



Speech by

Hon. Robert Swarten

MEMBER FOR ROCKHAMPTON

Hansard Wednesday, 17 June 2009

MINISTERIAL STATEMENT

Kurilpa Bridge

Hon. RE SCHWARTEN (Rockhampton—ALP) (Minister for Public Works and Information and Communication Technology) (10.01 am): Overnight media has questioned the structural integrity of Kurilpa Bridge. The media base their questions on a report from transportation consultants McCormick Rankin Cagney titled *Kurilpa Bridge: overheight vehicles, review of risk management strategies*, as was tabled by my colleague the Minister for Main Roads.

This is a report that has assessed issues concerning traffic management. This report came out of a workshop conducted between Main Roads and the Department of Public Works to discuss a range of strategies to mitigate the possibility of an overheight vehicle making contact with the tensegrity structure.

The bridge has two structural elements—a concrete structure and a tensegrity structure. The unique tensegrity design has been crafted by Queensland architects Cox Rayner and has been engineered by world-leading engineering experts Arup. As is expected by this government, the highest level of importance has been placed on ensuring the integrity of this bridge.

I am advised that bridges are designed to a standard performance specification. The bridge must meet these specifications irrespective of whether it is built of concrete or steel. I am further advised that the design checks on Kurilpa Bridge have included several wind tunnel tests and independent engineering validations at various cities around the world. I am further advised that the proof engineering on this site has been elevated to the highest possible level.

A representative from the engineering firm Arup will be on hand this morning to explain the structural element of the design to anyone who wishes to be informed of this matter. While the report to which I referred talks of resistant characteristics of the bridge, it is important to note that there is no question raised—and from engineering advice nor should there be—about the bridge's structural integrity.

Finally, I quote from a letter from Ian Ainsworth, principal of Arup engineers in Brisbane. He said, 'The bridge would safely resist the collision load with little or no permanent deformation of the structure of the bridge.' I table a copy of that letter.

Tabled paper: Letter, dated 19 March 2009, from Ian Ainsworth, Principal, Arup, to Paul Smith, Baulderstone Hornibrook Pty Ltd, relating to the Kurilpa Bridge design [\[416\]](#).