

**DEPARTMENT OF INFRASTRUCTURE,
ENERGY & RESOURCES**

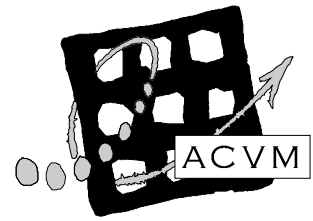
BRIDGEWATER BRIDGE PLANNING STUDY

**PRINCIPLES FOR DEVELOPING THE
CONCEPT FOR THE NEW BRIDGE**

PLANNING WORKSHOP

Workshop Report

August 2011



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Report

Background

The Department of Infrastructure, Energy and Resources (DIER) have been progressing planning for a new bridge at Bridgewater as part of the Australian Government's Nation Building Infrastructure Investment Program.

Building on many years of planning study work and consultations with stakeholders, DIER had begun Concept planning with a level of confidence concerning the general route corridor to approach and cross the river at Bridgewater / Granton, to the downstream side of the existing crossing.

Road and rail infrastructure is currently provided over the river using the existing Bridgewater Bridge and a causeway. Cyclists share the roadway and pedestrians are provided with a separated walkway structure only along the bridge after which pedestrians then need to traverse an unmade track along the length of the causeway.

Future use of the existing bridge is uncertain, and the stability and levels of the causeway are a concern, particularly with the potential risks of inundation arising from climate change impacts.

Future river traffic demand in relation to navigation under or through the bridge(s) is a key planning issue. The existing bridge lift span has had to be closed for various lengths of time due to failures, maintenance, weather and other safety concerns. Most recently the lift span remained down for a period of over three years for safety-based refurbishment of the lifting mechanism and re-opened for river traffic in late 2010.

The study for the Bridgewater Bridge crossing has given focus to both the freight and passenger rail needs and potential demands between Hobart and Bridgewater/Brighton. DIER planning over recent years has considered the new Brighton Inter-modal Transport Hub (BTH). This BTH has been established and is projected to virtually eliminate the demand for freight rail south of Bridgewater to Hobart Port (Macquarie Point). Consequently concept thinking has proceeded based on no expectations for freight or heavy rail passenger movements over this section. The possibility for light rail services remains unknown, yet the viability of light rail appeared unlikely beyond the Hobart to Claremont section.

DIER has continued to progress the Bridgewater Bridge project, through their consultant team, based on the investigations, consultations and feedback conducted since the mid-1990s. With Federal Government support, funding for site investigations has enabled progress of the planning.

This year a draft concept design was emerging as part of the development of the planning report. DIER must follow a series of stepped approvals to achieve funding allocation and final delivery of the new project with Federal funding support. DIER was scheduling the next step, to submit this planning report before Christmas 2011 in order to seek Federal Government approval and funding to allow acquisition of the corridor lands, development of a design and pursue statutory approvals. With that funding, investment in more detailed investigations, option refinement and design work could be completed – a necessary step to enable application for construction funding.

In mid 2011 the Minister for Infrastructure accepted that the level of community feedback and comment he had received in recent times warranted further community and stakeholder liaison.

Consequently, a participatory workshop was arranged and DIER prepared a background paper and invited a number of stakeholder and community groups to nominated representatives for attendance. The workshop process selected was a Value management review methodology. This is a proven process which is used by Treasury agencies of a number of Australian states in their capital procurement and "Gateway" processes. The Australian Centre for Value Management (ACVM) was commissioned to facilitate and report on the workshop, which was held on the **27th and 28th July 2011** at the Brighton Community Centre. A list of participants who attended the workshop can be found in **Appendix 1**.

Workshop Objective

The purpose for the workshop, as presented to the participants, was to bring together key stakeholders involved in the Bridgewater Bridge Planning Study in order to:

- *test the design principles which underpin the development of the concept for the new Bridgewater Bridge*

This report has been compiled by ACVM. Specifically this is not a set of minutes of all discussions and debate that occurred during the two days. As with any interactive and participatory workshop session, the passion and strength of argument as well as the body language and personal interactions are hard to appreciate for any non-attendees.

Nonetheless, this report seeks to provide an objective overview of the aspects dealt with during the VM workshop and a record of the outputs formulated by the close of the workshop session.

Pre-workshop Information

The workshop invitees all received a “workshop background” document. It included:

- *VM Workshop purpose & Agenda*
- *Project context*
 - *Planning history*
 - *Purpose of the new Bridgewater bridge*
 - *Project objectives*
 - *Purpose of the current planning study*
- *Project “givens”*
- *Key assumptions/design principles*

This document aimed to provide participants with an ability to pre-read and prepare any questions or issues that may arise from this project information.

Workshop Activities

During the workshop, a series of presentations were made in order to give participants a platform to start their questioning and review of the design principles. These included:

- *Welcome and context of this workshop by Peter Todd, DIER*
- *Project context and overview outlining the history and journey so far, project objectives and where the project team is up to in the planning program by Shane Gregory, DIER*
- *Current planning and design principles being used by the project team and what they mean, by Andy van Emmerik, DIER*

The workshop group then discussed the purpose of the replacement of the Bridgewater Bridge. Facts, givens and assumptions being made about the project and the Planning Study were shared and tested from various perspectives.

A number of key concerns were tabled or were underlying the views being expressed by councils, community and other stakeholders.

These included:

- *The focus on a through-road bridge solution rather than a strategy for movement of all needs across the river*
- *Lack of a long term strategy for the existing bridge and causeway with agreement on facility longevity, maintenance commitment and a “failure plan”*
- *Rail: future rail capacity to cross the river, service to Hobart port and securing the rail corridor*
- *Capacity and opportunity for transparent and timely communications on the project by stakeholders and the community during the project design and documentation period*

These concerns were both overt and underlying which necessitated some agenda flexibility, eg the project purpose needed to be set aside and returned to towards the close of the workshop because the inclusion of the word “road” in one part gravely concerned some participants.

At the heart of the workshop process were two steps:

1. What is “most important” about this project from the viewpoint of every participant was presented, recorded and understood by discussion and clarification; and
2. Consideration of the six (6) key design principles presented by the project team.

From the initial 6 principles, they were generally either accepted upon explanation or set aside for closer review. Still, as the conversation proceeded and the conversation expanded, the whole VM review group often re-visited even those principles which were initially accepted, and agreed to certain modifications. Additional principles were considered and ultimately there were seven (7) principles agreed.

Focus groups were used to enable detailed consideration of the *principles which were offered any degree of challenge or resistance*, and to enable consideration of any potential additional principles flowing from the “*most important*” statements.

