



Governments working together

Midland Highway Partnership Agreement

17 December 2010



MIDLAND HIGHWAY PARTNERSHIP AGREEMENT

SHARED VISION

The parties agree that the Midland Highway should be a safe and efficient highway that provides a vital north-south connection for commuters, tourists and freight, linking regions and local communities.

OBJECTIVES

To achieve the shared vision the parties will strive to achieve the following objectives:

- road safety is improved
- capacity demands are met now and into the future
- infrastructure assets are managed to deliver the appropriate level of service and value
- townships and communities along the highway are supported as service centres
- land-use planning and development supports the function of the highway.

PLANNED UPGRADES

To achieve the above objectives the parties have agreed to a series of priority projects. While the parties agree that ultimately the highway will be upgraded to four lanes, it is agreed that a staged approach is required.

Priority projects have been identified based on current and forecast traffic volume, road crash analysis, asset performance, and land use and development. Projects will be implemented over the short (immediate to five years), medium (five to 10 years) and long (10 to 25 years) term.

Asset restoration priorities are based on providing a sound road pavement and surface reflecting the role, function and traffic volumes of this section of the National Land Transport Network in Tasmania.

Road safety improvements have been identified based on the crash patterns on the highway and have been integrated within the staged approach to capacity improvements. These include projects at specific sites and mass action treatments along the entire corridor.

The provision of a four lane highway over the longer term is a recognised aspiration. A strategic and rational approach has been adopted by upgrading to a divided four-lane highway in a staged approach as traffic volumes increase. This will provide the best return on investment in terms of measurable transport improvements.

Immediate to 5 years Priority Projects

ASSET RESTORATION PROJECTS

- Pavement rehabilitation and resurfacing –various sites Brighton to Perth - \$9m

SPECIFIC SAFETY PROJECTS

- Symmons Plains – road realignment to improve horizontal and vertical curves, extension of overtaking lanes and upgrade access to raceway - \$30m
- Mona Vale Road – road realignment to improve horizontal curves consistent with adjacent sections of road -\$30m
- Service Centre north of Kempton (Mood Food) access improvements including turning lanes - \$5m
- St Peters Pass – curve improvements and realignment - \$10m - \$12m
- South of Tunbridge – curve improvements and enhanced sight distance - \$5m - \$7m
- White Lagoon – widening and installation of separation barrier - \$6m - \$7m
- Drummond Street, Perth – junction upgrade to improve turning movement for freight and other vehicles - \$2m
- Campbell Town and Perth – safety and amenity improvements through shared vehicle/pedestrian zone - \$1m
- Other specific junction upgrades, including the Eskleigh junction at Perth (M11-M19) - \$14m - \$23m

CORRIDOR SAFETY PROJECTS

- Shoulder sealing to provide minimum sealed shoulder width of 1.5 metres - \$50m
- Sight distance improvements, delineation and roadside hazard protection - \$15m
- Vehicle responsive and weather responsive electronic signs \$1m

CAPACITY/EFFICIENCY PROJECTS

- Bagdad Bypass – Pontville to Dysart – based on current planning for a four lane corridor - \$250m - \$350m

5 to 10 Years Priority Projects

ASSET RESTORATION PROJECTS

- Ongoing program of pavement rehabilitation and resurfacing - \$10m

SPECIFIC SAFETY PROJECTS

- Kempton to Melton Mowbray – road realignment, widening and improved overtaking opportunities - \$10m
- Melton Mowbray north of Lake Secondary Road – connection of northbound overtaking lanes - \$10m
- South of Lovely Banks - widening and installation of separation barrier - \$15m

- Lovely Banks – extension of north bound overtaking lane and curve improvements - \$10m - \$12m
- Serpentine Creek - widening and installation of separation barrier - \$15m
- Spring Hill – extend northbound overtaking lane and widening and installation of separation barrier - \$10m
- Antill Ponds – Currajong Rivulet – improve sight distance and overtaking opportunities - \$2m - \$3m

