

RTI 25-26-66 - the following has been released in relation to a request for information relating to Tasman Bridge

Dept Reference: MR26/370

DOT POINTS FOR THE MINISTER FOR INFRASTRUCTURE AND TRANSPORT

SUBJECT: PLANNING FOR A FUTURE TASMAN BRIDGE REPLACEMENT

- The Tasman Bridge is a critical structure in Hobart and southern Tasmania's transport network, being the River Derwent crossing for the Tasman Highway and the link between the eastern and western shores of Hobart, as well as servicing transport needs to greater Hobart and regional Tasmania connecting the Tasman, East Derwent, Domain and Brooker Highways plus Davey and Macquarie Streets.
- The bridge is approaching 60 years old and has a notional structural design life of 100 years.
- The Tasman Bridge Upgrade Project, part of the Tasmanian Infrastructure Investment Program, has a matched funding commitment from the Australian Government and Tasmanian Government of \$65 million, with a combined commitment of \$130 million.
- This includes the safety barrier and pathway upgrades, the eastern shore pathway connections, bridge strengthening and strategic assess management planning.
- While complex infrastructure projects take time to plan, at only 60 years into its life, there is no immediate need to replace the Tasman Bridge. However, as responsible road managers, the Department of State Growth will be conducting a comprehensive assessment of what is needed for the future of the River Derwent crossing and the surrounding network.
- Planning work will start this year and will account for estimated growth in population, freight and traffic.
- The objective of this aspect of the project is to provide a Strategic Assessment Management Plan that will:
 - o inform appropriate investment in the maintenance and upgrade (if any) of the existing Tasman Bridge during the remainder of its life
 - o identify the most appropriate strategies for meeting the long-term needs for the Tasman Highway crossing of the River Derwent
 - o review the importance of the River Derwent crossing to provide continued connectivity for the transport network now and into the future

- understand and plan for future service needs and seek to examine the asset maintenance requirements for the structure into the future.
- The detailed design phase to project completion would not be expected to take 20 to 30 years. We are starting this process now to ensure we are well prepared.
- The design like can be extended for well-maintained structures, and there is no simple “use by” date. At only 60 years old, and having been well-maintained, we expect the Tasman Bridge to have at least 40, and in all likelihood, many more years of useful life.
- As part of ongoing management and maintenance of the bridge, inspections are routinely completed.
- The importance of the planning for future transport needs is directly linked the high level of consequence for the community and road users should the existing structure fail or no longer be available for use.
- The project will also incorporate the requirements for the shipping task and river access servicing industry and the community.

Associated works

- The tender for the Tasman Bridge safety barrier and pathway upgrades was release to market in December 2025. A contract is expected to be awarded in mid-2026 with on-site works commencing soon after. This timeline is consistent with the project schedule.
- The project will take around 12 months to complete, with work to be done at night to minimise community impacts. Daytime traffic won't be affected, and only one path will be closed at a time.
- Work on the eastern shore pathway connection is progressing well and remains on track for completion by the end of February, weather dependent.
- The decision not to progress with the widened pathways was due to an assessment of both increased wind and static load. The Department of State Growth is continuing work on the strengthening of the bridge to maintain its lifespan and to allow for the high volume of traffic and freight for many years to come.

out of scope

Adrian Paine
General Manager Transport Delivery and Assets

18 February 2026

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Dept. Ref MIG25/1428
Critical Date 27 October 2025

NOTED
SIGNED:
DATE:

Issues Briefing Note for the Minister for Infrastructure and Transport

SUBJECT: TASMAN BRIDGE UPGRADE PROJECT – SAFETY BARRIER AND PATHWAY UPGRADES – COMMENCEMENT OF COMMUNITY ENGAGEMENT

Minister's notation:

Background:

The Tasman Bridge provides the main traffic route between the eastern and western shores of Hobart.

In 2016 Coroner Olivia McTaggart held an inquest into the deaths of six persons from the Tasman Bridge. The recommendations handed down by the coroner included short- and long-term actions aimed at saving lives.

Recommendation One was:

The government formulates a plan for the implementation of structural modifications to the Tasman Bridge, such structural modifications having a key aim of eliminating the Tasman Bridge as a method of suicide.

This project was in direct response to the inquest findings and ongoing community concerns about the safety of the bridge and pathways.

An initial project concept was released in 2022 for the addition of new 3.5-metre-wide shared user pathways on both sides of the Tasman Bridge, and this was supported by an \$130 million funding commitment from the Australian and Tasmanian Governments (50 per cent respectively).

However, this initial project concept was not achievable because the foundations of the existing bridge have little or no capacity to accommodate additional loads during severe wind events.

Based on a greater understanding to the bridge and its limitations, the pathway project will deliver the original objective being:

- Eliminate or substantially reduce suicides at the Tasman Bridge by installing a new 3.0m high safety barrier on each waterside of the bridge. The barriers between the

pathways and vehicular traffic will also be raised to increase safety for cyclists, and passing bays will be provided at several locations along the bridge to make using the pathways more efficient.

The project is jointly funded by the Tasmanian and Australian Governments and subsequent package of bridge strengthening will be delivered following the safety barrier and pathway upgrades.

Current Situation and Communication Strategy

In preparation of the community engagement on the safety barrier and pathway upgrades design the following consultation has been undertaken by the project team

- Cross-Agency Working Group meeting 18 September 2025, at this meeting the preferred safety barrier option and pathway upgrades was presented. No feedback or comment was received.
- Second key stakeholder workshop (active transport groups cycling and walking, mental health advocacy and support groups, family impacted by suicide on the bridge and Tasmanian Government colleagues representing the Department of Health, Department of Justice, Department of Police, Fire and Emergency Management). The workshop was held 22 September 2025. At this workshop the safety barrier shortlisted options were discussed including confirmation of preferred safety barrier and pathway upgrades. Feedback on the preferred design was invited until 3 October 2025. No feedback was received.
- A Pre-Procurement Industry Consultation session was held on Wednesday 24 September 2025. Invites were sent to all prequalified contractors (B2/B3 and F50) and consultants included in the 4100 Consultant Services Panel for Transport and Civil Infrastructure were invited to the online presentation. The purpose of the consultation was to test the industry availability and willingness to participate in the procurement process and sought to gain industry input into the critical factors that will need to be addressed in the Request for Tender documentation.

The department is now preparing to release the preferred design for the safety barrier and pathway upgrades for public display, to keep the community informed and is welcoming questions about how the upgrades will be delivered and what they mean for pathway users. Due to the requirements of the project and the constraints of the bridge, it is not possible to make any significant changes to the design before construction. Features of the design include:

- installing 3-metre-high waterside barriers and 1.2-metre-high roadside barriers on both sides of the Tasman Bridge pathways
- increasing width at handlebar and waist height and improving sightlines through crescent-shaped waterside barriers
- adding reinforced mesh and a handrail on the waterside barriers
- installing three additional passing bays on each pathway, bringing the total to five per side, to make passing safer and easier
- removing the bridge maintenance towers.

Once construction is complete and both pathways are operational, the department will seek community feedback on whether the pathways should be made one-way to improve flow and safety.

The public display on the design will include the following activities:

- Joint Tasmanian and Australian Government media release
- Frequently Asked Questions
- Project website update
- Facebook post
- Public notice
- Email to stakeholders
- Letter to nearby residents
- Letter to Tasmanian Members of Parliament, Tasmanian Federal Members of Parliament and Greater Hobart Mayors with the offer of a briefing on the project
- Community drop-in sessions, staffed by members of the project team:
 - o Wednesday, 5 November 2025 from 4.00 – 7.00 pm, Mathers House,
 - o Saturday, 8 November 2025 from 10.00 am – 1.00 pm, Cambridge Hall
- Static public displays, Tuesday 28 October to Monday 17 November 2025, Hobart City Council and Clarence City Council offices.

A stakeholder and community engagement plan (SCEP) has been developed for the project, including specific actions for each site. The department is planning the following engagement activities to support the design:

Who needs to know	Method of delivery	Timeframe
Key stakeholders as identified within the SCEP including City of Hobart and Clarence City Council	Ongoing meetings and briefings, as well as emails to key stakeholders and Councils to provide updates on concept development and seek input	Quarterly and ongoing.
Eastern shore residents directly adjacent to the bridge	Mailout to inform residents of public display of designs	October - November 2025
General public and local residents	Website updates, social media posts, public notices, community drop-in sessions and static displays including links to the designs concept plans and details of feedback opportunities.	October - November 2025
Minister for Infrastructure and Transport	Submission of minutes from a Consultation and Feedback workshop and website update detailing engagement outcomes, key issues raised, and community sentiment.	November 2025

out of scope

Anthony Reid

Acting Deputy Secretary, Strategy Housing Infrastructure and Planning

24 October 2025

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Attachments

1. Public Designs
2. Public Display Background poster
3. Frequently Asked Questions
4. Draft letter to Tasmanian Members of Parliament, Tasmanian Federal Members of Parliament and Greater Hobart Mayors with the offer of a briefing on the project
5. Video - Tasman Bridge pathways October 2025 update
6. Draft Tasman Bridge Safety Barrier and Pathway upgrades Community Consultation notification - October 2025

Tasman Bridge Upgrade



Tasman Bridge Upgrade

Safety barrier and pathway upgrades

Background

The Australian and Tasmanian governments are committed to making the Tasman Bridge pathways safer for people who walk, wheel and ride. We are sharing the preferred design for the pathway upgrades to keep the community informed about what's coming.

Proposed works

We will deliver a range of improvements, including:

- 3 metre high waterside barriers and 1.2m high roadside barriers on both sides of the Tasman Bridge pathways
- increasing width at handlebar and waist height and improved sight lines through crescent-shaped waterside barriers
- adding reinforced mesh and handrails
- installing three additional passing bays on each pathway to make passing easier and safer
- removing the bridge maintenance towers.

Funding

The Australian and Tasmanian governments have committed \$130 million in funding for the Tasman Bridge Upgrade project, which includes the safety barrier and pathway upgrades.