As a matter of process:

- the information produced by the focus groups was presented to the whole group for comment, amendment, incorporation of additional points and finally agreement
- Despite some debate on terminology, the group acceded to ACVM’s objective to have no voting on aspects and an aim to achieve consensus agreement – *if this was not possible through explanation and understanding, then a comment was to be included, where applicable, to cover the comments of any dissenting view*

The workshop discussions led the group to conclusions and issues or actions to be addressed as outlined below.

Workshop Outcomes

By the end of the workshop, the participants had:

- **Agreed to a project purpose** for the new Bridgewater bridge which is slightly adjusted:
 - *to improve the safety and efficiency of the National Land Transport Network link across the Derwent River at Bridgewater by providing a consistent road environment north and south of the river*
- **Agreed the planning and design principles** that need to underpin and be reflected in the planning study report and concept planning for the crossing of the Derwent River at Bridgewater as:
 1. The new crossing will provide a standard of service consistent with the Brooker Highway, the recently constructed Brighton Bypass and this should not preclude testing other design speeds below 110km/h
 2. Height / compliance / aircraft at the navigation span at the Bowen bridge should be maintained at Bridgewater
 3. The rail corridor will be retained across the river at Bridgewater
 4. The design for, and construction of, the bridge will have the least possible impact on the community and its environment and explore suitable enhancement opportunities including maximising the “Gateway to Hobart” concept
 5. Transport connectivity and functionality should be maintained, recognising the strategic importance of efficient and effective movement to/from the Lyell Highway
 6. Pedestrians and cyclists to be accommodated across the river for the long term.
 7. The design process is transparent, timely and accessible
- **Agreed** that the project “givens” the team is working with are:
 - A crossing of the Derwent River is required at Bridgewater
 - The existing bridge has a finite lifespan – *it’s life depends on loads*
 - The river crossing will be a new bridge (*not a tunnel*)
 - The new bridge and approaches must meet contemporary design standards
 - The existing bridge must be retained, in-service, at least until the new bridge is built to cater for all the existing bridge’s current functions ie it cannot be pulled down before the new bridge is built
 - The existing bridge and causeway (including the visual curtilage) are heritage listed by Heritage Tasmania (i.e. the whole crossing) as well as the remnants of previous bridge/s
- **Agreed** that the DIER project team will:
 - review the concept planning work done to-date in light of the outputs of this workshop and the revised planning and design principles
 - reconvene this VM group of stakeholders and community representatives in the near future, on a date to be confirmed, to present the outcomes of their review work and explain how the changes relate to the concerns expressed in the VM workshop and the revised planning and design principles.
 - Clarify how the stakeholders and community will be consulted through the phases of the design and documentation development process for this project
- **Reviewed the assumptions** and clarified those that it was safe to see the project proceed under and debated those where concerns existed to establish a common understanding across the project team, stakeholders and community
- **Noted that:**
 - Due to capacity, speed and size constraints, the existing bridge has been deemed unable to satisfy the standards or functional requirements for the National Land Transport Network in the long term within the context of the overall transport strategy. The corridor is to cater for all transport functionality – pedestrians, cycling, rail, local road access, through traffic, and must cater for passage of river traffic;
 - There is a need to better understand the costs and benefits of the proposed project
 - There is a need to ensure this project dovetails into any overall Integrated Transport Strategy and the various elements of State transport planning
- **Concluded that:**
 - This workshop process has been valuable, enabling the exchange and greater understanding of community and stakeholder views, and agreement on a direction forward
 - There was strong support for a new bridge
 - There are a lot of different “wants and needs”, some of which are conflicting and as such it is recognised that a compromise will be required
 - A lot of common ground exists
 - The VM group unanimously agreed to the design principles that should underpin the final concept design
 - There is a need to demonstrate that the final concept design reflects the design principles agreed to in this workshop

- There was agreement that the project processes should proceed as quickly as possible, in particular to allow funding availability for acquisition of the corridor
- The workshop has increased the certainty and confidence that the project will proceed
- A number of Actions should be pursued and these are recorded below.

Actions

The following actions have been drawn from the outputs of the focus groups – see Appendix for actions arising in the feedback from each focus group.

- A clear statement of policy on rail south of the Bridgewater Bridge should be sought whilst the corridor is maintained
- Settle policy for resumption and compensation issues as an immediate priority and firm design (properties to be acquired and/or massively affected) – document and distribute policy to impacted landowners – seen as a priority action
- Planning for long term future of existing bridge (50 years) should commence immediately (under Principles 3 and 6)
- The new bridge concept must be developed with the long term strategy of the existing river crossing in mind North bound one way connection/old main road needs scrutiny
- Cost benefit analysis of the project should include all potential aspects of staging and future growth (i.e. impact of oil prices) – staging will depend on available funds
- Planning to include all relevant planning schemes with all relevant stakeholders given adequate time for consultation and involvement
- Conduct safety audit of concepts
- Traffic modelling of the Lyell Highway interchange connections to demonstrate satisfactory level of service
- Consider implications of grade from main road/Blacksnake, south bound on ramp – trucks climbing the on ramp
- Examine the possible benefits of using a design speed of 100km/h – are there benefits which might justify this change in standard?
- The design speed should be determined with due consideration of benefits and impacts on all other design factors
- Aboriginal community consultation
- Determine wind safe design
- Minimise risk of bridge being used for suicide
- Consider possibility of imaginative lighting of bridge

Where to From Here?

Shane Gregory, Program Manager, DIER outlined to the workshop group the next steps to progress the project from here. These were recorded as:

- Review design and amend where appropriate, in light of amended design principles and what's important statements
- Present amended concept to stakeholders
 - VM Workshop group
 - Community information sessions
 - Addendum to VM report
 - Stakeholder meetings
- Small group discussions on key design impacts
 - Include design team
 - Explanation of design basis
 - What If discussions – ie query designers of impacts if other design options were considered

Further details of these actions will need to be developed before implementation (eg. which stakeholder groups?, what size are the small group discussions?, etc)

