

PROTOCOL ARRANGEMENTS
FOR THE DEVELOPMENT
OF A
PARTNERSHIP AGREEMENT
BETWEEN THE
STATE GOVERNMENT
AND THE
BRIGHTON, CLARENCE CITY,
GLENORCHY CITY, HOBART CITY,
LAUNCESTON CITY, NORTHERN MIDLANDS AND
SOUTHERN MIDLANDS COUNCILS



OCTOBER 2009

PREAMBLE

The State Government and the Brighton, Clarence City, Glenorchy City, Hobart City, Launceston City, Northern Midlands and Southern Midlands Councils (the parties) agree to discuss the development of a partnership agreement (the agreement) on mutually agreed terms to develop clear plans for the future of the Midland Highway.

OBJECTIVES

The objectives of the agreement are to:

- establish a common vision for the future of the Midland Highway (the highway)
- plan for improvements to the highway according to the common vision
- jointly approach the Australian Government for financial assistance to carry out the planned improvements to the highway.

PRINCIPLES

The following principles underpin the development of the agreement:

- in developing the 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 will be developed such that the outcomes meet the mutually agreed objectives and are measured against pre-determined indicators and identifiable benefits
- the objectives of the agreement will be developed according to evidence-based research to deliver identifiable benefits
- the agreement reflects a shared desire to improve safety along the Midland Highway
- 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 objectives of the agreement will align 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 agreement will seek to accommodate the needs of all users where possible, but give priority to road-user safety, improved freight efficiency and improved travel reliability on the urban approaches.

PURPOSE OF THE AGREEMENT

The agreement will set out the issues, facts, objectives, actions, timeframes and measures regarding the future of the highway.

SCOPE OF THE AGREEMENT

The parties have agreed that this agreement will cover the highway from the Hobart CBD to the Launceston CBD. In doing so the parties recognise that the vision and plan for the Midland Highway will be linked to those for the Brooker Highway and the Bathurst-Wellington couplet through Launceston, both of which are critical freight and passenger routes. The parties recognise that this agreement will be complemented by the Brooker Highway Transport Plan.

The Brooker Highway Transport Plan is a long-term strategic plan for the Brooker Highway and will be undertaken in consultation with the Brighton Council, Glenorchy City Council and Hobart City Council.

PROCESS AND TIMETABLE

The following process and indicative timetable is agreed for the development of the agreement:

Premier and Mayors sign protocol arrangements	October 2009
Peak group to finalise schedules to the agreement	November 2009
Councils to approve the draft agreement	December 2009
Cabinet to approve the draft agreement	December 2009
Formal signing	January 2010

PEAK GROUP

The parties agree to establish a peak group. Members of the peak group will represent each of the parties. The role of the peak group is to confirm the partnership development process, determine the broad content of the agreement, settle protocol arrangements and endorse the final agreement.

Following the signing of the protocol arrangements, the peak group will establish the schedules to the agreement including the issues, facts, joint objectives, actions, timeframes and measures.

The membership of the peak group is outlined in Attachment A.

PRELIMINARY EXCHANGE OF INFORMATION

The parties agree to exchange:

- supporting information related to the issues identified in Attachment B
- other information as agreed in discussions.

WORKING GROUP

The parties agree to establish a working group. Each member of the peak group will nominate a representative for the working group. The role of the working group will be to undertake the technical analysis and provide recommendations to the peak group. The working group will undertake the appropriate consultation to inform recommendations to the peak group.

The working group will ensure that the analysis and recommendation take into account the directions of the Brooker Highway Transport Plan.

The working group will be convened and chaired by a representative from the Department of Infrastructure, Energy and Resources.

COMMUNICATIONS

The parties acknowledge that discussions about the development of the partnership agreement are confidential and it is agreed that the Premier and the mayors will authorise the release of information during the development of the agreement.

STAKEHOLDER AND COMMUNITY CONSULTATION

The parties acknowledge that, where required, appropriate processes will be implemented to gauge stakeholder and community views on issues relevant to the partnership agreement and that these views and priorities shall continue to be taken into account in developing and finalising the agreement.

The peak group will agree arrangements for consultation with identified key stakeholders where appropriate.

AMENDMENTS TO THE AGREEMENT

The partnership agreement will represent a core agreement. It can be amended at the agreement of all of the parties.

MONITORING AND REPORTING

Progress towards achieving the actions identified in the partnership agreement will be reported on by the parties to the Premier's Local Government Council.

Implementation updates will be submitted against the agreed actions in accordance with the agreement.

The parties agree to report annually on the progress of the partnership agreement. For the State Government, this will be through the annual report to Parliament, which covers all active partnership agreements. For the councils, this will be through their annual reports.

REVIEW

The agreement will be subject to ongoing evaluation through normal reporting processes. At its expiration the agreement will be fully reviewed.