Timing

We welcome questions about construction and how the pathways will be used. Due to the requirements of the project and the constraints of the bridge it is not considered practicable to make significant changes to the design.

If you have questions about the design or want to contact the project team, please email tasmanbridgepathways@stategrowth.tas.gov.au, or by phone on 03 6210 0662. You can view the designs and submit questions from **Tuesday, 28 October 2025 until Monday, 17 November 2025.**

The construction tender is anticipated to be advertised in late 2025, and work is expected to start in mid-2026.

Further information

Web: www.transport.tas.gov.au/tasman-bridge-pathways

Email: tasmanbridgepathways@stategrowth.tas.gov.au

or by scanning the QR code.



Tasman Bridge Upgrade

Frequently Asked Questions

October 2025

What improvements are being made to the Tasman Bridge pathways?

We will be making the Tasman Bridge pathways safer for people who walk, wheel and ride across the bridge. We will be:

- installing 3-metre-high waterside barriers on both pathways for improved safety
- increasing the height of the roadside barriers on both pathways to 1.2 metres to better separate pathway users from traffic
- increasing width at handlebar and waist height and improving sight lines through crescent-shaped waterside barriers
- adding reinforced mesh and a handrail to the waterside barrier for additional protection and comfort
- installing three new passing bays on each pathway, spaced about every 200 to 300 metres to make passing easier and safer (bringing the total to five passing bays on each side)
- removing the bridge maintenance towers.

Once construction is complete and both pathways are operational, we will seek feedback on whether the pathways should be one-way to improve flow and safety.

How has this barrier design been chosen?

We developed and assessed several design options for the pathway upgrades. Each option was evaluated against our criteria of safety, accessibility, constructability, and how well it could be delivered given the physical constraints of the bridge and the available project budget.

The preferred design was selected because it offers the most practical and achievable solution and meets the project objectives of raising barrier heights, improving pathway connections, and maximising the available width for pathway users, including installing passing bays.

We did extensive technical assessments and engaged with key stakeholders and the design represents the most feasible solution.

This design also allows for continued access to electrical infrastructure and bridge maintenance during and after construction.

How is the project funded?

The Australian and Tasmanian governments have committed \$130 million in funding for the Tasman Bridge Upgrade project, which includes the safety barrier and pathway upgrades.



How can I find out more information about the designs?

We are sharing the designs to keep the community informed about what's coming. We welcome questions from the community about how the upgrades will be delivered and what they mean for pathway users.

Due to the requirements of the project and the constraints of the bridge, it is not practicable to make significant changes to the design.

We are holding community drop-in sessions at:

- **Wednesday, 5 November 2025 from 4:00 pm to 7:00 pm** at Mathers House, located at 108-110 Bathurst Street, Hobart
- **Saturday, 8 November 2025 from 10:00 am to 1:00 pm** at Cambridge Hall, 989 Cambridge Road, Cambridge.

The designs will also be available for viewing at Hobart City Council and Clarence City Council offices Monday to Friday from 28 October to 17 November 2025, and online at the project webpage:

www.transport.tas.gov.au/tasman-bridge-pathways

If you have questions or want to contact the project team, please email:

tasmanbridgepathways@stategrowth.tas.gov.au or phone on 03 6210 0662.

Please submit any questions or comments by **Monday 17 November 2025**.

We will start construction on the eastern shore pathway connections in later 2025. This will allow us to maintain access to one bridge pathway while we install improvements on the other pathway.

We are also continuing work on the strengthening of the bridge's deck to maintain the lifespan of the bridge and will be upgrading the bridge's lane use management system. This work will happen once we have upgraded the pathways.

We will also look at what needs to be done to manage the bridge for the rest of its life and what the future of the crossing should be.

When will work on the project start?

The construction tender will be advertised in late 2025, with the upgrades expected to start in mid-2026.

We will aim to keep one pathway open to the public and will keep the traffic lanes of the bridge open to traffic during the day during construction.

Is the bridge safe to use?

Yes, the bridge is still safe to use. The Tasman Bridge is a critical link in Hobart's transport network. We actively manage it every day to keep it safe for users, including through regular maintenance inspections.

Learn more about the project at:

www.transport.tas.gov.au/tasman-bridge-pathways or scan the QR code.



What else is included in the project?



Australian Government

BUILDING AUSTRALIA



Tasmanian
Government

Released under RTI



Australian Government

BUILDING AUSTRALIA



Tasmanian
Government

Minister for Housing and Planning
Minister for Infrastructure and Transport
Minister for Local Government

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[Title] [First name] [Surname]
[Position]
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[TOWN] [STATE] [POSTCODE]

[Email address]

Dear

I am writing to provide an update on the Tasman Bridge Upgrade project.

The Tasmanian Government will be making the Tasman Bridge pathways safer for people who walk, wheel and ride across the bridge, by delivering a range of improvements.

The Department of State Growth has completed extensive technical assessments and has engaged with key stakeholders to develop a preferred design for the pathway upgrades. This design is the best solution given the physical constraints of the bridge and available budget. The design will improve safety and deliver meaningful improvements for active transport users.

State Growth is sharing the designs for the Tasman Bridge pathways to keep the community informed about what's coming and is welcoming questions about how the upgrades will be delivered and what they mean for pathway users. Due to the requirements of the project and the constraints of the bridge, it is not considered practicable to make significant changes to the design.

Features of the design include:

- installing 3-metre-high waterside barriers and 1.2-metre-high roadside barriers on both sides of the Tasman Bridge pathways
- increasing width at handlebar and waist height and improving sightlines through crescent-shaped waterside barriers
- adding reinforced mesh and a handrail on the waterside barriers
- installing three additional passing bays on each pathway, bringing the total to five per side, to make passing safer and easier
- removing the bridge maintenance towers.

Once construction is complete and both pathways are operational, State Growth will seek community feedback on whether the pathways should be made one-way to improve flow and safety.

The designs and further information about the project are available on the Transport website at www.transport.tas.gov.au/tasman-bridge-pathways. Members of the public can view the designs and submit questions from Tuesday, 28 October 2025 until Monday, 17 November 2025 via emailing tasmanbridgepathways@stategrowth.tas.gov.au or by phoning (03) 6210 0662.

Further, I am pleased to offer you a briefing on the Tasman Bridge Pathways Upgrade project by Department of State Growth representatives if you so wish. To arrange a briefing, please contact my office on (03) 6212 2101.

I am communicating publicly about this project in a safe and sensitive way to not promote the Tasman Bridge as a suicide location. Some ways of communicating about suicide can increase the risk of suicidal behaviour in the community or contribute to stigma. I encourage you to consider the guidelines developed by Mindframe when discussing this project publicly. The guidelines and further information can be found on the Mindframe website at: www.mindframe.org.au

I have attached to this letter some frequently asked questions about the project. Project updates will be published on the Transport website: www.transport.tas.gov.au/tasman-bridge-pathways

I thank you for your support for this important project which will make the Tasman Bridge safer for all bridge users.

Yours sincerely

Hon Kerry Vincent MLC
Minister for Infrastructure and Transport

Encl: Tasman Bridge Pathways Upgrade – Frequently Asked Questions



Tasman Bridge Upgrade – Safety barrier and pathway designs

Tuesday, 28 October – Monday, 17 November 2025

The Australian and Tasmanian governments are committed to making the Tasman Bridge pathways safer for people who walk, wheel and ride.

We are sharing the designs for upgrades to the Tasman Bridge pathways. These improvements will include higher barriers on the waterside and roadside barriers on both pathways, additional width at handlebar and waist height and improved sight lines through crescent-shaped waterside barriers, three additional passing bays on each pathway, and improved pathway connections.

We are sharing these designs to keep the community informed about what's coming. We did extensive technical assessments and engaged with key stakeholders to develop this design which is the best solution given the physical constraints of the bridge. This design will improve safety and deliver meaningful improvements for active transport users.

We welcome questions from the community about how the upgrades will be delivered and what they mean for pathway users. Due to the requirements of the project and the constraints of the bridge, it is not practicable to make significant changes to the design. The public display will run from Tuesday, 28 October to Monday, 17 November 2025.

We will be holding community drop-in sessions about the pathway designs at:

- **Wednesday, 5 November 2025 from 4:00 pm to 7:00 pm at Mathers House**, located at 108-110 Bathurst Street, Hobart 7000
- **Saturday, 8 November 2025 from 10:00 am to 1:00 pm at Cambridge Hall**, located at 989 Cambridge Road, Cambridge 7170.

The designs will be available for viewing at the offices of the Hobart City Council, 16 Elizabeth Street, Hobart and Clarence City Council, 38 Bligh Street, Rosny Park and online via the Transport webpage:

www.transport.tas.gov.au/tasman-bridge-pathways

Members of the public can view the designs and submit questions before Monday, 17 November 2025 by emailing: tasmanbridgepathways@stategrowth.tas.gov.au or by phoning 03 6210 0662.

Learn more about the project at:

www.transport.tas.gov.au/tasman-bridge-pathways or by scanning the QR code.

This work is part of the Tasman Bridge Upgrade project and is funded by the Australian and Tasmanian governments.



Dept. Ref MR25/2218

Critical Date

MEETING BRIEF NOTE FOR MINISTER INFRASTRUCTURE AND TRANSPORT

**SUBJECT: LORD MAYOR HOBART CITY COUNCIL - TASMAN BRIDGE -
STRUCTURAL CONDITION AND PATHWAYS UPGRADE**

Minister's notation:

Meeting Date: early Oct (TBC)

Attendees: Minister's Office to update

Venue: Minister's Office to update

Address: Minister's Office to update

Background:

The Tasmanian and Australian Governments have jointly committed \$130 million for upgraded pathways and associated bridge strengthening of the Tasman Bridge.

The Tasman Bridge was built in the 1960s as a four-lane bridge and repaired after ship impact in the 1970s and modified at that time into a five-lane bridge. The Tasman Bridge carries, on average, 72,700 vehicles per day and on its busiest days, over 90,000 vehicles.

The department conducts regular inspections and maintenance on the bridge as part of the department's ongoing management of this critical asset and given the importance of the Tasman Bridge in Hobart and Tasmania's transport network. This includes the many components of the bridge from road level to foundations below the water surface.

