

Beaudesert Shire  
*A region of many colours*



## **Media Release Hon. John Anderson M.P**

**20 August 1999**

- **Federal Government honours \$20 million pledge to Summerland Way upgrading**
- **Alternative freight route to the Pacific Highway**

# MEDIA RELEASE

## The Hon John Anderson MP

Deputy Prime Minister  
Minister for Transport and Regional Services  
Leader of The Nationals



20 August 1999  
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### FEDERAL GOVERNMENT HONOURS \$20 MILLION PLEDGE TO SUMMERLAND WAY UPGRADING

The Federal Government today announced the remaining \$18 million of work for its \$20 million program to upgrade the Summerland Way in Northern New South Wales to an alternative freight route to the Pacific Highway and tourist drive accessing World Heritage rainforests.

The program was a first-term pledge of the Howard Government.

Two initial projects proceeded last financial year.

The seven additional projects include realignment and widening through Dourigans Gap and between Dairy Flat and Woodenbong, and a replacement McLeans Bridge. Flood problems will be overcome at Whiporie, between Casino and Grafton, while a 1.2km section of roadway will be raised to reduce flooding at Myall Creek, 53km north of Grafton.

Several overtaking lanes will be built to prevent traffic getting caught behind the B-double transports that will be permitted to use the route.

150 jobs will be created or sustained in a region with 14 per cent unemployment.

Overall the Federal and State Governments are spending \$70 million on upgrading the 200km Summerland Way, with the Commonwealth contributing \$5 million for each of four years starting in 1998-1999.

Announcing details of the projects today, Federal Minister for Transport and Regional Services, John Anderson, said the design speed would be 100 kph for most of the Summerland Way, except for the section between the Lions Road turn-off and the Border Ranges, where the advised speed would be 80 kph.

The Minister said the upgrade was expected to halve crashes per 100 million vehicle kilometres travelled to 40, with casualties reduced to one third of those in 1988.

"Our objective is to make the road safer, more efficient and reliable for local residents, for heavy transports serving major centres, and for the thousands of tourists for whom the Lions and Kyogle-Murwillumbah Roads provide a round-trip ecotourism experience that brings new life into the local economy.

"The region is the wellspring of the Logan, Tweed, Richmond and Clarence rivers and a rich dairy, timber and agricultural area. Efficient and reliable road transport is vital to these industries and to the social wellbeing of those employed in them," Mr Anderson said.

"As the transport lifeline serving numerous communities, it is essential that the Summerland Way be improved to a standard that meets its expected traffic demand. The Federal Government is proud

of its commitment to achieving this objective and bringing lasting benefits to the people of rural and remote Australia."

With few exceptions, the federally-funded projects are located mainly north of Casino along the inland route joining Grafton and Brisbane. Much of the Summerland Way south of Casino has already been upgraded using State Government funds.

Projects that can proceed in 1999-2000 include:

- construction of a new overtaking lane and shoulder sealing/widening north of Grafton; and
- the Myall Creek flood immunity work.

The Gordons Bridge to Grevillia realignment, including a new McLeans Bridge, will proceed in 2000-2002. This is the same timeframe as the Dairy Flat to Woodenbong work.

Media inquiries - Paul Chamberlin 02 6277 7680

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#### Commonwealth funded Summerland Way projects

Project description	Cost
Northbound overtaking lane 1.15 km long, 18 km north of Grafton	\$500,000
Raise roadway for 1.2 km to reduce flooding at Myall Creek, 53 km north of Grafton	\$1.5 million
Northbound overtaking lane and shoulder sealing over 3.6 km, starting at a point 56.4 km north of Grafton	\$850,000
Road surface road widening and strengthening at two locations 91.4-92.4 km and 95.14-96.26 km north of Grafton	\$1.2 million
Realign Gordons Bridge to Grevillia, including a replacement McLeans Bridge, 29.12-31.38 km north of Kyogle	\$3.1 million
Realign Summerland Way from Dairy Flat to Woodenbong-Legume Road junction, 47.8-55.15 km north of Kyogle	\$7.35 million
Realign Summerland Way through Dourigans Gap, 16.24-17.50 km north of Kyogle	\$3.25 million

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#### Commonwealth projects funded already

- Rehabilitation of a section of the Summerland Way 12-14 km south of Casino, near the Rappville Road.
- Overtaking lanes at Newpark, north of Kyogle, and at Cedar Point, between Casino and Kyogle.