The undersigned agree to the protocol arrangements identified above:

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

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

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

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

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

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

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

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

PEAK GROUP

COUNCILS

- _ Cr Tony Foster, Mayor, Brighton Council
- _ Ald Jock Campbell, Mayor, Clarence City Council
- _ Ald Adriana Taylor, Mayor, Glenorchy City Council
- _ Ald Rob Valentine, Lord Mayor, Hobart City Council
- _ Ald Albert van Zetten, Mayor, Launceston City Council
- _ Cr Kim Polley, Mayor, Northern Midlands Council
- _ Cr Tony Bisdee, Mayor, Southern Midlands Council

STATE GOVERNMENT

- _ David Bartlett, Premier
- _ Minister for Local Government, Jim Cox MP
- _ Minister for Infrastructure, Graeme Sturges MP
- _ Mr Norm McIlpatrick, Secretary, Department of Infrastructure, Energy and Resources

- _ Mr Peter Todd, General Manager, Roads and Transport, Department of Infrastructure, Energy and Resources
- _ Ms Jessie Byrne, Director, Local Government Division, Department of Premier and Cabinet
- _ Department of Police and Emergency Management

CONTENTS

1	Common Vision for the Future of the Midland Highway	8
2	Plan for Improvements to the Midland Highway	10
3	Joint Approach to the Australian Government.....	14

1 COMMON VISION FOR THE FUTURE OF THE MIDLAND HIGHWAY

Background

The Midland Highway is a key part of the north-south freight supply chain, and is the major freight and passenger route between Hobart and Launceston. The highway carries over 2 million tonnes of freight per year, valued at over \$2.3 billion, with freight tonnages forecast to more than double by 2038 to over 4.4 million tonnes. Containerised traffic comprises almost half the tonnage (44 percent) and more than three quarters of the value (83 percent) of the highway's freight task.

86 per cent of exports from the southern region are moved through the northern ports, making this a critical link in the movement of product from southern Tasmania to the northern export ports.

Linkages between the highway and the Brooker Highway in the south and Bathurst/Wellington couplet in Launceston are critical to the function of the highway as a major freight and passenger corridor.

The Midland Highway is a category 1 trunk road in the Tasmanian state road hierarchy. Traffic volume varies along the highway, with approximately 20 000 vehicles per day using the highway south of Bridgewater and decreasing to between 5 000 - 6 500 vehicles per day between Perth and Kempton.

The Midland Highway has recorded 41 deaths since 2004. Most recently seven people died in two separate multi-vehicle crashes on 9 July 2009.

There has been significant public debate regarding the best way to improve safety along the Midland Highway. There has also been debate regarding the current condition of the highway and its ongoing maintenance.

Investment in the Midland Highway is investment in significant economic infrastructure for the State. The Midland Highway is the key north-south route facilitating business, tourist, freight, and commuter movement.

The Tasmanian and Australian Governments' investment in rail, in particular the Brighton Transport Hub, improvements on the north-south line and proposed rail access improvements at the Port of Bell Bay will improve the efficiency of rail on the Midland corridor. While decisions of freight companies are based on commercial imperatives, the very significant improvement in rail in this corridor will provide greater incentive to transfer contestable freight from road to rail.

Significant analysis on the function and performance of the Highway and its urban connections has been undertaken by the State Government as part of its strategic planning framework. This includes the Tasmanian AusLink Corridor Strategy, Southern Tasmania National Network Investment Programme, Infrastructure Australia Audit and draft Southern Integrated Transport Plan. The information contained in these strategies are key inputs to maximising the role of the highway as a key part of Tasmania's transport system over the long-term, and to improving performance on specific sections and in relation to specific transport issues. The strategies will complement future work, including the Brooker Highway Transport Plan.

Issues

Strategic priorities for the Midland Highway, as part of the National Network in Tasmania, are incorporated in the 2007 Tasmanian Corridor Strategy. This strategy was jointly developed between the Tasmanian and Australian Governments and involved extensive consultation.

These priorities were complemented by other initiatives, including the Southern Tasmania National Network Investment Programme and Infrastructure Australia Audit, which address these priorities in more detail in relation to individual sections of the highway. There is a need to agree on an inter-governmental position regarding the future of the Midland Highway.

A coordinated vision is required to approach the Australian Government for funding.

Objective

Develop a common vision for the future of the Midland Highway that is evidence-based, has the support of stakeholders, and can be realistically implemented.

Timeframe

The parties will aim to achieve the objective within one month of signing these protocol arrangements.

Measure

A common vision, suitable to take to the Australian Government to seek funding, to be adopted by the State Government and the councils who are party to the agreement.

Relevant parties

Departments of Infrastructure, Energy and Resources, Police and Emergency Management, Premier and Cabinet, and the Brighton, Clarence City, Glenorchy City, Hobart City, Launceston City, Northern Midlands and Southern Midlands Councils.