On 24 September 2024, the Premier confirmed that works were being progressed to deliver the Tasman Bridge Upgrade project's primary objective of reducing suicide and improving public safety on the bridge pathways by installing higher safety barriers on both sides of the shared paths.

It was also confirmed that upgrade of the Tasman Bridge piles to support the two 3.5 metre pathways is unviable given both the cost, and the difficulty in construction. While the wider pathways cannot be installed on the Tasman Bridge due to the substantial additional load to the bridge, without very significant strengthening and remodelling, the Tasman Bridge remains safe for continued use.

To improve safety for pathway users, the project team is finalising the preferred design for higher safety barriers that provides additional path width where possible, through barrier design and shape, particularly at handlebar height for cyclists to minimise catching.

In addition, localised passing bays which include short, widened sections of path will be incorporated at several locations on both upstream and downstream pathways.

Improving pathway connections on each shore, in particular the eastern shore, are also included in the upgrades to the pathways and safety barriers. This eastern shore upgrade will provide a more direct link to the pathways on each side of the bridge between Topham Street and Conara Road.

This pathway connection has been designed, including liaison with Clarence City Council, and is expected to be constructed before the end of December 2025.

The safety barrier and pathway upgrades on the bridge are expected to be tendered before the end of the year, with construction to commence early 2026. The expected build time for the works is 12 months and will require the closure of one pathway at a time during works, but is not expected to impact traffic flow on the bridge.

Any impact on traffic and bridge lane closures during design and further bridge assessments will be undertaken at night only.

Communications Strategy:

The project team has held two key stakeholder workshops inviting feedback and input on the safety barrier design in May 2025, and most recently 22 September 2025. These workshops have included officers from Hobart City Council, Clarence City Council, mental health advocates, active transport advocates, RACT, emergency services personnel and family members directly impacted by suicide on the bridge.

The department also sought feedback on the concept design for the eastern shore pathway connections in May 2025.

Public consultation inviting feedback on the preferred safety barrier design and pathway improvements on the bridge is expected to be held late October 2025. A separate Issues Brief will be issued to your office in advance of public consultation on the safety barrier and pathway upgrades.

The project team will continue to consult with stakeholders to ensure the designs of the improvements enhance cycling and pedestrian safety and amenity within the constraints of the existing bridge.

Dept Reference: D25/149055

DOT POINTS FOR THE MINISTER FOR INFRASTRUCTURE

SUBJECT: TASMAN BRIDGE – CURRENT STATUS AND FUTURE OF CROSSING

Current status of the bridge

- The Tasman Bridge is a key transport connection between Hobart's eastern and western shores and is part of the National Land Transport Network.
- The Tasman Bridge carries, on average, 72,700 vehicles per day. However, on its busiest days, it can carry over 90,000 vehicles.
- The Tasman Bridge was built in 1965. Bridges built in this era typically have an estimated lifespan of 100 years, which can be extended for well-maintained structures. There is no simple "use by" date.
- At only 60 years old, and having been well-maintained, we expect the Tasman Bridge to have at least 40, and quite possibly many more years of useful life and we have no concerns about its condition.
- We complete regular inspections and maintenance on the bridge as part of our ongoing management of this critical asset. This includes the many components of the bridge from road level to foundations below the water surface.
- Regular inspections and reports are part of our program of planning, monitoring, and maintenance to ensure this critical link in Hobart's transport network remains in good shape for decades to come.

Future planning and Tasman Bridge pathways project

- We continue to assess what is needed to manage the bridge for the rest of its life and will be doing strengthening on the bridge deck soon to ensure it remains in good shape and can continue to cater for current and expected high levels of traffic.
- We are also progressing our project to install higher safety barriers, improve pathway connections, and install passing bays on the bridge pathways and will engage with the community on this project later this year.
- This project also includes looking at the future of the crossing and doing planning work to make recommendations on what needs to be done to manage the bridge for the rest of its life.
- We have just finished initial consultation on improvements to the connections between pathways on the eastern shore, and in the coming months will do further engagement on the next stage of the project, which will include the higher barriers and installing passing bays.

- While we cannot install wider pathways on the Tasman Bridge, this in no way indicates that the bridge requires immediate replacement, merely that we are unable to add such substantial additional load to the bridge without very significant strengthening and remodelling, which is well outside the project budget and not feasible.

As part of this project, we have started future planning work to identify appropriate ways to meet Hobart's long term transport needs, including planning for a future replacement bridge when the time comes.

- All this work is part of managing and planning for an effective transport network and is not indicative of any concerns about the bridge's longevity and safety.

Tidal flow and traffic monitoring

- The Tasman Bridge is the busiest segment of road in Tasmania, with 5 traffic lanes. The normal configuration is to have three lanes for eastbound traffic, and two lanes for westbound traffic.
- A tidal flow system is used to provide extra westbound capacity (towards the Hobart CBD) each weekday morning, with three lanes in one direction and two lanes in the other.
- However, there is only a single lane heading outbound from the city towards the eastern shore (another eastbound lane joins from the Domain Highway). This causes regular delays for eastbound traffic, particularly later in the morning peak period, until the direction of flow in the middle lane is reversed after 9:00 am.
- 9:00 am has been established as the optimum time for the switch of direction in the middle lane, as it balances the needs of westbound traffic (which begins to decrease in volume at that time) with the needs of eastbound traffic (which increases towards the end of the morning peak period, and which can cause delays through the Hobart CBD and back to the Southern Outlet).
- A tow truck is on standby at the Tasman Bridge every weekday, from 7:00 am to 6:00 pm to quickly clear breakdowns or crashes.
- The Tasman Bridge is closely monitored every weekday (6:00 am - 6:00 pm) by the Department's Traffic Management Centre, who are able to adjust speed limits, close lanes when there is an incident, and dispatch the standby tow truck as required.

Broader transport planning and initiatives

- It is important to note that simply replacing or duplicating the Tasman Bridge in isolation would not in itself create a substantial difference in traffic flow, as it operates as part of a larger system of road networks on either side of the bridge.
- The wider system also includes the other Derwent crossings, and with the opening of the new Bridgewater Bridge, the number of vehicle lanes across the river will increase from the current 11 to 13 (counting the Tasman, Bowen and new Bridgewater Bridge).

- The biggest difference in improving traffic in Hobart will come from giving more people the choice to take active or public transport.
- To do this, we are progressing a number of initiatives such as:
 - o expansion of the Derwent Ferry Service
 - o new Park and Ride facilities, including one at Midway Point which recently started construction
 - o improving active transport options on the Tasman bridge, through improved pathway connections and passing bays
 - o a new transit lane on the Southern Outlet, encouraging more people to hop on a bus or car pool
 - o progressing a strategic business case to investigate a future rapid bus network across Greater Hobart, including through activation of the Northern Suburbs Transit Corridor.
- We are also improving traffic flow on the eastern shore through a range of long-term projects including:
 - o expansion of the Tasman Highway to a consistent four lanes between Sorell and the Hobart airport including providing new shared pathways for people walking, wheeling or riding
 - o improvements to traffic flow and efficiency through the \$100 million Mornington Area Improvement Plan
 - o investigating options for future freight routes between Brighton and Cambridge
 - o upgrading the South Arm Highway from Pass Road to Acton Road, and the South Arm Highway / Acton Road intersection
 - o a commitment of \$20 million to upgrade the East Derwent Highway between the Bowen Bridge and the Midland Highway, with work well progressed on a corridor strategy for this section of the highway.

Dept Reference: MR25/1567/1

DOT POINTS FOR THE MINISTER FOR INFRASTRUCTURE

SUBJECT: TASMAN BRIDGE INSPECTION REGIME

- The Department of State Growth undertakes a broad range of inspection types on the Tasman Bridge to inform maintenance of the structure to ensure it remains in a serviceable condition and to extend its useful life. These include:
 - o periodic inspections through the department's southern road maintenance contractor Stornoway
 - o inspections undertaken by the department's Asset Management Branch bridge inspectors, and
 - o inspections by engineering consultants.
- The periodic inspections undertaken by the department's maintenance contractor include (but are not limited to):
 - o daily serviceability checks
 - o fortnightly inspections for visual change of all components
 - o bi-monthly inspections from the water of navigation lights and pile caps, and
 - o monthly inspections of maintenance gantries.
- For all bridge structures on the State Road Network, including the Tasman Bridge, the department undertakes periodic level 2 inspections in accordance with the Department of Transport and Planning Victoria (DTP) Road Structure Inspection Manual. Level 2 inspections are non-destructive visual inspections used to report on condition trends, identify defects and schedule maintenance activities for each structure. The frequency of inspections is dependent on the type of structure and condition.
- For the Tasman Bridge, a full level 2 inspection is a significant project due to the size of the asset and access limitations. The cost of providing access using the maintenance inspection gantry and elevated work platforms is approximately \$500,000, with engineering consultants' costs in addition to this figure. While many inspections and works have been undertaken in recent years, the Tasman Bridge is due for another level 2 inspection and the department is currently discussions with engineering consultants to confirm the scope of works, and the timing and funding required.