Appendix 1. List of Participants

BRIDGEWATER BRIDGE PLANNING STUDY

PRINCIPLES FOR DEVELOPING THE CONCEPT FOR THE NEW BRIDGE

PLANNING WORKSHOP – PARTICIPANTS LIST

| | |
|---------------------------|--|
| Leigh Gray (part) | Councillor, Brighton Council |
| Phil Owens | Councillor, Brighton Council |
| James Dryburgh | Senior Planner, Brighton Council |
| Martyn Evans (part) | Mayor, Derwent Valley Council |
| Stephen Mackey (part) | General Manager, Derwent Valley Council |
| Christine Lucas | Deputy Mayor, Glenorchy City Council |
| Russell Grierson | Traffic Engineer, Glenorchy City Council |
| Mike Jones | Manager Operations, Glenorchy City Council |
| Emily Smith | Aboriginal Heritage Tasmania (<i>Attended in lieu of Mike Jones, Day 1 only</i>) |
| Darryl Cook | Assessments, Environmental Protection Authority |
| Ron Bugg | Vice President, Yachting Tasmania |
| Robin Walpole | Rail Maintenance Engineer, Tas Rail |
| Stuart Bridges | Consultant for Royal Automobile Club of Tasmania |
| Robert Morris-Nunn (part) | Director, Circa Architect (<i>attended afternoon of Day 1 only</i>) |
| Toby Rowallan | Committee Member, Light Rail Business Case Panel, Future Transport Tas |
| Peter Roche (part) | Owner, Navigators (<i>Day 1 only</i>) |
| Kate Gotowski (part) | <i>Attended Day 2 in lieu of Peter Roche, Owner, Navigators</i> |
| Ester Guerzoni | Project Officer, Heritage Tasmania |
| Lyndon Dickenson | Landowner Representative |
| Eva Moczulska | Community Representative |
| Alan Seath | Community Representative |
| Geoff Lucas | Community Representative |
| George Burrows | Community Representative |
| Richard Johnson | Community Representative |
| Alex Foulds | Nation Building Infrastructure Investment, Commonwealth Department of Infrastructure and Transport |
| Peter Binny (part) | Community Representative (<i>Day 1 only</i>) |
| Lyn Rochford (part) | <i>Attended Day 2 in lieu of Peter Binny</i> |
| Peter Todd (part) | Executive DIER – Opening & Welcome (<i>Day 1 only</i>) |
| Shane Gregory | Project Team, DIER |
| Andy van Emmerik | Project Team, DIER |
| Kevin Bourne | Project Team, GHD |
| Derek Pearce | Road Designer, Project Team, GHD |
| Ross Prestipino | Facilitator, ACVM |
| Alan Butler | Facilitator, ACVM |

Appendix 2. Workshop Outputs

Workshop Outputs

The information presented in this Appendix is a consolidation of the general outputs and perceptions by the workshop group as they discussed and shared information about the design principles and other considerations of the Bridgewater Bridge project.

Workshop welcome

Peter Todd, General Manager Roads and Traffic, DIER

Peter welcomed all the participants and thanked them for making themselves available for this workshop. He saw it as another part of DIER's consultation process and acknowledged that this specific exercise arose following concerned feedback from the Community to their Minister.

He reinforced the focus of this workshop as being on the Design Principles and assumptions that the project team has been working with. He encouraged the group to question so that understanding can occur and for the group to challenge and test these assumptions and principles so that any necessary changes can be documented.

Further, Peter also noted he was aware of the level of anxiousness and concern in the communities. He implored all participants to actively listen because his DIER people were keen to learn as much as possible too. Peter indicated his team was looking forward to the session and that they certainly would value all contributions.

Early Community Concerns Tabled

Some participants raised some concerns early including:

- that they saw it necessary to understand the current level of concept design to be able to review the Design Principles. Further, a number of people had not seen the current design nor had it fully explained.
DIER advised that their presentations on the history will demonstrate what each has achieved and the shift of emphasis on design principles over the years. Further, DIER needs to have agreed design principles on which to base any design adjustments.
- There is a concern that DIER will not commit to changing the current design if the design principles change following this testing and review.
DIER confirmed that they are committed to reviewing the design work done to date in light of the outputs from this critique of the design principles and assumptions

Background and Overview Presentations

In order to give participants a platform to start questioning, a couple of background and overview presentations were made which are summarised below.

Project Context, History and Status – Shane Gregory, Program Manager DIER

Shane used a set of slides which could be made available and the key points ACVM recorded included:

- Following the comments already raised today he noted this needs to be considered a Transport Corridor rather than just a road corridor.
- 1996 – 1999 saw two VM workshops – one in 1997 and one in 1998
- The features of the early design at this point were:
 - Dual carriageway
 - Separated rail and road
 - 10M river clearance for new bridge
 - 6M rail clearance for new bridge
 - Demolish the existing old Bridgewater bridge because the new bridge cut across the alignment
- The 1999 concept was not supported because:
 - Heritage Council suggested there were prudent alternatives to demolishing the existing bridge
 - River users protested the low clearance

- 2001 – 2002 a Joint Heritage Council / DIER expert panel was established to give focus to this project with the output being:
 - Determination that the existing Bridgewater bridge has significant heritage value; and
 - Alternative solutions to providing a river crossing that did not require loss of this structure exist and should be pursued

Note: some community participants suggested this composition of an expert panel lost perspective on other criteria like community and environmental impacts in favour of technical and heritage aspects alone.

- 2003 Concept option features were:
 - The new bridge corridor was located downstream of the existing Bridgewater bridge
 - River clearance was 16M (and this appeared acceptable to all river users)
 - Road and rail remained separated
- October 2003 the concept plans were presented to
 - the Heritage Council and local Councils ; and
 - the Federal government for funding to proceed with more detailed investigations and concept design work
- 2011 Concept features include:
 - Dual carriageway
 - 110kph target design speed
 - grade separation at a number of major on/off junction points
 - existing bridge and causeway retained to cater for local road traffic, pedestrians, cyclists and any rail traffic.

Note: community participants and other stakeholders raised strong concerns about the concept being developed without a long term strategy to accommodate all the functions that are relying on the existing bridge and causeway to cross the river. Concern about maintenance support for the continuance of the existing structures was one dimension but given that the bridge has a finite life, they were looking for consideration of the long term solution in this planning work

- Dual carriage way means two lanes in each direction – this is what the project is seeking from day 1 although the traffic load projections do not appear to support this until around 2035 and as part of the submissions to the federal government for construction funding DIER must present staging options and cashflow implications
- Value for money is a factor of consideration in the Federal government allocating funds to competing projects – they look hard at transport efficiency and affordability
- The scale and timing of this project means that if the funds became available tomorrow, the bridge would not be completed for 5 to 6 years

Note: community representatives suggested that the biggest differences between the 2003 and the 2011 concepts are that in 2011 the concept appears to have been unduly steered by heritage considerations at the expense of impacts on the communities and other environmental aspects. DIER advised that in 2003 the concept responded to community, heritage and environmental constraints and in their opinion the 2011 concept gives focus to transport efficiency, heritage and the community :

- Maintenance of the existing bridge and causeway would be funded via DIER not become an impost on local Councils
- DIER have progressed work to-date in the belief that the BTH will reduce the need for rail crossing the existing bridge and the causeway, thus reducing load impacts and prolonging the life of the structures

Note: this was an issue for the rail sector stakeholders as they believed that 20+ years from now will certainly see an increase in reliance on rail transport. DIER indicated they need to pursue this matter following the workshop.

