



Governments working together

Brooker Highway Transport Plan

Partnership Agreement



19 APRIL 2011

BROOKER HIGHWAY TRANSPORT PLAN PARTNERSHIP AGREEMENT

PURPOSE OF THE PARTNERSHIP AGREEMENT

The purpose of this partnership agreement is to commit the State Government, the Brighton Council, and the Glenorchy and Hobart City Councils to the implementation of the Brooker Highway Transport Plan (Attachment A).

PURPOSE OF THE BROOKER HIGHWAY TRANSPORT PLAN

The Brooker Highway Transport Plan has been developed to provide:

- joint recognition of the importance of the Highway as part of both the intrastate and Greater Hobart urban transport networks
- a shared vision for the future of the Brooker Highway
- an agreed framework for future planning and investment, including priorities over the short, medium and long term
- a basis to attract and direct future infrastructure funding.

SHARED VISION FOR THE BROOKER HIGHWAY

The Brooker Highway will continue to be a safe and efficient urban highway, able to cater for a large and growing transport task (including freight and passengers) and facilitate local transport access.

OBJECTIVES OF THE BROOKER HIGHWAY TRANSPORT PLAN

The key objectives for the Brooker Highway Transport Plan are to:

- maintain capacity and travel time reliability for efficient movement of freight and passengers
- improve road safety and reduce crash rates through strategies and infrastructure solutions
- improve local connectivity between residential areas and activity centres for both vehicles and pedestrians, including connections to key local roads
- create land-use planning and development patterns that support the function of the Brooker Highway
- manage infrastructure assets to deliver an appropriate level of service and visual amenity
- monitor future trends in the transport system to adapt planning and meet changes in demand
- improve residential amenity for people living along the Brooker Highway.

A STRATEGIC FRAMEWORK FOR THE FUTURE PLANNING OF THE BROOKER HIGHWAY

The Brooker Highway is a critical transport link in metropolitan Hobart, and a key part of Tasmania's intrastate freight supply chain. It is a part of the National Network and a Category 1 trunk road under the Tasmanian State Road Hierarchy.

The Highway carries some of the highest traffic volumes on Tasmania's road network, reflecting its role as a key link in Tasmania's north-south transport corridor (i.e. Hobart to Launceston) and in connecting major activity centres – central Hobart, Glenorchy, Brighton – major industrial centres – Derwent Park/Moonah, Brighton Transport Hub and Brighton Industrial Estate – and key local roads – e.g. Derwent Park, Risdon, Goodwood and Elwick Roads.

The Brooker Highway Transport Plan outlines objectives to guide future investment in the Highway; key issues affecting the Highway – efficiency and capacity, safety, accessibility, land use planning and asset restoration; and priorities for action over the short, medium and long term.

To achieve the plan's objectives, a series of priority projects and key initiatives have been identified. Using current information, the plan identifies priority projects over the short (immediate to three years), medium (three to 10 years) and long (10 to 25 years) term.

Capacity and efficiency priorities are based on analysis of current and predicted future traffic volumes, the effect of these volumes on intersection and road segment levels of service, and ability to improve travel time reliability through non-infrastructure solutions.

Road-safety priorities are based on identification of the crash patterns on the Highway. Specific projects are integrated with other upgrades such as intersection or accessibility upgrades. Other safety initiatives relate to the Highway as a whole.

Local connectivity priorities are based on addressing known connectivity problems between communities and activity centres, and an assessment of both pedestrian and vehicular connections along the Highway.

Asset maintenance priorities are based on providing appropriate road pavement, signage and improved general appearance of the Highway.

The priority for **land-use and development** patterns ensures that future land-use changes and new developments support the function of the Highway and minimise their impact on the capacity and efficiency of the Highway.

Monitoring **future trends** is important to identify key trends and impacts which will affect the Brooker Highway over the longer term. The impact of these trends is currently not clear and ongoing review of these longer-term trends through data collection and model development forms a key project, and will provide the basis for evidence-based responses to be developed within the plan timeframe.