- As part of the most recent full level 2 inspection in 2011/12, underwater inspections were conducted by divers to assess the condition of bridge piles. This inspection resulted in an extensive pile wrapping maintenance project to provide protection to the top 3 meters of the piles and prevent deterioration. This project was completed in 2019 with a total cost of over \$1 million.
- A subsequent condition inspection of the pile wrapping using divers in 2021 showed that this work remains in good condition. Underwater inspections continue to be part of the Tasman Bridge inspection regime whether through either divers or Remote Operated Vehicle (ROV).
- In addition to the pile wrapping contract, extensive concrete repair programs have been undertaken to repair concrete defects (patch repairs and crack injection) identified in the previous full level 2 inspection. This full list of defects was packaged into a maintenance program and the repairs been delivered over the subsequent financial years. Most of the defects have been addressed on the concrete columns and concrete superstructure, with the remaining outstanding defects not fully addressed being minor cracking to the precast concrete deck soffit units (low risk). Works to address these defects commenced on site in February 2025.
- There is currently no vibration monitoring on the Tasman Bridge. Due to the construction type and structural condition of the Tasman Bridge, vibration issues are not common and have not been detected on this structure. Vibration monitoring is not considered necessary.
- The department has undertaken both sonar scanning and underwater ROV inspections of the Lake Illawarra debris in 2023/24 as part of ongoing investigations into contemporary monitoring methodology of the debris stability and any movement.
- As part of the Tasman Bridge Upgrade Project, engineering consultant GHD has undertaken a full visual inspection of the current pathways and support system (both sides of the bridge) using the feature lighting gantry to assess the suitability to support the proposed new pathway barriers.
- The department is also continuing to investigate drone inspection technology as a potential inspection efficiency for the Tasman Bridge to reduce access requirements and costs for visual inspections. There have been several pilot projects completed with the aim of introducing this technology when fit for purpose. As technology is rapidly advancing it is expected that drone inspections will be viable in one to five years' time.

out of scope

Elspeth Moroni
A/General Manager State Roads

6 June 2025

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Date:	05 June 2025	Date:	6/6/25
Phone:	out of scope	Phone:	out of scope

Dept. Ref MIG25/488
Critical Signing Date 23 April 2025

NOTED	
SIGNED:	out of scope
DATE:	24 APR 2025

ISSUES BRIEFING NOTE FOR THE MINISTER FOR INFRASTRUCTURE

SUBJECT: TASMAN BRIDGE UPGRADES – EASTERN SHORE PATH CONNECTION AND PATHWAY UPGRADES CONSULTATION

Minister's notation. Please liaise with both councils to ensure this provides them sufficient time for formal feedback (if they require both workshop and council meeting)

Background:

On 24 September 2024, the Premier confirmed that works were being progressed to deliver the Tasman Bridge Upgrade project's primary objective of improving public safety on the pathways by installing higher safety barriers on both sides of the shared paths.

The project is jointly funded through the Australian Government's Investment Road and Rail program and the Tasmanian Government's Greater Hobart Traffic Solution, and the Urban Congestion Fund with funding of \$130 million.

To improve safety and access for pathway users, the project team is developing a design for higher barriers that will seek to provide additional width where possible. The design process is considering key stakeholder and community feedback, within the capacity constraints of the existing Tasman Bridge.

The Tasman Bridge Upgrade project is to be delivered in the following packages:

1. Eastern shore path connection – expected to be complete mid- late 2025
2. Safety barrier and pathway upgrades – expected to commence late 2025
3. Bridge deck strengthening – expected to commence 2026

In addition to the above, upgrades to the Lane Use Management System on the Tasman Bridge (which controls the morning peak hour flow lane switch) will be delivered concurrently.

Current Situation:

Eastern Shore Pathway Connections

The Department of State Growth will start public consultation on the eastern shore pathway connections between Topham Street and Conara Road on Thursday 8 May 2025. Consultation will close on 23 May 2025.

The consultation period will seek feedback from the community and key stakeholders on the concept designs for the important initial phase of work for the Tasman Bridge Upgrade project, being a convenient path connecting the upstream and downstream paths on the

eastern shore of the Tasman Bridge. The grade of the new pathway will be no steeper than existing connecting paths.

This improved pathway connection will benefit Tasman Bridge pathway users as it will allow access to be maintained on one bridge pathway while pathway upgrades and higher safety barriers are installed on the other. This work will likely involve an extended closure of one bridge pathway at a time.

Safety barrier and pathway upgrades

Engagement with key stakeholders on the design development for safety barrier and pathway upgrades will commence on Monday 5 May 2025 through facilitated workshops.

These workshops will seek to explain the current constraints of the Tasman Bridge and what opportunities are available to improve safety and active transport on the bridge and involve key stakeholders in the design of these improvements, where possible.

The information gathered from these workshops will be used to inform the design in advance of broader community consultation prior to the project proceeding to tender in mid-2025.

Communications Strategy:

A full Stakeholder and Community Engagement Plan is in place for this project

For the Eastern Shore Pathway Connections public consultation period, the following engagement activities are planned:

- static display at Clarence City Council offices, 38 Bligh St Rosny
- doorknocking and in-person meetings with occupants and owners of properties directly adjoining the Tasman Bridge, including Montrose Bay Primary School
- key stakeholder briefings as required
- concept design on the Transport website.

To promote the public consultation, the following advertising is planned:

- letter and frequently asked questions to nearby residents
- email with frequently asked questions and offer of a briefing
- poster on each of pathway approaches at each end of the bridge
- promotion on the RoadsTas Facebook page
- promotion on the project page on the Transport website
- media release will be drafted and provided to your office

Clarence City Council has been involved in preliminary design meetings. Both Clarence and Hobart City Council will be offered further briefings on the design.

Pathway and barrier design key stakeholder facilitated workshops commencing 5 May

An offer to join a group session to discuss the design constraints for the Tasman Bridge and design and planning for the safety barrier upgrades will be circulated by email on **24 April 2025** the following organisations:

- City of Hobart
- City of Clarence
- Bicycle Network
- Cycling South
- Hobart Walking Group

- Hobart Walking Club
- VisAbility Tasmania
- ParaQuad Tasmania
- Lifeline Tasmania
- Graeme Peck (Community advocate for suicide prevention)
- Royal Automobile Club of Tasmania (RACT)
- Tasmanian Aboriginal Centre
- Karadi Aboriginal Corporation
- SPEAK UP! Stay ChatTY

Feedback from this session will be summarised and circulated to all key stakeholders in addition to updates as the design development progresses.

A follow-up key stakeholder workshop will be organised in advance of finalising designs for community consultation.

out of scope

Denise McIntyre
Deputy Secretary, Strategy Housing Infrastructure and Planning

17 April 2025

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Attachments:

- Attachment 1 — Public Display background poster - Eastern Shore path connection – Draft
- Attachment 2 — Frequently Asked Questions
- Attachment 3 — Tasman Bridge Eastern Shore Connector Pathways graphic poster - Draft
- Attachment 4 — Public Display Feedback and evaluation

Tasman Bridge Upgrade

Eastern Shore Pathway Connections

Background

The Australian and Tasmanian governments are committed to making the Tasman Bridge pathways safer for people who walk, wheel and ride.

Proposed works

The first stage is a shared path underneath the Tasman Bridge on the eastern shore. This will improve connections to the bridge pathways from Conara Road and Topham Street.

We will install a bike safety fence on the uphill sections of the shared path, bollards, a privacy fence next to two residences, as well as landscaping.

Funding

The project is funded by the Australian and Tasmanian governments.

Timing

We are currently seeking feedback on the design. Please provide your feedback by 23 May 2025.

Your feedback will be used to finalise the designs, with construction of the eastern shore pathway connections planned to start in mid-2025.

We will start community consultation on the bridge pathways and barrier designs in mid-2025, with construction planned to start later in 2025, and be complete in late 2026.

Further information

To provide feedback, or for further information about this project, please email: tasmanbridgepathways@stategrowth.tas.gov.au (or scan the QR code below)

Phone: 03 6210 0662

Web: www.transport.tas.gov.au/tasmanbridgeupgrade

Email: tasmanbridgepathways@stategrowth.tas.gov.au



Frequently Asked Questions – Tasman Bridge Upgrade, May 2025

What are the project benefits?

We are making the Tasman Bridge safer for pathway users by delivering a range of improvements. This project will focus on:

- installing higher safety barriers on both sides of the pathways
- improving pathway connections on the eastern and western shores
- installing passing bays on the bridge pathways
- exploring one-way pathway options with key stakeholders

What work is being done now?

We will construct the project in stages. Improving pathway connections to the bridge first will allow us to maintain access to one bridge pathway while higher safety barriers are installed on the other pathway.

We are currently seeking feedback on pathway connections to the Tasman Bridge on the eastern shore.

We recently completed investigations on the Tasman Bridge pathways which will inform the designs of the barrier and pathway upgrades. We will be seeking feedback on these designs soon.

What improvements will be made on the western shore?

We will work with the City of Hobart and other key stakeholders to see what improvements can be made on the western shore, including improvements to wayfinding.

What improvements will be made on the eastern shore?

We are currently seeking feedback on the designs for a 2-metre-wide shared path underneath the Tasman Bridge on the eastern shore. This will improve connections to the bridge pathways from Conara Road and Topham Street.

We will install a bike safety fence on the uphill sections of the shared path, bollards, and a privacy fence next to two residences, as well as landscaping.

The new path along Topham Street will be 1.5 metres wide to match to the footpath and grade (slope) of the existing footpath.

These upgrades will make it easier for people to walk, wheel or ride to access the Tasman Bridge pathways.

We have been working with the City of Clarence to progress these designs.

How is the project funded?

\$130 million has been committed by the Australian and Tasmanian governments for the Tasman Bridge Upgrade project.

What other upgrades are included in the project?

We are progressing designs for the barrier and pathway upgrades and will share these with the community soon.

We are continuing work on the strengthening of the bridge's deck to maintain the lifespan of the bridge and to allow for the current high volume of traffic to continue for many years to come.

We will also be upgrading the bridge's lane use management system to help us better control traffic during peak periods and incidents.

Additional planning work will make recommendations on what needs to be done to manage the bridge for the rest of its life and what the future of the crossing should be.

When will works start and finish?

We will start construction of the eastern shore pathway connections mid-2025 and Tasman Bridge pathway upgrades later in 2025 once designs have been finalised, and all pathway

upgrades should be completed in late 2026.

How can the community get involved?

The Department of State Growth is seeking feedback from the community on the concept design for the eastern shore pathway connections to the Tasman Bridge.

The concept design for the eastern shore pathway connections can be viewed at

www.transport.tas.gov.au/tasmanbridgeupgrade.

To provide comment on the concept designs, please contact the project team at

tasmanbridgepathways@stategrowth.tas.gov.au or 6210 0662.

We will be seeking feedback on designs for the Tasman Bridge pathways and barriers soon. We will provide an update to the community when these designs are released for consultation.

Where can I find project updates?