Design Principles – Andy van Emmerik, Project Manager DIER

Andy worked his way through the 6 Design Principles recorded in the VM Background papers and answered questions on each. The process used are to have the group assess whether each Principle was either “Acceptable” as is or whether it was “Challenged” and needed further discussion and possibly alteration before it could be accepted or rejected.: A table has been prepared in this Appendix which endeavours to record that process and the agreed outcomes.

In addition, a session where other factors of importance were reviewed to see if they gave rise to any further Design Principles produced substantial adjustments to some of the initial principles and added one more, making 7 the final number.

Project Purpose

The Project Purpose published in the VM background papers was:

- Improve the safety and efficiency of the National Land Transport Network road link across the Derwent River at Bridgewater by providing a consistent road environment north and south of the river
- *(Purpose note:) Due to capacity, speed and size constraints, the existing bridge has been deemed unable to satisfy the standards or functional requirements for the National Land Transport Network.*

This created a strong level of debate which centred on:

- *the breadth of the project thinking in terms of timeframes and inclusions*
- *risks associated with the longevity of the existing bridge functioning and the causeway stability*
- *future for crossing the river of all those functions allocated off the new bridge and onto the existing bridge in say 20 years*
- *Lack of formal government policy for the future of heavy rail between Bridgewater and Hobart risks the validity of the planning processes being followed*
- *Community consultation processes, timelines and effectiveness was raised as a concern – it was argued by the community members that the Community consultation process originally closed in February 2011 and very few even knew it was occurring. DIER outlined the consultation previously undertaken to demonstrate how much has actually been done.*
- *Risks to the continuity of commercial river traffic with the condition, limited life and susceptibility to windy weather of the existing bridge operations*
- *A need to have a long term outline for the Southern Tasmanian Transport Plan*

After a number of sessions and a lot of learning, the group returned to the Project Purpose. They agreed to removing one word and arrived at the following **Project Purpose**:

- **Improve the safety and efficiency of the National Land Transport Network link across the Derwent River at Bridgewater by providing a consistent road environment north and south of the river**

What is Most Important

As a mechanism to learn about the project considerations that are important to such a diverse group of community and stakeholder representative, the workshop used a nominal group process to allow input.

Firstly individuals recorded what is most important to them about this Bridgewater bridge project at their tables as a private exercise. Then each table collected the points into one table-list. Finally the facilitator, using a round robin process, recorded the all on one list that the whole group would hear, clarify and understand.

The facilitators typed these up overnight and themed the various items to enable subgroup focused work on Day 2. The themes were:

- Local and Social
- Environment
- Technical
- Strategic,
- Process and Procurement

A copy of the themed lists appears over the page.

For the purpose of the workshop process these were collapsed into three Focus groups to explore for potential additional Principles. There were:

- Local, Social and Environment
- Technical
- Strategic, Process and Procurement

Two further groups were formed for this ideas session and they focused on the presented Design Principles which were seriously challenged, being:

- Principle 2 – ie river navigability / clear height
- Principles 5 and 7 ie transport connectivity, and the target design speed of 110kph

What is Important Statements – themed by ACVM

| | |
|--|----------|
| LOCAL, ENVIRONMENT AND SOCIAL | |
| Guaranteed a safe and separated cycle and pedestrian river-crossing | a |
| Minimise environmental, social, heritage, cultural impacts and, where possible, enhance these values | a |
| Provides functionality of existing crossing and minimises impacts on surrounding areas (visual, env, social, etc) | a |
| Provide continuity and consistency with Booker and Midland highways with this project | a |
| Minimise disturbance of river sediments and maintain healthy wildlife assets like sea grasses | |
| Granton remains a pleasant place and the impacts of this project on the western side of river are minimised | |
| Provides a legacy adding to the aesthetic values of the region – architectural, visual, avoid noise, etc | |
| Aboriginal communities are consulted and their heritage matters understood and managed in the concept planning | |
| Retention of the existing bridge and 17 other heritage sites unless no feasible alternative exists | |
| Ramps on and off Lyell Highway are direct and treated like connections for a highway rather than a local road | |
| Incorporate redevelopment of local amenities and opportunities related to improved support of local tourism | |
| The new bridge design is attractive and visually exciting by day and night | |
| Local access is rationalised | |
| Minimise visual impacts and is sympathetic to landscape | |
| Having pedestrian / cycle crossing of the river which connects to the rest of their travel / movement network | |
| TECHNICAL | |
| Safe, consistent driving conditions with suitable separation of traffic - by speed, ie cyclists and peds | a |
| Four (4) lane divided carriageway from the outset | a |
| Complies with national highway standards (Ausroads guidelines) | a |
| Meets the needs of community and stakeholders of all levels, as much as practical | |
| Local connectivity at a high standard which is safe, easy, logical | |
| Unfettered river access to upper reaches – Bowen Bridge clear height and support column alignments for navigation | |
| Is safe, efficient solution catering for all current transport types | |
| The height of the new crossing is low at each end to capitalise on the existing cuttings and reduce foundation material build-up and the visual and noise impacts on community | |
| The new bridge is “wind-safe” and variable speed signs are installed | |
| Road travellers can choose to turn off to Glenorchy | |
| Stakeholders can achieve certainty | |
| Adequate lighting | |
| Have simpler access from Boyer Road and Old Main Road | |
| There is a 16M river clearance, the same as Bowen Bridge | |
| There is an 18.2M river clearance, the same as Bowen Bridge | |
| STRATEGIC, PROCESS & PROCUREMENT | |
| Include provision for rail across the river regardless of the existing bridge’s existence | a |
| Provide for other modes of movement / transport to cross river from day 1 | a |
| Is affordable and prudent use of public money | |
| Project is completed in one package – not staged or phased | |
| Access to and from new bridge and structures is adequate for adjacent emerging growth areas | |
| Planning meets longer term (for 100 years) needs of land-based crossings and river users | |

| | |
|--|--|
| Plan for the future of the existing crossing – when it will not be feasible to function | |
| Efficient and effective movement of goods is achieved | |
| Design considers oil price increases and population growth | |
| Support development of “Gateway to Hobart” concept | |
| Replace “traffic island / round-about” concept with slip lanes | |
| Being clear on the planning approval and assessment processes | |
| Being clear on consultation and communications process for stakeholders in the design from today | |
| Understanding the role and significance of the Brighton Transport Hub (BTH) in the planning for this project | |
| Having a clear statement of Government policy for rail into the future, south of the BTH | |
| Ensuring that the project is considered within a State / Regional planning context | |
| ACTIONS | |
| Getting the 11 statutory approvals (State & Federal) no more than 2 to 4 years before construction | |
| Minimise traffic disruption on the old bridge | |
| The project proceeds within the next 15 years | |
| Remove and relocate the existing bridge elsewhere | |
| Effected land-owners get recompensed in a timely manner | |
| Consider using the bridge for innovative renewable energy uses, eg wind power, etc | |

The symbol (a) indicates that ACVM felt this matter had been agreed to in one of the Principles already accepted.