2 PLAN FOR IMPROVEMENTS TO THE MIDLAND HIGHWAY

Background

A total of \$190.4 million is being invested in upgrading the Midland Highway over the next four years, including:

- \$164 million on the Brighton Bypass
- \$6.2 million on audible line marking, and safety works at Constitution Hill
- \$14 million on the refurbishment of the Bridgewater Bridge (including recommissioning the lifting span) and the upgrade of the junction with the Lyell Highway.
- \$6.2 million on planning for the new Bridgewater Bridge and Bagdad Bypass

The Midland Highway is duplicated between the Breadalbane roundabout and Wellington Street in Launceston, a distance of 10.7 kilometres.

The Brighton Bypass will duplicate the highway between the East Derwent Highway to the north of Pontville (9 kilometres). This project will be completed by June 2012.

Planning work has commenced for a new Bridgewater Bridge, including the section from the Lyell Highway to the East Derwent Highway. It is anticipated this project will be undertaken in the next 10 to 15 years.

The roundabout at the junction with the Lyell Highway is under construction with completion planned for October 2009.

The contract for the refurbishment of the existing Bridgewater Bridge has been awarded with work to commence shortly. This project will include the recommissioning of the lift span and is planned to be completed by December 2010.

Audible edge and centre line-marking has been installed from Dysart to Perth.

Strategic Analysis

The 2007 Tasmanian Corridor Strategy identified short and longer-term priorities for the whole network, both road and rail.

The short term priorities for the Midland Highway were identified as:

- improving road infrastructure from Bridgewater to Bagdad to improve safety, efficiency and reduce local traffic impacts
- improving road infrastructure and separating vehicles from hazards on high speed sections of the network
- developing plans and options for a new Derwent river crossing.

The longer-term priorities for the Midland Highway were identified as:

- developing infrastructure to improve the crossing of the Derwent River at Bridgewater.
- improving road infrastructure between Perth and Breadalbane.

The Corridor Strategy identified the Brooker Highway from Granton to the Hobart CBD as a key link road. The Brooker Highway has now been added to the National Network by the Australian Government.

Further safety improvements will be the subject of discussion under the partnership agreement. These discussions will recognise the importance of the Midland Highway as a key freight corridor together with the north-south rail line and its connection to the Brighton Transport Hub.

Issue

Once a common vision has been established, the parties require a plan by which that vision can be implemented.

Objective

Develop a plan to guide the implementation of upgrades to the Midland Highway over two-, five- and ten-year timeframes to a pre-determined minimum standard identified by the common vision.

Timeframe

Within three months of signing these protocol arrangements.

Measure

A common plan, that is realistic, implementable, and evidence-based, to be adopted by the State Government and the councils who are party to the agreement.

Relevant parties

Departments of Infrastructure, Energy and Resources, Police and Emergency Management, Premier and Cabinet, and the Brighton, Clarence City, Glenorchy City, Hobart City, Launceston City, Northern Midlands and Southern Midlands Councils.

3 JOINT APPROACH TO THE AUSTRALIAN GOVERNMENT

Background

The Midland Highway is a part of the National Road Network and the Australian Government has recognised its importance in the 2007 Tasmanian Corridor Strategy. Experience indicates that a joint State Government and local government approach for funding strategic priorities will be looked on favourably by the Australian Government.

Issue

Upgrades to the Midland Highway will require endorsement of and funding from the Australian Government.

Objective

To gain in-principle and financial support from the Australian Government to upgrade the Midland Highway.

Timeframe

Within six months of signing these protocol arrangements.

Measures

A joint approach to the Australian Government to request financial assistance to implement the agreed plan to upgrade the Midland Highway.

Commitment by the Australian Government to provide funding to upgrades to the Midland Highway.

Relevant Parties

Departments of Infrastructure, Energy and Resources, Police and Emergency Management, Premier and Cabinet, and the Brighton, Clarence City, Glenorchy City, Hobart City, Launceston City, Northern Midlands and Southern Midlands Councils.

Terms of Reference

The ultimate goal of the partnership agreement is to receive funding from the Australian Government to upgrade the Midland Highway to a pre-determined minimum standard that is agreed by the parties.

The terms of reference for the partnership agreement are:

1. To agree on a position regarding the future of the Midland Highway that is:
 - a. based on facts and evidence and delivers measureable transport outcomes
 - b. supported by major stakeholders
 - c. achievable.

2. To develop a plan for the upgrade of the Midland Highway that:
 - a. is based on realistic timeframes
 - b. delivers measurable transport benefits and represents a sound investment proposition
 - c. aligns with the position established in (1).

3. To present the position and plan to the Australian Government in collaboration so as to:
 - a. fit within Australian Government frameworks for funding
 - b. align with the National Road Network objectives and strategic priorities.