Project updates will be published on the Transport website:

www.transport.tas.gov.au/tasmanbridgeupgrade (or scan the QR code) and on the RoadsTas Facebook page.

If you have any questions, please email tasmanbridgepathways@stategrowth.tas.gov.au



Tasman Bridge Upgrade

Eastern Shore Pathway Connections



- New reinforced concrete path
- New bike safety fence (1.4m high)
- New privacy fence (1.8m high)
- New bitumen path edge
- New fill batter
- New retaining wall
- New bollard

Feedback and evaluation form

Thank you for visiting the information display for the Tasman Bridge Upgrade – Eastern Shore path connection.

Name	
Address	
Phone number	
Email	

☐ Tick if you would like to be placed on the mailing list to receive project updates.

Please tell us what you think about the eastern shore path connection design, including any questions or concerns you have.

[illegible]

To improve our services please provide some information about this display.

Background information		
Display location		
Date of your visit		
How did you hear about today's display	☐ Community update	☐ Walked past the display
	☐ Local newspaper	☐ Letter in my mailbox
	☐ Website (please specify)	☐ Other (please specify)

Please indicate your level of satisfaction with the following:

	Poor	Fair	Average	Good	Excellent	Comments
Convenience of public display	☐	☐	☐	☐	☐	
Quality of project materials provided at the display	☐	☐	☐	☐	☐	
Overall satisfaction	☐	☐	☐	☐	☐	

To respond to your enquiry or process your feedback, we may collect and record personal information such as your name and contact information. We may pass these details on to a third party, such as the consultants contracted by the Tasmanian Government for the purpose of delivering this project. The Department of State Growth is committed to the protection of customer's privacy and personal information and will not use or disclose your information for any other purpose. Your information is protected under the Personal Information Protection Act 2004.

Dept Reference: MR25/608/1

DOT POINTS FOR THE MINISTER FOR INFRASTRUCTURE

SUBJECT: **out of scope** AND TASMAN BRIDGE

out of scope

out of scope

Tasman Bridge

out of scope

out of scope

3. *Will the funding set aside for significant active transport options be used for the much-needed pedestrian safety barriers, or is it time to consider planning for the bridge to be replaced altogether?*

- The Tasmanian Government is committed to ensuring the Tasman Bridge meets the community's transport needs into the future.
- The project's primary objective is to improve public safety on the pathways by installing higher safety barriers on both sides of the shared paths.
- The project will also focus on installing localised passing bays, improving pathway connections on each shore, and exploring one-way pathway options with key stakeholders.
- The project is jointly funded through the Australian Government's Investment Road and Rail program and the Tasmanian Government's Greater Hobart Traffic Solution, and the Urban Congestion Fund.
- To improve conditions for pathway users, the Department will develop a design for higher barriers that will seek to provide additional width where possible, through barrier design and shape, particularly at handlebar height for cyclists to minimise catching.
- The design process will also consider the traffic lane lights, sign and maintenance inspection gantries, light poles and services along the length of the pathways, as well as the existing condition of the pathway decks.
- The location of passing bays and any improvements to blind spots will also be considered during the design process.
- State Growth is currently developing the design for the eastern shore pathway connections immediately next to and underneath the Tasman Bridge.
- The Department will continue to consult with stakeholders to ensure the designs of the improvements enhance cycling and pedestrian safety and amenity within the constraints of the existing bridge.
- Tenders for the eastern shore pathway connections are expected to be released in 2025 following consultation which will commence soon.
- Work to install the higher barriers is expected to start in 2025, once key stakeholder and community consultation has been completed.
- Additional planning work will be undertaken and make recommendations on what needs to be done to manage the bridge for the rest of its life and what the future requirements for Derwent River crossing/s.

out of scope

out of scope

out of scope

Cynthia Heydon
Deputy Secretary Transport

11 March 2025

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Phone:	out of scope	Phone:	out of scope

Kerry Vincent MLC
Minister for Infrastructure and Transport

QUESTION TIME BRIEF

SUBJECT: TASMAN BRIDGE PATHWAY UPGRADE

Updated: 7/11/2025

KEY MESSAGES

- The Tasman Bridge Upgrade project, part of the Tasmanian Infrastructure Investment Program, has a matched funding commitment from the Australian Government and Tasmanian Government of \$65 million, with a combined commitment of \$130 million.
- This project will focus on raising the height of the safety barriers on both sides of the bridge pathways, installing localised passing bays, and improving pathway connections on the eastern and western shores.
- Consultation with key stakeholders on the pathway upgrades commenced 28 October and will conclude 17 November 2025.
- The construction of the eastern shore connection path is expected to be complete in early-2026, with the pathway and safety barrier upgrades tendered in late 2025, following key stakeholder and community consultation.
- Detailed investigations show that new, wider pathways cannot be installed along the full length of the bridge without

significantly modifying the structure of the bridge. This work would cost far more than the project's budget.

- The Tasman Bridge is an iconic structure and is actively managed every day to keep it safe for users, including through regular maintenance inspections.

Talking Points:

- In 2020 the Australian Government committed \$65 million matched by a \$65 million Tasmanian Government commitment for a total of \$130 million to upgrade the Tasman Bridge under the Tasmanian Infrastructure Investment Program.
- The Tasmanian Government is committed to ensuring the Tasman Bridge meets the community's transport needs into the future.
- Investigation and design work has been completed to determine the impact of wind loads on the structure both above and below water due to the proposed new pathways.
- To build wider pathways would require major reinforcing and strengthening work of the bridge's foundations.
- Immediate priority works will focus on pathway safety and efficiency improvements.
- Subsequent works are being planned to strengthen the bridge's deck to maintain the lifespan of the bridge and allow the current high volume of traffic to continue for many years to come.
- Key stakeholders and the community were advised of the change in project direction for the Tasman Bridge Upgrade project following the announcement on 23 September 2024.

- Prior to the announcement, briefings were held with the Australian Government, the Tasman Bridge Cross Agency Working Group, and contact was also made with the CEOs of Clarence City Council and Hobart City Council.
- Design work on the eastern shore connections package and the pathways package (including safety barriers, passing bays, bridge strengthening and upgrades to the maintenance inspection gantries), has been completed.
- Community consultation on the eastern shore connections package was undertaken in May 2025; work is expected to be complete in early 2026.
- The preferred safety barrier and pathway upgrade designs have been confirmed in consultation with the project's Key Stakeholders representing active transport groups cycling and walking, local councils, mental health advocacy and support groups at a workshop held on the 22 September 2025. Public engagement on the preferred safety barrier and pathway upgrade designs commenced on 28 October and will conclude 17 November 2025.

Tasman Bridge Strategic Asset Management Planning:

- The Tasman Bridge is a critical structure in Hobart and southern Tasmania's transport network, being the River Derwent crossing for the Tasman Highway and the link between the eastern and western shores of Hobart, as well as servicing transport needs to greater Hobart and regional Tasmania connecting the Tasman, East Derwent, Domain and Brooker Highways plus Davey and Macquarie Streets.

- The bridge is approaching 60 years old and has a notional structural design life of 100 years.
- The objective of this aspect of the project is to provide a Strategic Assessment Management Plan that will:
 - o inform appropriate investment in the maintenance and upgrade (if any) of the existing Tasman Bridge during the remainder of its life
 - o identify the most appropriate strategies for meeting the long-term needs for the Tasman Highway crossing of the River Derwent
 - o review the importance of the River Derwent crossing to provide continued connectivity for the transport network now and into the future
 - o understand and plan for future service needs and seek to examine the asset maintenance requirements for the structure into the future.
- The importance of the planning for future transport needs is directly linked the high level of consequence for the community and road users should the existing structure fail or no longer be available for use.
- The project will also incorporate the requirements for the shipping task and river access servicing industry and the community.

Political Lines:

- For Minister's Office to insert

Background and Facts

Funding:

- Funding for the Tasman Bridge pathway project is \$130 million based on:
 - o \$65 million from the Tasmanian Government
 - o \$65 million from the Australian Government.
- It was requested in a letter from the Premier to the Australian Government's Minister King MP in September 2024, that the Tasmanian Government sought her support to reallocate any savings from the Tasman Bridge Pathways project to form part of a contribution to progress the Southern Outlet Transit Lane project.
- Funding for the upgrade of the traffic management systems on the bridge known as the Lane Utilisation Management System (LUMS) is from a separate funding source, called Tasman Highway Intelligent Transport Solutions which has a total of \$23 million for the LUMS and Overhead Traveller Information Signage (OTIS) projects based on:
 - o \$11.5 million from Australian Government
 - o \$11.5 million from the Tasmanian Government (under the Urban Congestion Fund).

Pathway upgrade component of the project:

- The project is proposed to include pedestrian and cycle pathway and barrier upgrades and bridge strengthening.
- The bridge was originally opened in 1965 and, after the ship collision that caused a partial collapse of the bridge in 1975 and the completion of associated repair works, the bridge was widened from four traffic lanes to five traffic lanes.
- The Department of State Growth engaged specialist engineering consultants to undertake a structural review to better inform the department as to the capacity of the existing structure and to enable the development of design concepts.
- Some deficiencies in the bridge structure have been identified in the structural analysis in an upgraded situation. These relate to altering the loading because of wind loads due to the heightened safety barrier and the weight of the originally proposed pathways and the current, as well as future, freight network requirements.
- The project scope is consistent with coronial recommendations, and multiple improvements have already been implemented to help reduce the potential for using the bridge as a means of suicide. These completed improvements include:

- the installation of cameras
 - phones connected to the Lifeline crisis support line
 - installation of crisis signage
 - removal and relocation of electrical distribution boxes located along the bridge railing.
- The department treats all correspondence and contact relating to suicide issues with extreme sensitivity. Similarly, the installation of barriers as part of improvements to the bridge pathways will require sensitivity and coordination in a combined effort from across Government and the community.
 - An upgrade to the traffic management systems on the Tasman Bridge will be delivered concurrently with the pathway upgrades. This is an important component of the overall project to ensure:
 - peak hour traffic conditions are safely managed through upgrades to the tidal flow lane management system which enables the middle lane to change direction during weekday morning peak hour operations
 - traffic flows, bridge or lane closures can be more easily managed during emergency or planned events, for example, Run the Bridge
 - resilience of the traffic lights, signage and cabling infrastructure
 - the traffic management system infrastructure is accessible for operational and maintenance reasons both during and after the pathway upgrade project.