CAPACITY/EFFICIENCY PROJECTS

- Bridgewater Bridge – construction of a new Bridgewater Bridge and divided four-lane highway to East Derwent Highway including appropriate interchanges - \$300m - \$600m
- Perth to Breadalbane – new interchange with Evandale Main Road and divided four-lanes through to Perth - \$70m

10 to 25 Years Priority Projects

ASSET RESTORATION PROJECTS

- Ongoing program of pavement rehabilitation and resurfacing

CORRIDOR SAFETY PROJECTS

- Ongoing program of widening, overtaking lanes and separation barriers - \$200m - \$300m

CAPACITY/EFFICIENCY PROJECTS

- Esk Main Road junction at Conara – improvement to alignment and grade separated junction with Esk Main Road - \$50m
- Perth – western bypass – connecting Midland Highway, Illawarra Main Road and Southern Outlet - \$120m - \$210m

The context, analysis and further detail on the priority projects are detailed in Attachment A, the report of the Midland Highway working group.

JOINT APPROACH TO THE AUSTRALIAN GOVERNMENT

The parties agree to jointly approach the Australian Minister for Infrastructure and Transport within eight weeks of signing this agreement to secure funding to implement the plan.

TERMS OF THE AGREEMENT

SCOPE

The parties to the agreement are the State Government, and the Brighton, Clarence City, Glenorchy City, Hobart City, Launceston City, Northern Midlands and Southern Midlands Councils.

The partnership agreement refers to the Midland Highway between the Hobart and Launceston CBDs.

The agreement presents clear plans for the future of the highway in a staged manner over the next 25 years.

The partnership agreement will be managed by the State Government (Department of Infrastructure, Energy and Resources).

The partnership agreement has been developed in line with the protocol arrangements that the parties signed on 7 October 2009.

The partnership agreement is overseen by the peak group established under the protocol arrangements.

The agreement will be ongoing until the highway meets the agreed minimum standard, or until the parties otherwise agree to terminate the partnership agreement.

PRINCIPLES OF THE PARTNERSHIP AGREEMENT

The following principles underpin the partnership agreement:

- the parties recognise the benefits of an inter-governmental and coordinated approach to the issue
- the agreement represents shared leadership on the future of the Midland Highway
- the agreement reflects a shared desire to improve safety along the Midland Highway
- the agreement has been developed according to evidence-based research and is designed to deliver identifiable benefits
- the agreement accommodates the needs of all users where possible, but gives priority to road-user safety, improved freight efficiency and improved travel reliability on the urban approaches
- the agreement reflects a shared desire to maximise the highway's contribution to Tasmania's economic outcomes particularly in its important role as a freight corridor
- the agreement aligns with State and national transport objectives as identified within strategic planning frameworks, including the 2007 Tasmanian AusLink Corridor Strategy and Southern Tasmania National Network Investment Programme
- the outcomes of the agreement will be measured against pre-determined indicators and identifiable benefits.

MONITORING

The success of the agreement will be measured against the identified objectives.

The State will report on the agreement in its annual report to Parliament on the partnership agreements program. The Councils will report on the agreement in their annual reports.

Reports will be provided on an annual basis to the Premier's Local Government Council which provides oversight to the partnership agreements program.

The contents of the agreement will be reviewed every two years to ensure that it remains current and meets the needs of the parties.

Signed for and on behalf of the
State Government by
David Bartlett MP, Premier

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Signed for and on behalf of the
Brighton Council by
Cr Tony Foster, Mayor

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Signed for and on behalf of the
Clarence City Council by
Ald Jock Campbell, Mayor

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Signed for and on behalf of the
Glenorchy City Council by
Ald Adriana Taylor, Mayor

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Signed for and on behalf of the
Hobart City Council by
Ald Rob Valentine, Lord Mayor

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Signed for and on behalf of the
Launceston City Council by
Ald Albert van Zetten, Mayor

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Signed for and on behalf of the
Northern Midlands Council by
Cr Kim Polley, Mayor

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Signed for and on behalf of the
Southern Midlands Council by
Cr Tony Bisdee, Mayor

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