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Backgrounder:

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#### Description

The Summerland Way in NSW stretches almost 200 km from Grafton to the Queensland

border via Casino, Kyogle and Woodenbong.

It provides an alternative to the Pacific Highway for road freight haulage and tourist traffic travelling to and from Brisbane. Secondary links serve Tenterfield and the New England District and Warwick and the Southern Darling Downs.

The Lions Road, the Mt Lindesay Highway on the Queensland side of the border and the Kyogle-Murwillumbah Road provide 'round trips' for tourists from the resort towns of Ballina, Byron Bay, Tweed Heads and the Gold Coast, via parts of the Summerland Way. These routes pass by World Heritage rainforest and the headwaters of four major East Coast rivers - the Logan (Queensland), Tweed, Richmond and Clarence (New South Wales). This activity, and the tourism revenue it generates, is becoming increasingly important as the local economy evolves from one based on agriculture and forestry to one with ecotourism as an important focus.

Existing traffic volumes range from 24,000 vehicles per day at Grafton to 1400 vpd at Whiporie (midway between Grafton and Casino) and north of Kyogle, and 550 at the Queensland border.

While some lengths of the Mt Lindesay Highway north of the border to Beaudesert are of a good standard, the Queensland Government has no immediate plans to upgrade that road to a similar level to that proposed on the Summerland Way in New South Wales.

The Roads of National Importance classification that the Federal Government has conferred on the Summerland Way in New South Wales does not apply to the Mt Lindesay Highway extension in Queensland.

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### Objectives

Although the Summerland Way is a State road, the Federal Government is contributing significantly to the achievement of the New South Wales objective for the route, which is to provide a consistent and safe road standard, commensurate with traffic volumes and terrain, by:

- realigning the road to 100 kph standard as far as the Lions Road turn-off, 18 ?km north of Kyogle;
- widening the road pavement to seven metres and providing two-metre shoulders either side, this width due to the high rainfall in the region and the need to protect the travelling surface from water seepage;
- strengthening the road, where warranted, and providing overtaking lanes as necessary to allow the smooth flow of B-double heavy transports and other vehicles;
- replacing narrow bridges less than seven-metres wide, except the Clarence River bridge at Grafton where the 'kinks' will be eliminated;
- removing a railway level crossing at Wiangaree. However, three other controlled crossings will remain at Koolkhan, 11.7 km north of Grafton, at Casino and at Nammoona, 5.1 km north of Casino;
- eliminating, where possible, flood locations:
  - Myall Creek at Whiporie, 54 km north of Grafton
  - Lagoon Creek, 13 km north of Casino
  - Wiangaree, 14 km north of Kyogle
  - Unumgar Creek, 41 km north of Kyogle
  - Lemon Tree Bridge, 45 km north of Kyogle

Some minor or nuisance flooding will still occur between Grafton and Casino. More serious flooding with depths between two metres and 3.5 metres, recorded at four sites between Casino and Kyogle, will remain.

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Adopted standard

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**Grafton-Casino:** 100 kph design speed, 3.5 metre travelling lanes in each direction and two metre shoulders, centreline and edgelines and overtaking lanes every 20 km.

**Casino-Kyogle-Lions Road:** 100 kph design speed, 3.5 metre travelling lanes in each direction and two metre shoulders, centrelines and edgelines and overtaking lanes every 20 km.

**Lions Road-Border Ranges:** 80 kph design speed, 3.5 metre travelling lanes in each direction and two metre shoulders, centreline and edgelines and overtaking lanes every 20 km.

Border Ranges section: Retail existing road alignment, 3.5 metre travelling lanes in each direction, two metre shoulders, centreline and edgelines and overtaking lanes at 20 km intervals.

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#### **Expected performance achievements**

1. Crashes per 100 million vehicle kilometres travelled halved to 40 and casualties reduced to one third those in 1988 (a target of 20 per mvk).
2. There will be 14 overtaking lanes a distance of less than 10 km apart.
3. Only 17 km will have a speed restriction less than 100 kph.

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URL: [http://www.ministers.dotars.gov.au/ja/releases/1999/august/a118\\_1999.htm](http://www.ministers.dotars.gov.au/ja/releases/1999/august/a118_1999.htm)