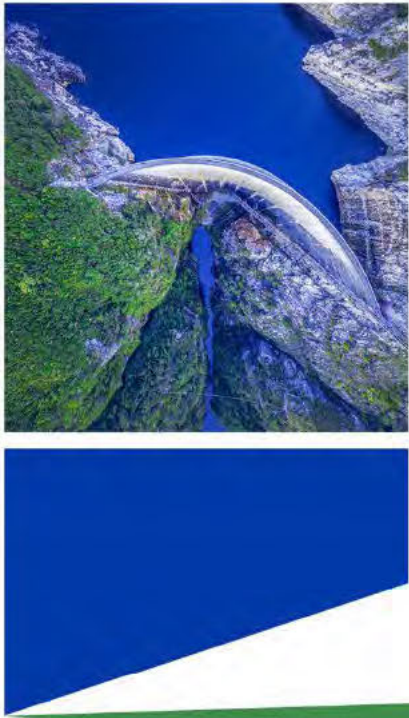
Cleared by: Elspeth Moroni
A/General Manager Transport Delivery & Assets

Contact Officer: **out of scope**
Mobile: **out of scope**

Tasman Bridge Upgrade Project

Update to Minister

Sept 2025



About the Project

The project was initiated to improve public safety on the Tasman Bridge pathways in line with coronial recommendations (2016) which recommended structural modifications to the Tasman Bridge to eliminate the bridge as a method of suicide.

The upgrade is also intended to improve safety and active transport connections between the eastern and western shores.

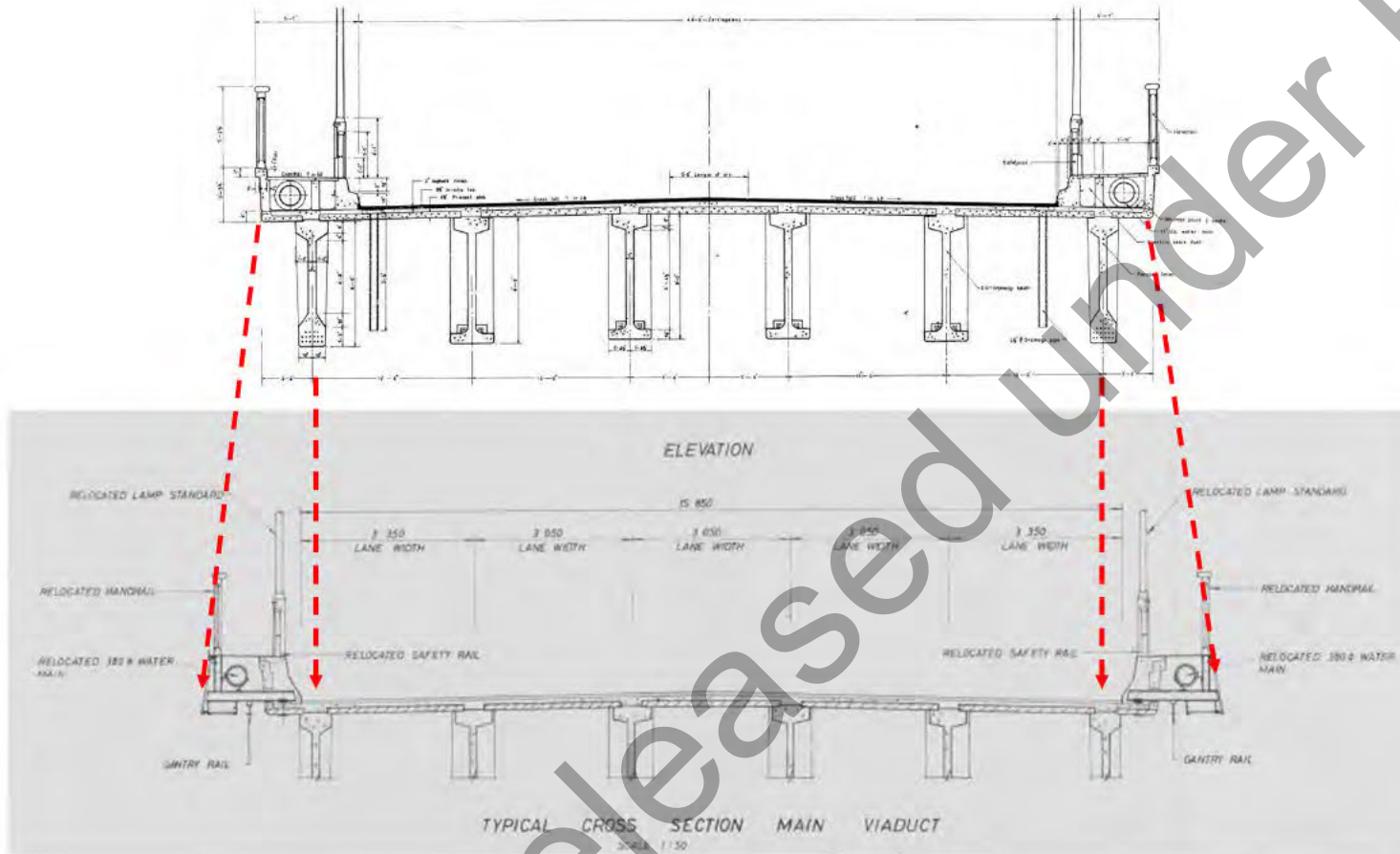
The project is jointly funded (50:50) by the Tasmanian and Australian governments, with \$130 million publicly committed; however, a Project Proposal Report has yet to be formally submitted to the Australian Government for formal approval of funding.

Project overview

The original safety objective of the project remains unchanged, however with the more detailed knowledge of the capacity of the Tasman Bridge and to ensure that it remains safe and continues to be the main transport link for the Tasman Highway, the project will deliver:

- higher safety barriers on both sides of the bridge pathways
- localised passing bays and improvements to support active transport
- improvements to the connections to the pathways on the eastern shore and wayfinding signage on eastern and western shore
- consideration of one direction pathways in consultation with users and the community

Background – Bridge designed and constructed to appropriate standards in 1960s



The bridge was widened from four traffic lanes to five traffic lanes in the 1970s.

The bridge's foundations do not have capacity for significant additional load.

Background – Details of Tasman Bridge

Bridge design standards – what about wind?

Bridges are designed to withstand very unlikely loading

For **wind load** this means a very rare and high wind speed

Bridge wind design speed Hobart:	170 km/hr approx (new bridges)
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Background – Details of Tasman Bridge

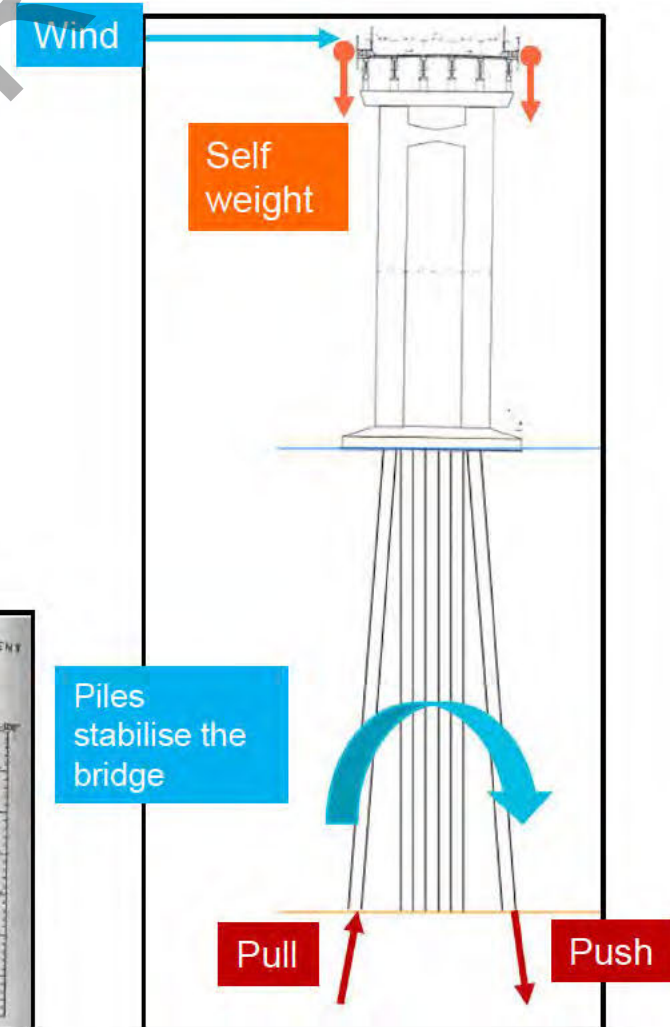
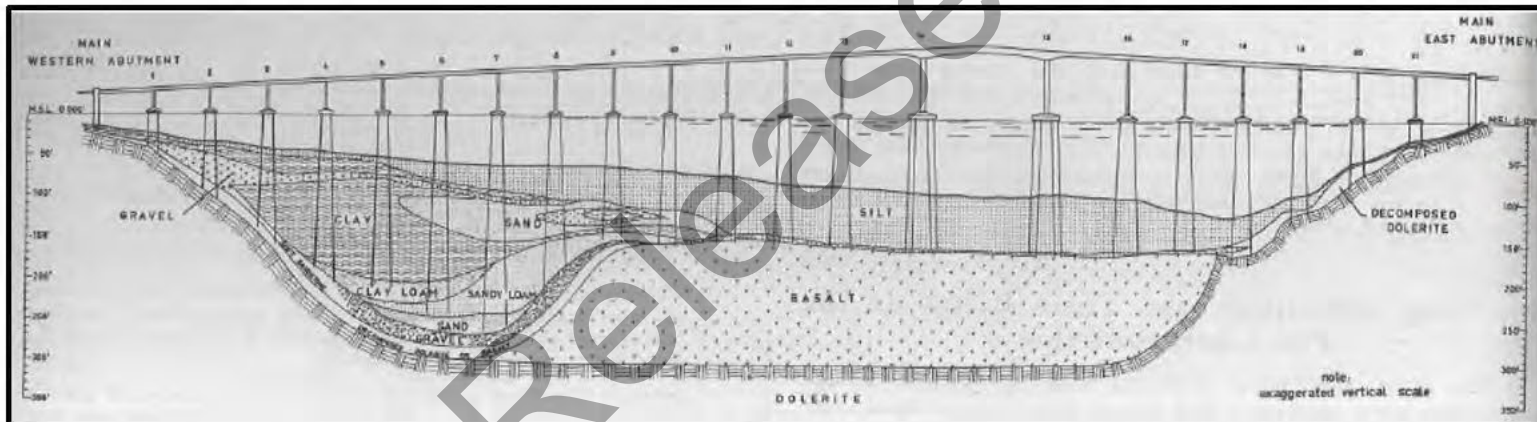
The Tasman Bridge is **critical transport link for Tasmania**, and we need it to be **reliable** and in service for a long time. So we need to know it can:

- Support its own weight with freight demands
- Support its own weight in extreme wind and weather events
- *This applies to new bridges and when making changes to old bridges*
- The bridge is still safe to use. We actively manage the bridge every day to keep it safe for users, including through regular maintenance inspections.

