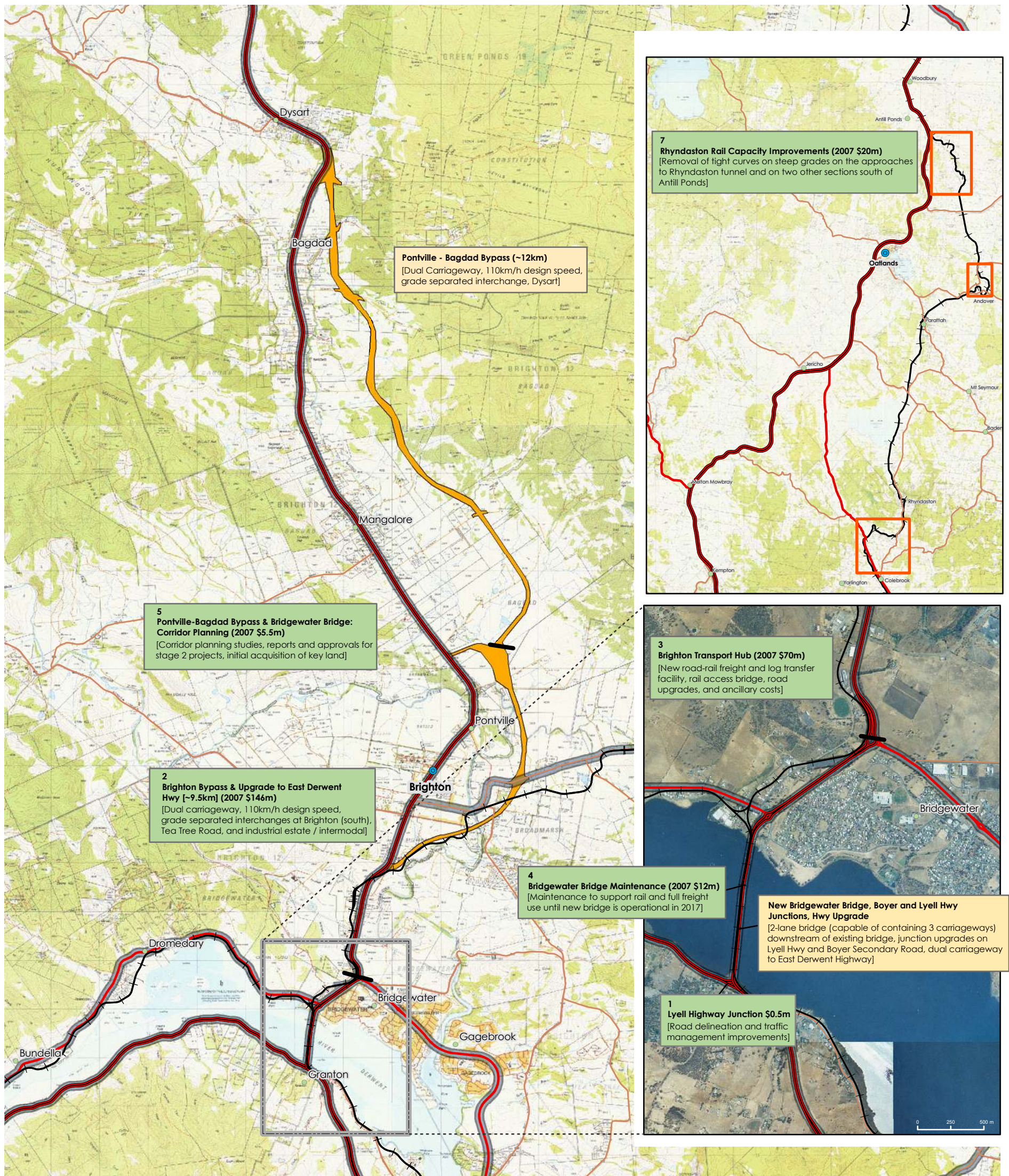
**SOUTHERN TASMANIA NATIONAL TRANSPORT NETWORK
INVESTMENT PROGRAM 2007-2015**

STAGE 2, 2011-2015 PROJECTS

Project	Rationale
Pontville-Bagdad Bypass (~12km) <ul style="list-style-type: none">▪ Dual carriageway▪ 110km/h design speed▪ Grade separated interchange, Dysart	Generates the second highest efficiency and safety gains across projects
New Bridgewater Bridge, Boyer and Lyell Highway junctions, highway upgrade <ul style="list-style-type: none">▪ 2-lane bridge (capable of containing 3 carriageways) downstream of existing bridge▪ Junction upgrades, Lyell Highway and Boyer Secondary Road▪ Dual carriageway to East Derwent Highway	New bridge provided prior to the need for major rehabilitation works to the existing bridge Safety and efficiency improvements as a result of accompanying junction and road upgrades

Southern Tasmania, National Transport Network Investment Program 2007 - 2015

(total cost for Stage 1 Projects, 2007-2011, is \$281.4m)



Stage 1, 2007-2011 Projects and Costs

Stage 2, 2011-2015 Projects

