A recent audit highlights a series of potentially disastrous safety design flaws in the Tiger Brennan Drive interchange project. Shadow Construction Minister, Ross Bohlin, said a safety audit by ARRB Group spells out in mathematical detail just how potentially unsafe the Tiger Brennan Drive interchange actually is.

For some months now, motorists have wondered why they’ve felt unsettled while negotiating the interchange. Truckies and transport operators have criticised the interchanges unstable characteristics.

It is clear the four ramps at the interchange fall outside safe design parameters.

Truck drivers have spoken to me about their concerns of a rollover while on the outbound run from Pinelands to the rural area,” Mr Bohlin said.

The ARRB report shows that on dry roads, key stability factors fall short of best practice by nearly twice the safe maximum limit and nearly three times the desirable limit (see attached graphs).

Graph #1 illustrates the radius of the outbound road’s curve (MC70), was designed and built too tight for safe use between the 80-90km/h design speed.

Graph #2 illustrates the high risk of a car or truck losing traction and control because the ramp radius is too tight.

The radius of the outbound interchange is 208metres, but the ARRB safety audit says it should have been at least 354metres and, in a best practice design, 455metres.

This adds up to a planning disaster by Government which has attempted to defy the laws of physics.

The Minister admitted today, Territory taxpayers will have to foot the bill for his blunders.

This Government has promoted Tiger Brennan Drive as a construction icon. What we actually have is one of the most unsafe purpose built roads in Australia – and it hasn’t even officially opened yet.”

Further comment: Ross Bohlin 0413 339 417