NEXT THREE YEAR PRIORITY PROJECTS

I. CAPACITY / EFFICIENCY PROJECTS

Planning

- Finalise strategic planning and design options for Brooker Highway intersection upgrades between Berriedale Road and Howard Road.
- Finalise design options for Domain Highway intersections and increased lane capacity between Domain Highway and Risdon Road.
- Intersection safety, accessibility and capacity review.
- Examine options for variable speed limits.

Infrastructure upgrades

- Howard Road / Elwick Road / Goodwood Road intersections – capacity and efficiency upgrades (note Foreshore Road included as a safety project).

Non-infrastructure measures

- Enhancements to traffic signal co-ordination following intersection upgrade at Howard Road.
- Travel demand management measures – through Tasmanian Urban Passenger Transport Framework and Southern Integrated Transport Plan.
- Implementation of Performance Based Systems (PBS) and providing quad axle vehicle access.

2. SAFETY PROJECTS

- Removal of the Montrose Bay High School drop off / pick up from the Highway.
- Foreshore Road / Duncan Street intersection safety improvements.
- Ongoing review of safety performance of the Highway, including speed limits.

3. ACCESSIBILITY PROJECTS

- Provide pedestrian crossings in conjunction with intersection upgrades that comply with the requirements of the *Disability Discrimination Act 1992*.
- Inter-suburb access review for pedestrian and vehicle movements (including buses).
- Linkages to local road networks, including requirements for improved directional signage and information.
- Linkages to new and proposed developments along Glenorchy foreshore, including the Glenorchy Art and Sculpture Park, Museum of New and Old Art and Wilkinsons Point.

4. LAND-USE PLANNING PROJECTS

- Maintain residential amenity through planning controls.
- Finalise the Department of Infrastructure, Energy and Resource's (DIER) State Road Noise Strategy.

5. ASSET RESTORATION PROJECTS

- Develop an overall plan to progressively improve the appearance of the Highway.
- Pavement rehabilitation and resurfacing – [ongoing program].

6. FUTURE TRENDS PROJECTS

- Regular program of Brooker Highway traffic counts, including local road counts.
- Better understand light industrial vehicle movements.
- Examine land-use change on a regular basis, including industrial, commercial and residential development.
- Analysis of travel demand information.

THREE to 10 YEAR PRIORITY PROJECTS

1. CAPACITY / EFFICIENCY PROJECTS

- Domain Highway intersection – upgrade and increase capacity between Risdon Road and Domain Highway interchange.
- Risdon Road to Howard Road – examine feasibility and cost of increasing capacity and removing or reducing direct accesses.
- Lyell / Midland Highway intersection – upgrades associated with new Derwent River crossing.
- Non-infrastructure measures – implementation of Tasmanian Urban Passenger Framework and Southern Integrated Transport Plan.
- Variable speed limits – implementation for sections south of Berriedale Road.

2. SAFETY PROJECTS

- Intersections – implementation of intersection safety upgrade priorities based on review.
- Safety statistics - review and act on issues.

3. ACCESSIBILITY PROJECTS

- Inter-suburb access review – implementation of measures to improve inter-suburb access.
- Linkages to local road networks – improve directional signage and information to/from major ramps and key existing or new destinations.

4. LAND USE PLANNING PROJECTS

- Continue examination of land-use change on a regular basis, including industrial, commercial and residential development.

5. ASSET RESTORATION PROJECTS

- Visual Amenity – continue to implement based on plan.
- Pavement rehabilitation and resurfacing.

6. FUTURE TRENDS PROJECTS

- Continue Brooker Highway traffic counts, incorporating local road counts.
- Industrial vehicle movements – continue monitoring.
- Continue examination of land use change on a regular basis, including industrial, commercial and residential development.
- Analysis of travel demand information - continue monitoring.

10 to 25 YEAR PRIORITY PROJECTS

- Continue ongoing programs in all category areas.
- Revision of the Brooker Highway Transport Plan, in conjunction with local government.