Previous Studies – Initial wind modelling was undertaken in 2024

Based on available information, the results indicate that the design load during a 2,000 year ARI extreme wind event would be between 95% and 100% of the design capacity of the foundations.

Higher safety barriers may be installed on the bridge without materially increasing wind loads, subject to the new higher safety barriers having increased porosity.



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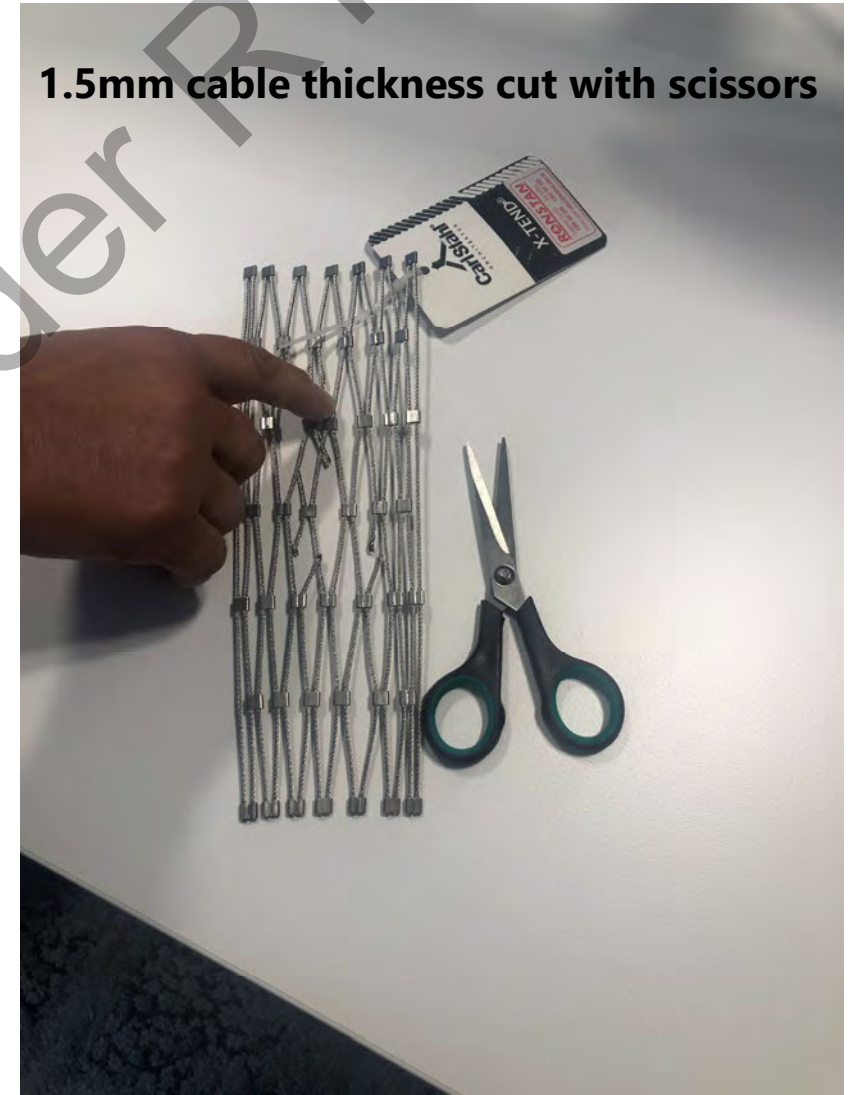
Guidelines on safety barriers continue to evolve based on outcomes

Contemporary requirements as at June 2025:

- Minimum 3m high unless fully enclosed (*previously 2.7m high options were considered acceptable*).
- Tensile diamond mesh with maximum aperture of 40mm, installed in a vertical diamond orientation and a minimum 3 mm cable thickness (*previously wider mesh and 1.5mm cable thickness options were considered acceptable*).

or

- Rigid mesh with 40 mm x 40 mm maximum square grid and a minimum 3 mm thickness to prevent vandalism including deformation of the mesh, resulting in a loss in shape



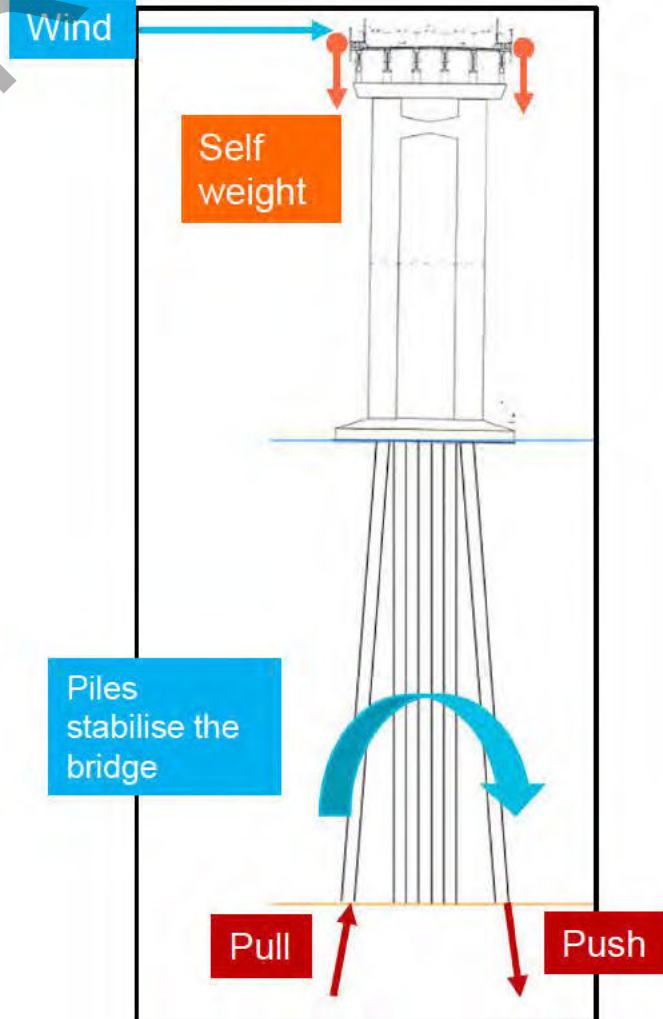
Result of complying with contemporary requirements

Complying with contemporary requirements will increase safety and reduce maintenance.

However, **there will be a marginal increase in wind load that will need to be accepted.**

For example, if the existing bridge would incur significant damage and potential failure during a 2,000 year ARI extreme wind event, then after the new barriers are installed the modified bridge may incur significant damage and potential failure during a 500 year ARI extreme wind event.

Physical wind model testing will be completed in September to validate and calibrate computer model wind analysis and determine the additional wind loading of the reference design recommended to achieve the desired safety and maintenance outcomes.



Tasman Bridge replacement value is approximately **s27**

In addition to the cost of replacing the Tasman Bridge sooner than would be required otherwise, the economic impact of no operation Tasman Bridge may be **s27**.

If the risk of bridge failure were to change from a 2,000 year ARI to a 500 year ARI, an indicative economic valuation may be approximately **s27**.

