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Replace the jetty: report



By TARI JEFFERS
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A REPORT prepared for the Shire Council said that it would cost approximately \$14.6 million to replace the Esperance Tanker Jetty.

At a public forum held on Monday July 11, Simon Dennis, a structural engineer for BG&E, the company that completed the structural analysis of the jetty, went into detail about the state of the local icon.

Mr Dennis said it would take more time and work to refurbish the jetty, rather than replace it, due to the disassembling required for individual components.

"Our finding, based on the analysis, is that refurbishment is not practical or cost effective," he said.

Mr Dennis said it would make more sense to replace the jetty with a new one.

It would cost approximately \$2.3 million to demolish the old structure, and \$12.3 million to build the new one.

Esperance Shire CEO Mal Osborne said at the forum that there is currently

\$1.4 million set aside for the jetty.

He and Shire President Ian Mickel said that they had approached the State and Federal governments regarding funding for the jetty, and they would be doing so again.

The jetty is a heritage-listed site and Mr Dennis said that any reconstruction undertaken would be sympathetic to that fact.

Representatives from the Heritage Council have already been approached regarding the jetty's future and what approach to take.

A large proportion of the forum audience felt it was important to keep the length of the jetty.

Council is yet to make a final decision about the future of the jetty.

Mr Dennis said that the jetty could be kept open to the public without for approximately three years, but some safety precautions would have to be made.

He suggested that during large storms or large public gatherings, the jetty should be closed to the public.

Australian standards require a structure like the jetty to be able to safely resist 500kg per square metre.

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SHIRE Director of Engineering Gavin Harris and CEO Mal Osborne point out an area of concern on the Esperance Tanker Jetty.

Esperance intersection most dangerous

THE Pink Lake Road and Harbour Road intersection has been nominated by residents as one of the most dangerous junctions in the Goldfields-Esperance region as part of the RAC's Risky Roads campaign.

The campaign, which asked road users to nominate dangerous roads and intersections, received close to 6,000 nominations, a 1,000 per cent increase on the last Risky Roads campaign run in 2008.

One of the major concerns

aired as a result of the campaign was the lack of boom gates at the railway crossing. Harbour Road itself was also an issue, receiving a high number of nominations.

The intersection of Morgan Street and South Coast Highway in Ravensthorpe was also listed as one of the most dangerous regional intersections.

The RAC's Head of Member Advocacy, Matt Brown said the community has had its say on WA's roads and the govern-

ment must listen, particularly in regional areas.

"The overwhelming community response to our campaign sends a clear message to all levels of government that something must be done to improve the roads in the Goldfields," Mr Brown said.

"On average, almost two thirds of all WA road deaths occur on country roads with the majority of these crashes being single-vehicle run-off road, which is unacceptable."



THE Pink Lake Road and Harbour Road junction was the most nominated intersection in the Goldfields-Esperance region as part of the RAC's Risky Roads campaign.

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