SUPPORTING INFORMATION

The Brooker Highway Transport Plan aligns with

- the Midland Highway Partnership Agreement
- the Southern Tasmania Regional Land Use Framework
- the Southern Integrated Transport Plan
- the Southern Tasmanian National Network Investment Program.

The Plan is informed by the objectives and analysis of the Tasmanian Urban Passenger Transport Framework, the Tasmanian Government's submission to Infrastructure Australia and past traffic modelling in support of specific initiatives on the Highway (determination of options at Elwick-Goodwood intersection and whole of corridor modelling of bus priority measures).

TERMS OF THE AGREEMENT

SCOPE

The parties to the agreement are the State Government, and the Brighton, Glenorchy City and Hobart City Councils.

The partnership agreement refers to the Brooker Highway and Brooker Avenue between the junction of the Midland and Lyell Highways, south to Macquarie Street.

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

The partnership agreement will be managed by the State Government (DIER).

The agreement will be ongoing until the plan is fully implemented, 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 Brooker Highway
- the agreement reflects a shared desire to improve safety, efficiency, connectivity and land use planning along the Brooker 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 capacity and efficiency, road safety, asset maintenance, improved connectivity and improved land use planning.

MONITORING

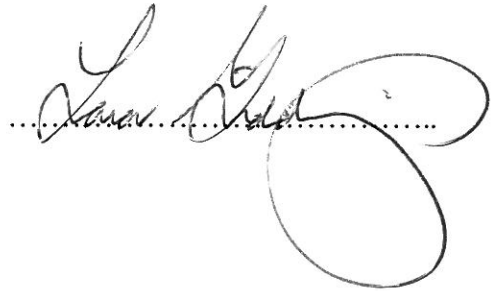
The State will report on the agreement in its annual report to Parliament on the partnership agreements program. DIER will provide updates to the Local Government Division (Department of Premier and Cabinet) twice a year to support progress of the agreement.

The Councils will report on the agreement in their annual reports.

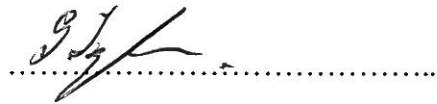
The DIER will evaluate the plan every two years to ensure that it remains current and meets the needs of the parties.

The success of the plan will be measured against its identified objectives.

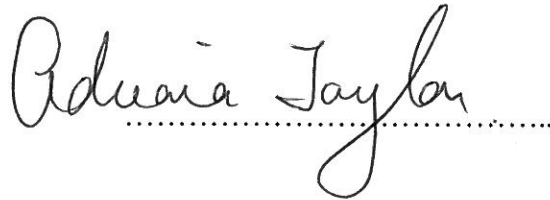
Signed for an on behalf of the
State Government by
Lara Giddings MP, Premier

A handwritten signature in black ink, appearing to read 'Lara Giddings', written over a horizontal dotted line. The signature is fluid and cursive, with a large loop at the end.

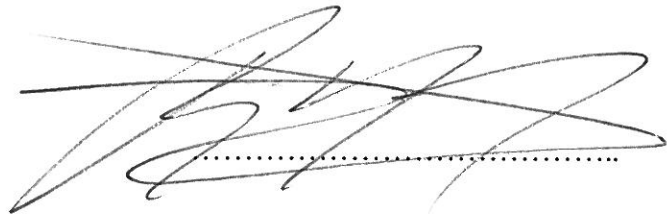
Signed for and on behalf of the
Brighton Council by
Cr Geoff Taylor, Deputy Mayor

A handwritten signature in black ink, appearing to read 'Geoff Taylor', written over a horizontal dotted line. The signature is cursive and somewhat stylized.

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

A handwritten signature in black ink, appearing to read 'Adriana Taylor', written over a horizontal dotted line. The signature is cursive and clearly legible.

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

A handwritten signature in black ink, appearing to read 'Rob Valentine', written over a horizontal dotted line. The signature is highly stylized and cursive, with many overlapping loops.