



Media Release
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Vital road upgrades lagging behind

RACT is calling on the state and federal governments to accelerate the delivery of key road projects across Tasmania, with progress lagging on a number of important upgrades.

"We have developed a scorecard for our key road funding priorities and government commitments, rating our expectations against progress," RACT Executive General Manager, Membership and Community, Stacey Pennicott said.

This involved reviewing state and federal budgets as well as RACT budget submissions, election priorities, the 30-year Greater Hobart Mobility Vision and the Tasmanian Road Futures document, which outlines key road priorities.

"While we welcome the funding of many road related projects in this scorecard, the progress of many of our priorities are lagging behind," Ms Pennicott said.

"Aside from the Midland Highway 10-year plan – which is ahead of schedule – there has been little progress on other upgrades beyond funding and budgetary commitments and planning.

"One of our key priorities is the Bass Highway. We have been calling for urgent safety upgrades on this highway for some time, particularly the corridor between Wynyard and Marrawah."

There have been 259 crashes on this corridor between 2015-2019, with two resulting in fatalities and 12 in serious injury.

To date, \$100 million has been promised for this section of the Bass Highway by the state and federal governments under the Roads of Strategic Importance initiative.

"While a corridor strategy is due to be released soon, we are yet to see confirmed timelines on these vital upgrades," Ms Pennicott said.

In the south, almost one year has passed since the launch of RACT's Greater Hobart Mobility Vision.

"In that time we have seen funding and planning into some priority actions we called for in the Vision's first five years, such as enforcement of clearways on Macquarie and Davey streets," Ms Pennicott said.

"However, a lot more action is needed to reduce congestion and increase active and public transport uptake.

"Our goal is to realise a four per cent mode shift from private to alternate forms of transport in the Vision's first 10 years."

There are also key road projects across Hobart, including the Bridgewater Bridge and South East Traffic Solution between Sorell and Hobart, that have received state and federal funding commitments but also remain stuck in the planning phase.

"We are yet to see confirmed plans or a timeframe on the bridge and while many projects in the South East Traffic Solution are still being devised, there are no firm designs or timelines in place," Ms Pennicott said.

"In Launceston, RACT has been calling for long-term congestion strategies across the region for some time," she said.

"While funding has been allocated for some solutions under the State Government's Launceston and Tamar Valley Traffic Vision, plans and timelines for some projects are yet to be confirmed.

"We are also planning to launch a consultation process in the coming months for our Greater Launceston Mobility Vision that will look at a holistic, long-term solution to mobility across the region."

The scorecard also addresses Tasmania's AusRAP rating, which the RACT would like to see at a minimum three stars across the state by 2030.

"We believe this still sits well below the national average, with a lot of work to be done to achieve our target in the next 10 years," Ms Pennicott said.

The scorecard also features Tasmanian tourist routes and other road safety upgrades, as well as electric and autonomous vehicle priorities.

To see the full scorecard, go to www.ract.com.au.