Note: During the ongoing workshop and feedback by sub-groups the point on dual lanes came into question. It was DIER’s preference to propose a single staged, four lanes bridge but they advised staging, cashflow and availability of funds issues may place dual lanes in both directions at risk

Facts, Givens and Assumptions

The group reviewed the facts, givens and assumptions being made about the project and the planning study and tested these as to whether they were appropriate to base further planning or whether they needed to be resolved as planning proceeded.

Initially the group reviewed those facts and givens listed in the Background Paper as distributed to participants prior to the workshop. The assumptions were collected in focus groups:

- Local North side of river
- Local, South side of river
- Through traffic, public transport and local access
- Waterway navigation, environment and heritage
- Freight transport, Rail and Brighton Transport Hub

The list of facts, givens and assumptions and their assessment using the Assessment Table are recorded below. Any further comments made by the group are recorded in *italics*.

Assessment Table

| Key | Assessment Explanation |
|-----|--|
| ✓ | It is safe to proceed with the planning on the basis of this fact, given or assumption |
| ✱ | There is some doubt or uncertainty about this fact, given or assumption and it needs to be resolved as the project planning proceeds |
| ✓/✱ | Although considered safe to proceed on the basis of this statement, the planning must be mindful of its impacts |
| X | The statement is not a fact, given or assumption |
| O/S | Outside the scope of this exercise |

Planning for Bridgewater Bridge Replacement

Facts/ Givens

| No | Fact/Given | Assessment |
|----|--|------------|
| 1 | A crossing of the Derwent River is required a Bridgewater | ✓ |
| 2 | The existing Bridge has a finite life span <i>25 to 40 years if it is supported by a maintenance program</i> <i>Rail and heavy truck loads are most destructive</i> <i>Confidence in operation is essential for commercial river traffic</i> | ✓ |
| 3 | The river crossing will be a bridge <i>Deep sediments and south side faults make tunnel construction prohibitively expensive and with technical risks</i> | ✓ |
| 4 | The new bridge and approaches must meet contemporary design standards | ✓ |
| 5 | The old bridge must be retained in-service at least until the new bridge is built | ✓ |
| 6 | The existing bridge is heritage listed <i>Clarification: Tasmanian Heritage Council recording for Bridge, Causeway and abutments of previous bridges; the welding on the bridge is seen to be of National and even International significance, but it is not formally registered. Suggestion that the visual cartilage is noteworthy and included on Tasmanian register (needs to be confirmed)</i> | ✓ |

No further "givens" were added to this list.

Assumptions

Group 1 - Local North side of river

| | | |
|---|--|---|
| 1 | The design should cater for south bound traffic entering at Boyer Road/Gunn Street via a direct route onto bridge – important for emergency vehicles | * |
| 2 | Design should include protected pedestrian/cyclist crossing | ✓ |
| 3 | Emergency vehicle access should be as direct as possible | ✓ |
| 4 | Public transport (buses) should be as direct as possible | ✓ |
| 5 | Navigability of the river is needed | ✓ |
| 6 | The existing bridge won't be replaced beyond it's useful service life | * |
| 7 | The new highway will follow the same line as existing at approximately the same level through existing cutting at Bridgewater | ✓ |
| 8 | Dual carriageway throughout – 4 lanes | ✓ |

Group 2 - Local, South side of river

| | | |
|---|---|---|
| 1 | Run-off ramp for the Lyell Highway and run-on to Brooker and Midland Highway | * |
| 2 | That there will be significant residential growth in New Norfolk, Derwent Valley and Granton | ✓ |
| 3 | Rationalising local Granton roads – minor roads should not connect direct to the highway | ✓ |
| 4 | This planning project needs to be integrated with Regional Land Use Strategy and Southern Integrated Transport Plan | ✓ |
| 5 | Local traffic needs to use new bridge | ✓ |

Group 3 - Through traffic, public transport and local access

| | | |
|----|---|---|
| 1 | Service for through traffic will be significantly improved on NH | ✓ |
| 2 | Service for through traffic will be significantly improved for Lyell Highway | ✓ |
| 3 | Overall improvements in safety will result | ✓ |
| 4 | Improved access to/from bridge and local areas | * |
| 5 | Maintain access for river traffic | ✓ |
| 6 | No stoppage of road traffic due to river traffic | * |
| 7 | Target design speed for new highway bridge to be 110km/h | * |
| 8 | The design speed responds to the agreed design principles i.e. optimum design speed that responds to the parameters | * |
| 9 | Bus transport routes are flexible/can be changed | ✓ |
| 10 | Public transport still needs to access traditional sources for passengers | ✓ |

| | | |
|----|---|---|
| 11 | Consultations will occur to replan public transport and emergency service routes | ✓ |
| 12 | Some degree of street lighting will be needed on the bridge and road approaches | ✓ |
| 13 | The local traffic will have use of old bridge for longer term | * |
| 14 | If the old bridge is not available to local traffic, pedestrians, cyclists the current bridge thinking will not cater nor provide easy access | ✓ |

Group 4 - Waterway navigation, environment and heritage

| | | |
|---|--|--------|
| 1 | Waterway/navigation – access up the Derwent River past Bridgewater is a given – navigation is equal to the Bowen Bridge | ✓ |
| 2 | Loss of wetlands and possible remediation and increase of amenities – bridge construction will increase opportunities for local tourism | ✓ |
| 3 | Environment – possible minimisation of impact on sea grass – affecting swans, other birds/fish, wildlife. Minimising stirring up pollution/sediments (bigger spans) | ✓ |
| 4 | Heritage – there is a “visual proximity” issue the closer the new structure to the old existing bridge – assumption that the old bridge and causeway is retained indefinitely(?) | ✓ * |
| 5 | Proper early consultation with Aboriginal community will occur | ✓ |

Group 5 - Freight transport, Rail and Brighton Transport Hub

| | | |
|---|---|---|
| 1 | Road carried freight will increase in the short term | ✓ |
| 2 | There will be no demand, in the short term, for freight rail across the river | ✓ |
| 3 | The rail corridor across the river must be protected (freight and passenger) | ✓ |
| 4 | There will be growth in car based transport | ✓ |

Review of Design Principles

The review of these principles was a process that was allocated a period in the Agenda, but due to the complexities and interconnected issues, it became an iterative process that we revisited and modified a number of times.