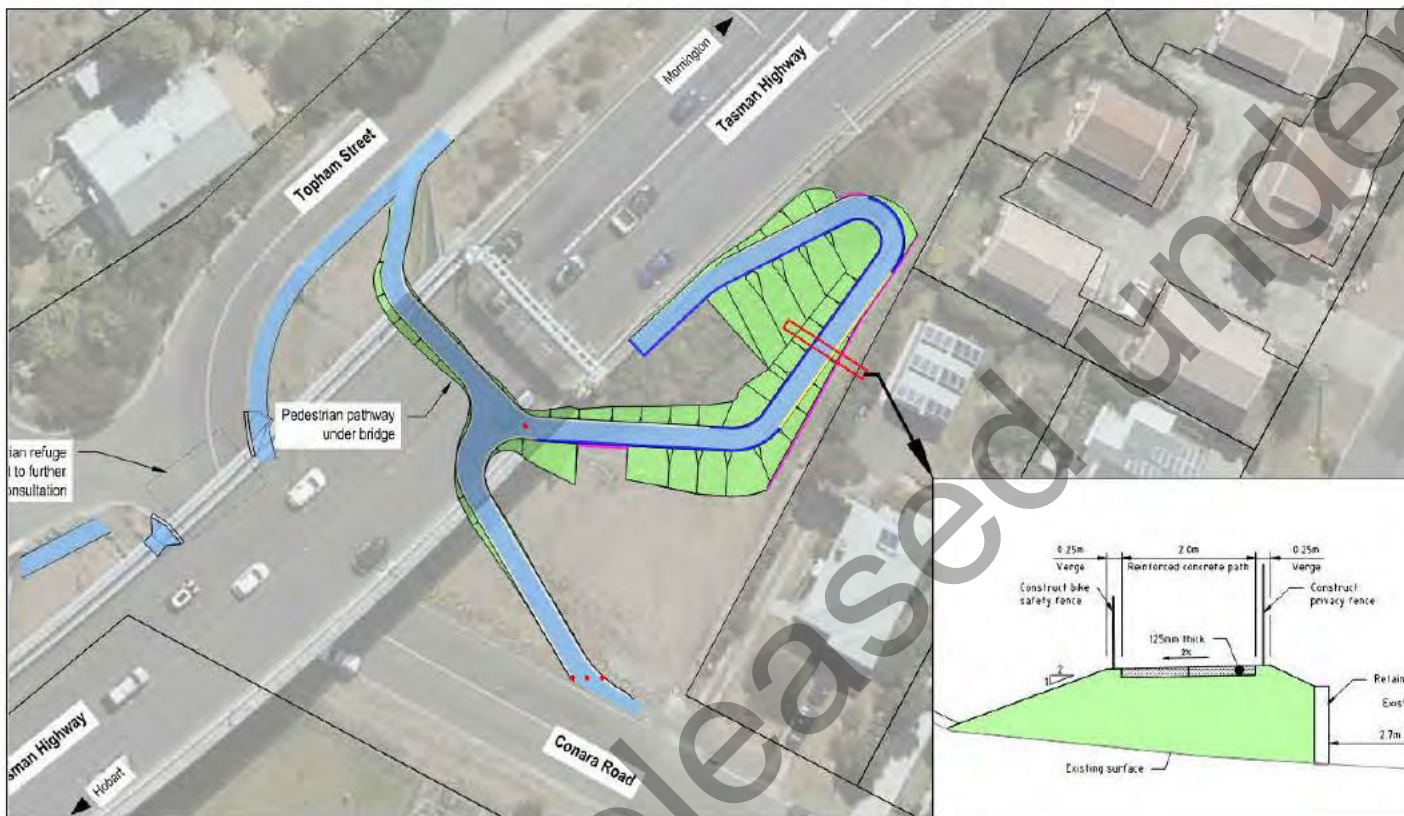
Comparatively, an indicative economic valuation of the safety benefits may be approximately **s27** (less project costs of **s27**).



Key milestones:

- Submission to Australian Government for funding – September 2025
- Industry briefing – September 2025
- Conclude wind modelling analysis – September 2025
- Draft designs documents – 19 September 2025
- Draft Project Scope and Technical Requirements – 26 September 2026
- Stakeholder consultation – 22 to 26 September 2025
- Public consultation – October 2025
- Complete design and documentation reviews – 21 October 2025
- Advertisement of tender – Saturday 25 October 2025
- Commence work on site – November/December 2025:
 - Under bridge Level 2 inspection & crack sealing works
 - Eastern shore pathway works
- Close of tender period – Wednesday 10 December 2025 (6.5 weeks)
- Selection of preferred tenderer – Late January 2026
- Conclude negotiations and contract award – Late February 2026

Eastern and Western shore pathway connections



We will also improve pathway connections to the bridge. The upgrades include:

- Installing a shared path beneath the Tasman Bridge connecting the bridge pathways to Conara Road and Topham Street
- Landscaping and bollards for safety
- Improved wayfinding on both shores

Contact details



If you have any questions, please:

Email tasmanbridgepathways@stategrowth.tas.gov.au

Phone: 03 6210 0662

www.transport.tas.gov.au/tasmanbridgeupgrade



Budget Estimates 2025-26

Minister for Infrastructure and Transport

Output Group: Capital Investment Program (CIP)

Tasman Bridge Pathways and Future Planning

Talking Points

- The Tasmanian and Australian Governments have jointly committed \$130 million for upgraded pathways and associated bridge strengthening of the Tasman Bridge, \$65 million each.
- The Tasman Bridge was built in the 1960s as a four-lane bridge and repaired after the Lake Illawarra hit the bridge in the 1970s, which also included modifications at that time into a five-lane bridge.
- The project is meeting its primary objective of improving safety on the bridge and pathways by:
 - o raising the height of the safety barriers on both sides of the bridge pathways
 - o installing localised passing bays
 - o improving pathway connections on the eastern and western shores.
- Investigations and design show that new, wider pathways cannot be installed along the full length of the bridge without significantly modifying the structure of the bridge, and that this would cost far more than the project's budget.
- Consultation with key stakeholders has been carried out in May and September 2025 to inform the proposed design.
- Broader public consultation on the preferred design for the safety barrier and pathway upgrades started by November 2025.
- The useability of the pathways on the bridge has been considered in the design of upgrades while maintaining the bridge's safe continued operation.

- The eastern shore path connection improvements will be completed by late 2025.
- Upgrades to the main bridge pathways, including installing higher safety barriers on the pathways, are expected to be tendered before the end of 2025 as a design and construct contract.
- The proposed works are expected to take 12 months to construct once awarded and the detailed design approved.
- The Tasmanian Government is committed to ensuring the Tasman Bridge meets the community's transport needs into the future.
- The Tasman Bridge is a critical structure in Hobart and southern Tasmania's transport network, being the River Derwent crossing for the Tasman Highway and the link between the eastern and western shores of Hobart, as well as servicing transport needs to greater Hobart and regional Tasmania connecting the Tasman, East Derwent, Domain and Brooker Highways plus Davey and Macquarie Streets.
- The Tasman Bridge was built in 1965. Bridges built in this era typically have an estimated lifespan of 100 years, which can be extended for well-maintained structures. There is no simple "use by" date, at only 60 years old, and having been well-maintained, we expect the Tasman Bridge to have at least 40, and quite possibly many more years of useful life and we have no concerns about its condition.

Actuals – Financial Year (actual expenditure)

Title	Prior years	2023-24 (1 July 2023- 30 June 2024)	2024-25 (1 July 2024- 30 June 2025)
Greater Hobart Traffic Solution	\$3.4m	\$0.92m	\$1.21m

Budget – Financial Year

Title	2025-26 Budget	2026-27 Forward Estimate	2027-28 Forward Estimate	2028-29 Forward Estimate
Greater Hobart Traffic Solution	\$2.7m	\$6.0m	\$9.0m	\$10.m

The remaining funding for the election commitment is beyond the forward estimates.

Background

Pathway upgrade component of the project:

- In the response to the coroner's report "Deaths from a Public Place" (28 November 2016), the Department of State Growth commenced investigating the possibility of widening the existing pathways on both sides of the Tasman Bridge and installing full height safety barriers.
- The higher barriers on the pathways will mitigate the risk of the use of the Tasman Bridge as a means for suicide.
- The bridge was originally opened in 1965 and, after the ship collision that caused a partial collapse of the bridge in 1975 and the completion of associated repair works, the bridge was widened from four traffic lanes to five traffic lanes.
- The department engaged specialist engineering consultants to undertake a structural review to better inform the department as to the capacity of the existing structure and to enable the development of design concepts.
- Some deficiencies in the bridge structure have been identified in the structural analysis in an upgraded situation. These relate to altering the loading resulting from wind due to the heightened safety barrier, and the weight of the originally proposed pathways combined with the current, as well as future, freight network requirements.
- To assess the upgraded bridge's capacity to resist the additional wind loading from the higher safety barriers, an assessment of the expected wind loads was undertaken through computer modelling of the existing bridge before and after the upgrades. In addition, physical wind tunnel testing of scale model sections of the bridge (existing and with higher safety barriers) has been undertaken to verify the results of the computer model.
- The project scope is consistent with coronial recommendations, and multiple improvements have already been implemented to help reduce the potential for using the bridge as a means of suicide. These completed improvements include:
 - o the installation of cameras
 - o phones connected to the Lifeline crisis support line
 - o installation of crisis signage
 - o removal and relocation of electrical distribution boxes located along the bridge railing.
- The department treats all correspondence and contact relating to suicide issues with extreme sensitivity. Similarly, the installation of barriers as part of improvements to the bridge pathways will require sensitivity and coordination in a combined effort from across government and the community.

Related project – Tasman Bridge LUMS project:

- The Tasman Bridge LUMS project, which includes the replacement of the current bridge tidal flow Lane Control System will be delivered with the remaining Tasman Highway Intelligent Transport budget, funded separately from the Tasman Bridge Upgrade Project.
- The updated system will be delivered immediately after the Tasman Bridge Safety Barrier and Pathway upgrade project to minimise impacts on the delivery of each of these important projects.
- The LUMS update is a significant project to ensure that:
 - o peak hour traffic conditions are safely managed with the tidal flow lane management system which enables the middle lane to change direction during weekday morning peak hour operations, removing the need for workers to be on the road relocating lane dividers as part of the lane switch.
 - o traffic flows, bridge or lane closures can be more easily managed during emergency or planned events.
 - o traffic lights, signage and cabling infrastructure are up to current electrical standards in this outdoor environment.
 - o the traffic management system infrastructure is accessible to meet all current and future operational and maintenance needs.

Tasman Bridge Future Planning:

- The Tasman Bridge and the Tasman Highway are critical transport links for Tasmania. The bridge was built with a lifespan of at least 100 years, and at only 60 years old has about four more decades of structural life, with proper maintenance. However, well-maintained structures often last well beyond those estimations. There is no simple “use by” date for a complex structure such as a bridge.
- Averaging over 70,000 vehicle crossings per day, the bridge is the highest volume road section in Tasmania. Traffic volumes on the bridge are continuing to increase and a long-term strategy is required to address future transport needs across the River Derwent via the Tasman Highway, including associated interchanges.
- State Growth as part of its asset management and strategic planning responsibilities will be looking at future needs of the existing Tasman Bridge, continued maintenance requirements and further upgrade for the remainder of its life, which is expected to be at least 40 years, as well as the future transport needs for the Tasman Highway River Derwent crossing to inform longer term investment for the Greater Hobart transport network. This planning work will also make recommendations on what is needed to manage the bridge for the rest of its life to ensure it remains safe and can continue to cater for current and expected high levels of traffic.