ACVM has chosen to present this in a manner we believe best represents the principal phases and changes so we could record some of the influences and issues.

The Design Principles recorded in the front of this report come from the wording agreed in the workshop – the right hand column in the following tables. We have chosen not to include the explanatory notes nor have we tried to improve the English.

| No | Design Principle as presented | Initial Response | Discussion points | Revisions | Final Wording of Principle in Workshop |
|----|--|------------------|--|--|---|
| 1 | <p>The new crossing will provide a standard of service consistent with the Brooker Highway and the recently constructed Brighton Bypass.</p> <p><i>Notes:</i> <i>The Brooker Highway (through to Berriedale) and Brighton Bypass are 'freeway style' roads with grade separated junctions and higher capacity. The current Bridgewater Bridge is a bottleneck between the two higher standard sections of highway.</i></p> <p><i>The Bridgewater Bridge project extends from the southern end of the Brighton Bypass to the dual carriageway section of the Brooker Highway. The design should have design speeds, junction treatments and lane configurations that provide a consistent level of service between Pontville and Berriedale. This also precludes the use of an opening bridge.</i></p> | Challenged | <p>Concerns if target design speed is 110kph</p> <ul style="list-style-type: none"> – Stakeholders were worried about speed impacts on: geometry of design ruling out options which might have adverse impact on communities; local access and safety; length of merge on acceleration and deceleration lanes – Belief by some that the target design speed should be considered as a function of the many other constraints – Concern that although it was possible to sign post lower speeds (eg Bowen bridge 80kph and Tasman 70kph) the target design speed has fundamental impacts on concept design now <p>DIER advised that "<u>standard of service consistent</u>" was:</p> <ul style="list-style-type: none"> – A necessary characteristic to secure Federal funding – This is made up of a number of aspects and target design speed is only one factor. <p>DIER advised that they have adopted Ausroads standards in toto.</p> <p>The group withheld any support for this principle until target design speed was able to be discussed by a focus group.</p> | <p><i>Added words to the principle from the 110kph focus group</i> "and this should not preclude testing other design speeds below 110km/h"</p> <p><i>Removed words</i> "design speeds" from notes</p> | <p>The new crossing will provide a standard of service consistent with the Brooker Highway the recently constructed Brighton Bypass and this <i>should not preclude testing other design speeds below 110km/h</i></p> <p><i><u>Explanatory Notes:</u></i> <i>The Brooker Highway (through to Berriedale) and Brighton Bypass are 'freeway style' roads with grade separated junctions and higher capacity. The current Bridgewater Bridge is a bottleneck between the two higher standard sections of highway.</i></p> <p><i>The Bridgewater Bridge project extends from the southern end of the Brighton Bypass to the dual carriageway section of the Brooker Highway. The design should have junction treatments and lane configurations that provide a consistent level of service between Pontville and Berriedale. This also precludes the use of an opening bridge</i></p> |

| No | Design Principle as presented | Initial Response | Discussion points | Revisions | Final Wording of Principle in Workshop |
|----|---|------------------|--|---|---|
| 2 | <p>Navigability and access on the River Derwent will be retained at current levels</p> <p><i>Notes:</i> <i>Both recreational and commercial users currently have enjoyment of access and navigability on the River Derwent at least as far as New Norfolk. This right of navigability extends from common law and the navigation clearance at Bridgewater was formalised in an Act of Parliament associated with the construction of the existing bridge.</i></p> <p><i>There should be no reduction in level of access for river users below the current constraint of the Bowen Bridge. This will ensure that future commercial operations, including potential commuter services, are not precluded.</i></p> | Challenged | <p>The Bowen bridge has a clearance of around 16M in the navigation channel which is lower than the Tasman bridge yet remains an upstream control</p> <p>There is a higher clearance of 18.2M at the Bowen bridge in a side structural span which is not the designated navigation channel.</p> <p>The clear navigation height of the opening section of the existing Bridgewater bridge is far in excess of the Bowen bridge (approx 30M) - involved an act of parliament – <i>this is an issue which needs to be addressed for whatever the decided navigation height of the new bridge may be, if it is lower than the existing bridge.</i></p> <p>One current vessel, the MV Cartela, has a timber mast which may not clear the navigation channel height at Bowen bridge – it was felt that adjustment options exist re this mast, to enable a lower navigation clearance</p> | <p>A focus group recommended that the aircraft at the navigation span at Bowen Bridge should be maintained for the new Bridgewater bridge</p> <p><i>A measure was discussed, but two aspects needed checking:</i></p> <ul style="list-style-type: none"> – <i>Clarifying what “aircraft” is; and</i> – <i>Defining the specific aircraft height of the navigation channel at Bowen bridge</i> | <p>Height / compliance / aircraft at the navigation span at the Bowen bridge should be maintained at Bridgewater</p> <p><i>Explanatory Notes:</i> <i>Both recreational and commercial users currently have enjoyment of access and navigability on the River Derwent at least as far as New Norfolk. This right of navigability extends from common law and the navigation clearance at Bridgewater was formalised in an Act of Parliament associated with the construction of the existing bridge.</i></p> <p><i>There should be no reduction in level of access for river users below the current constraint of the Bowen Bridge. This will ensure that future commercial operations, including potential commuter services, are not precluded.</i></p> |

| No | Design Principle as presented | Initial Response | Discussion points | Revisions | Final Wording of Principle in Workshop |
|----|--|------------------|--|--|--|
| 3 | <p>The rail corridor will be retained across the river at Bridgewater</p> <p><i>Notes:</i> A workshop was conducted as part of the planning process in 2009 to consider provision of rail infrastructure on the new Bridgewater Bridge. It was concluded that, while there was no foreseeable demand for freight or passenger rail on the new bridge, the design should not preclude the provision of rail services over the River Derwent in the future.</p> | Accepted | <p>The group was divided about the future of heavy rail services for freight and passenger services into the future</p> <p>The current rail corridor still exists through to Hobart</p> <p>The Brighton Inter-modal Transport Hub was seen as having a key impact on the need for freight rail south of Bridgewater to the Hobart port.</p> <p>Recently released study on light rail suggests that at best the viability might be feasible between Hobart and Claremont, not through to Bridgewater.</p> <p>DIER indicated that they needed to obtain a clear policy on the future of all rail services south of the Bridgewater crossing of the Derwent River from Government</p> <p>It was agreed that in a planning sense, until there was a clear government policy on the future of rail south of Bridgewater, the rail corridor within this project study area should be retained.</p> <p>DIER indicated there was no consideration of including rail on the new bridge concept as it has over \$100M impact on budget and quite significant impacts on communities along both approaches.</p> | <p>Nil to the Design principle wording</p> <p>Due to the ongoing discussions, removal of the words “no foreseeable demand for freight and passenger rail on the new bridge” from the notes</p> | <p>The rail corridor will be retained across the river at Bridgewater</p> <p><i>Explanatory Notes:</i> A workshop was conducted as part of the planning process in 2009 to consider provision of rail infrastructure on the new Bridgewater Bridge. It was concluded that the design should not preclude the provision of rail services over the River Derwent in the future.</p> |

| No | Design Principle as presented | Initial Response | Discussion points | Revisions | Final Wording of Principle in Workshop |
|----|--|------------------|---|---|--|
| 4 | <p>The design for, and construction of, the bridge will have the least possible impact on the community and its environment.</p> <p><i>Notes:</i> While the new Bridgewater Bridge must deliver the key transport objectives, its design should aim to minimise the potential for impact on heritage, aboriginal heritage, environmental, social and aesthetic values. Where possible, or required by legislation, heritage values, local road connectivity and community accessibility are to be maintained.</p> | Accepted | <p>Concern existed that there was no representation from the freight industry or the BTH in this VM workshop, when these are primary users of the river crossing</p> <p>Concern existed related to the use of the words “least possible impact on community and environment” – this seemed to stem from two concerns:</p> <ul style="list-style-type: none"> – A worry that achieving “least possible impact” could be very expensive and there needs to be a balanced consideration; and – a belief that the current geometry of the concept has not appeared to have explored a balance with these impacts. <p>A focus group on Environment and Social aspects recommended adding words to this principle</p> | <p>Add wording:</p> <ul style="list-style-type: none"> – and explore suitable enhancement opportunities <p>Add in the enhancement opportunity of:</p> <ul style="list-style-type: none"> – maximising the “Gateway to Hobart” concept | <p>The design for, and construction of, the bridge will have the least possible impact on the community and its environment and explore suitable enhancement opportunities including maximising the “Gateway to Hobart” concept</p> <p><i>Explanatory Notes:</i> While the new Bridgewater Bridge must deliver the key transport objectives, its design should aim to minimise the potential for impact on heritage, aboriginal heritage, environmental, social and aesthetic values. Where possible, or required by legislation, heritage values, local road connectivity and community accessibility are to be maintained. Enhancement opportunities should be explored in framing the concept works, eg the “Gateway to Hobart” concept</p> |

| No | Design Principle as presented | Initial Response | Discussion points | Revisions | Final Wording of Principle in Workshop |
|----|--|------------------|--|--|--|
| 5 | <p>Transport connectivity should be retained</p> <p><i>Notes:</i> <i>The Lyell Highway, Main Road, Black Snake Road, Boyer Road, Gunn Street and East Derwent highway currently connect to the Brooker or Midland Highways and serve varying transport functions from local road to freight route/state highway.</i> <i>The design concept should maintain the transport functionality of each road, while delivering the desired standard of service along the National Land transport Network corridor.</i></p> | Challenged | <p>Concerns within the group appeared to flow from how they saw the current concept plans dealing with this principle rather than the actual principle</p> <p>Issues raised included:</p> <ul style="list-style-type: none"> – getting off and on the Lyell Highway – not as direct flow as preferred / use of round-a-bouts not slip lanes, etc – Local access examples where the local traffic needed to travel distances in the opposite direction before accessing the new corridor, etc <p>A focus group was assigned to this topic / principle</p> | <p>Added the words:</p> <ul style="list-style-type: none"> – “and functionality” – “recognising the strategic importance of efficient and effective movement to/from the Lyell Highway” <p>Replaced the word</p> <ul style="list-style-type: none"> – “retained” with “maintained” | <p>Transport connectivity and functionality should be maintained, recognising the strategic importance of efficient and effective movement to/from the Lyell Highway</p> <p><i>Explanatory Notes:</i> <i>The Lyell Highway, Main Road, Black Snake Road, Boyer Road, Gunn Street and East Derwent highway currently connect to the Brooker or Midland Highways and serve varying transport functions from local road to freight route/state highway.</i> <i>The design concept should maintain the transport functionality of each road, while delivering the desired standard of service along the National Land transport Network corridor.</i></p> |

| No | Design Principle as presented | Initial Response | Discussion points | Revisions | Final Wording of Principle in Workshop |
|----|--|------------------|---|---|---|
| 6 | <p>Pedestrians and cyclists to be accommodated on the existing bridge and causeway.</p> <p><i>Notes:</i> <i>The existing bridge and causeway provides the most direct connections to existing pedestrian and cycle networks and there is capacity to provide improved pedestrian and cycle facilities on the causeway. A lower speed road environment will generally be safer for pedestrians and cyclists of all abilities, compared to a high speed environment.</i></p> | Challenged | <p>Concerns were expressed in relation to:</p> <ul style="list-style-type: none"> – The existing bridge has a limited life; – No consideration of the longer term for all movement modes allocated to the river crossing using the existing bridge and causeway – this seems to have a short term or at best medium term life – No consideration to the risks to river traffic passage if existing bridge fails in the closed position - still permitting pedestrian and cycle traffic passage – No consideration to the risks to pedestrians and cyclists if the bridge fails in the open position – No inclusion in corridor strategy for maintenance support of existing bridge to perform functions with confidence to an agreed period – Risks to river passage will remain if wind gusts increase when they need to use a programmed opening – A focus group on “Strategic, Processes & Procurement” – DIER indicated the design strategy MUST assume the existing crossing does not exist, ie the existing crossing has a finite life | <p>Removed words: “on the existing bridge and causeway”</p> <p>Added words: “across the river for the long term”</p> | <p>Pedestrians and cyclists to be accommodated across the river for the long term.</p> <p><i>Explanatory Notes:</i> <i>The existing bridge and causeway provides the most direct connections to existing pedestrian and cycle networks and there is capacity to provide improved pedestrian and cycle facilities on the causeway. A lower speed road environment will generally be safer for pedestrians and cyclists of all abilities, compared to a high speed environment.</i></p> |

| No | Design Principle as presented | Initial Response | Discussion points | Revisions | Final Wording of Principle in Workshop |
|----|-----------------------------------|------------------|---|--|---|
| 7 | The design process is transparent | N/A | <p>This principle arose from the feeling and commentary in the workshop stakeholder group that:</p> <ul style="list-style-type: none"> – <i>The level, frequency and completeness of community involvement to-date had been inadequate in terms of their expectations;</i> – <i>Given their opportunity in this workshop to critically review the design principles, they saw it as essential they had an ongoing opportunity to understand what implications this may have on the design process and concept outcomes</i> – <i>DIER was committed to effective liaison and consultation – in fact they indicated a host of meetings, presentations, newsletters and exhibitions that had been completed to-date – but the group was interested in the future opportunities, frequencies and processes</i> | Add in a new principle and include words to deal with timely consultations and advices and accessibility for stakeholders and community. | The design process is transparent, <i>timely and accessible</i> |

Focus Group Feedback

In achieving the review of the Design Principles and the What's Most Important statement to see if there were any further Principles or necessary modifications, the focus groups produced a number of outputs and recommended actions.

The implications in this work on the Design Principles including the wording of an 8th Design Principle are covered in the earlier tables.

The focus group outputs agreed to by the whole workshop group are recorded below:

FOCUS TOPIC: Principle No2 - Height/clearance/air draft, navigation span at Bowen Bridge

| Benefits of the Principle | Implications of the Principle | Potential alternate refinement/ amendment | Reasons: <ul style="list-style-type: none"> Why; Benefits, Implications |
|---|---|--|---|
| <ul style="list-style-type: none"> Allow majority of vessels to pass Allows recreational and commercial access to Derwent Valley Sustainable transport options | <ul style="list-style-type: none"> Some vessels have restricted access | <p>Could increase in height to match highest span on Bowen bridge of 18.2m as opposed to lowest of 16m <i>but</i> Recommendation: the group believes that most parties are happy with the proposed 16m height</p> | <p>If raised height to 18.2M</p> <ul style="list-style-type: none"> Minimal (?) cost increase (Negative) follow on effect on Northern side (noise etc) Suitable for more vessels |

FOCUS TOPIC: Principle No5 - Transport connectivity retained

| Benefits of the Principle | Implications of the Principle | Potential alternate refinement/ amendment | Reasons: <ul style="list-style-type: none"> Why; Benefits, Implications |
|---|--|--|--|
| <ul style="list-style-type: none"> Maintaining existing access to the crossing Maintain existing connectivity between other collector roads and local roads | <ul style="list-style-type: none"> Safety should not be compromised May be cases of increased travel time for some movements Boyer/Old Main road – long term future of south bound connection needs more consideration. This may conflict with the river navigation clearance | <p>Actions:</p> <ul style="list-style-type: none"> North bound one way connection/old main road needs scrutiny Safety audit of concepts Traffic modelling of Lyell Highway interchange connections to demonstrate satisfactory level of service Consider implications of grade from main road/Blacksnake, south bound on ramp – trucks climbing the on ramp | <p>Safety – conflict with new ramps</p> <p>Rationalise access point</p> |

FOCUS TOPIC: Principle No 1 (or 7 as referred to in the workshop) - Maintain level of service consistency and impact of 110kph design speed

| Benefits of the Principle | Implications of the Principle | Potential alternate refinement/ amendment | Reasons: • Why; Benefits, Implications | |
|---|---|---|--|--|
| <ul style="list-style-type: none"> - Consistency with adjacent sections - Travel time efficiency - Lower vehicle operating costs - Benefits for freight | <ul style="list-style-type: none"> - Limits the flexibility of the design geometry | <p>Actions:</p> <ul style="list-style-type: none"> - Examine the possible benefits of using a design speed of 100km/h <ul style="list-style-type: none"> - are there benefits which might justify this change in standard? - The design speed should be determined with due consideration of benefits and impacts on all other design factors <p>Recommendation: add wording to Principle No1 “should not preclude testing other design speeds below 110km/h”</p> | <p>Currently the possible benefits of doing this are not known</p> | |

FOCUS TOPIC: Local Environment and Social

Two concerns

- Principle 4 – “Least possible” could be very expensive
- From the “What’s important” statements there may be opportunities to cheaply enhance local amenity etc., that falls outside a narrow road design focus

Recommendation:

Modify Principle 4 to add: “**or explore suitable enhancements**”

Action:

Aboriginal community consultation

The elephant in the room in Day 1 of the workshop was the (lack of a) long term strategy for the existing crossing. Relevant to: Given No. 2 and Principle No. 4

Recommendation:

Principle

- Retain the existing causeway crossing location (*this is covered by Principle No3*)

Benefits

- This will minimise the social, community and heritage impact compared to the proposed interchange arrangements
- It allows a more direct connection for the Lyell Highway, the Granton community and the Bridgewater community

FOCUS TOPIC: Technical aspects of “most importance”

Suggested design considerations which may be “Principles”

- Lighting compliant with safety requirements whilst minimising impacts on residential amenity (given)
- **The design process is transparent – *this was lifted to a Principle in terms of consultations and communications with the stakeholders and communities throughout the design and documentation phases***
- The height at the southern end to be dictated by grade separation requirements for rail and the Lyell Highway, not navigation (subject to Principle 4)
- Where possible the road should utilise cuttings to minimise noise and visual impact

Actions

- Determine wind safe design
- Minimise risk of bridge being used for suicide
- **Settle policy for resumption and compensation issues as an immediate priority and firm design (properties to be acquired and/or massively affected) – document and distribute policy to impacted landowners– seen as a priority action**
- Consider possibility of imaginative lighting of bridge

FOCUS TOPIC: Strategic Process and Procurement

Recommendation for alteration to Principles:

- Recognise strategic importance of efficient and effective movement to and from Lyell Highway (and west coast) with appropriate consideration in design (this should be added to/**incorporated into Principle 5**)
- Iconic design – opportunity used to maximise “Gateway to Hobart” concept – **incorporate into Principle 4**

Actions

- Cost benefit analysis of project should include all potential aspects of staging and future growth (i.e. impact of oil prices) – staging will depend on available funds
- Planning to include all relevant planning schemes with all relevant stakeholders given adequate time for consultation and involvement
- A clear statement of policy on rail south of the Bridgewater Bridge should be sought whilst the corridor is maintained
- Planning for long term future of existing bridge (50 years) should commence immediately (under Principles 3 and 6)
- New bridge concept is developed with the long term strategy of the existing river crossing in mind

Conclusions drawn by the VM group

- Process has been valuable to exchange views and agree a direction forward
- There are a lot of different wants and needs, some of which are conflicting and compromise will be required
- Need to demonstrate that the design reflects the principles agreed to
- Agreed to principles that should underpin the design
- Strong support for a new bridge
- There is a lot of common ground
- Agreement to getting on with it
- The workshop has increased a greater understanding of everyone's views
- The workshop has increased the certainty that the project will proceed

Where to From Here? by Shane Gregory, DIER

- Review design, and amend where appropriate, in light of amended design principles and what's important as stated by participants
- Present amended concept to stakeholders
 - The VM Workshop group
 - Community information sessions
 - Addendum to VM report
 - Stakeholder meetings
- Small group discussions on key design impacts
 - Include design team
 - Explanation of design basis
 - What ifs (ie. query designers of impacts if other design options were considered)