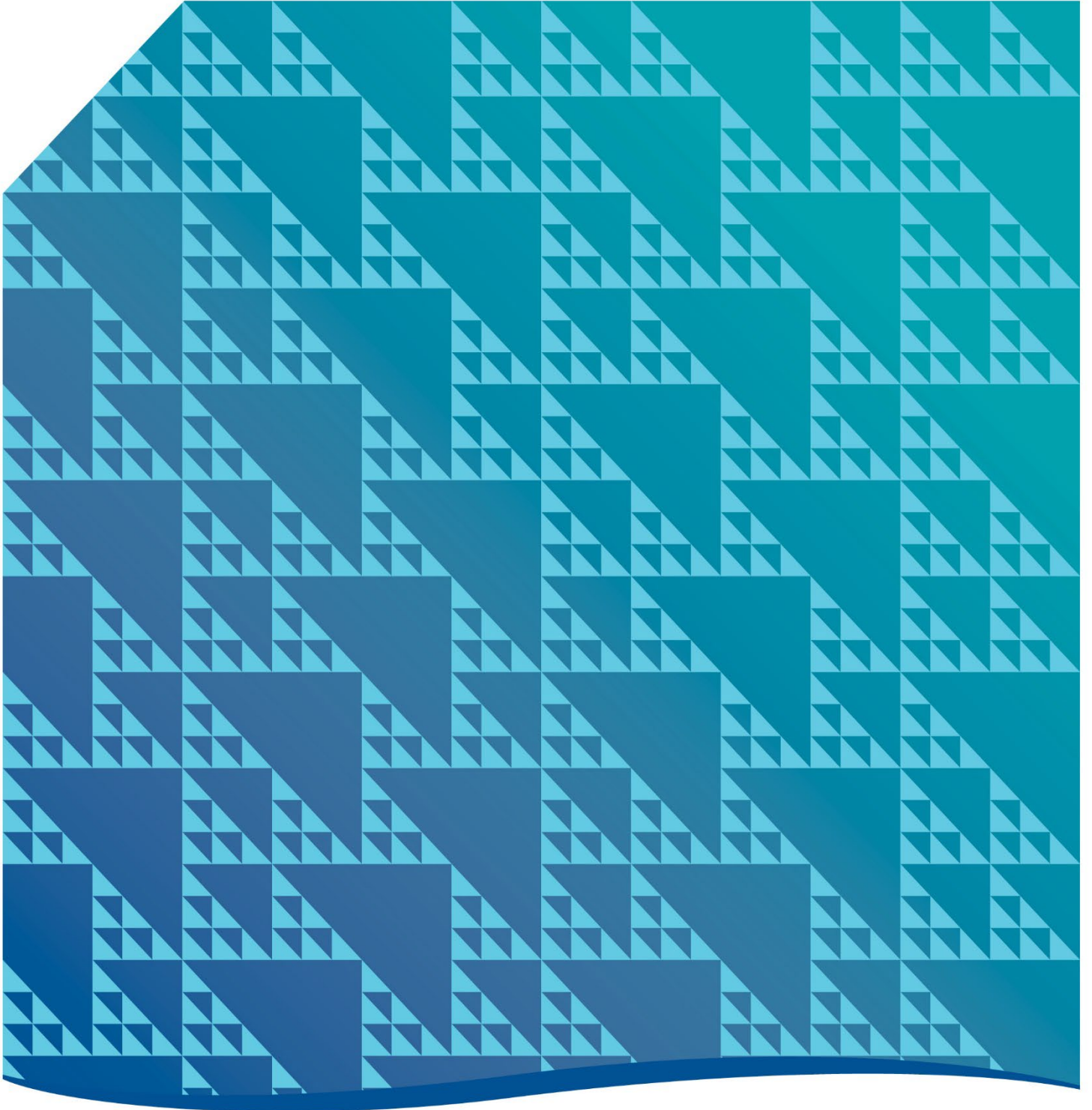


Arthur Highway Corridor  
Strategy Project

November 2023

# Consultation and Feedback Findings Summary





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# Project overview

The Tasmanian Government, as part of the 2021 election commitments, has committed \$50 million to upgrade the Arthur Highway between 2022 and 2029. The Arthur Highway Corridor Strategy will identify high priority improvements which could be progressed with the committed funding for the route, and plan for longer term investment.

The Nubeena Road loop from Taranna to Port Arthur is also included as a separate part of the consultation phase of the project.

The key objectives of the Arthur Highway strategy are to identify:

- the functionality of the road corridor
- the transport demand and level of service provided to various modes of transport
- priority locations for improvements and upgrades.

The strategy will cover the entire Arthur Highway from the intersection with the new Sorell Bypass at Nugent through to Safety Cove Road at Port Arthur, an approximately distance of 67 km in length.

The Nubeena Road loop is a separate 28 km section of road that connects the Arthur Highway from Taranna to Port Arthur via Nubeena, of which 12 km is owned by State Roads and 16 km owned by Tasman Council. The inclusion of the loop was seen as a good opportunity to gather information from the community on this section of road at the same time as the Arthur Highway section, and reporting on this loop will be assessed separately since no funding is currently committed for upgrades along this section of road.

It is expected that upgrades will be required to achieve safety and/or travel time improvements for all road users (passenger, freight, and active transport). Key projects may include:

- road widening and intersection improvements
- provision of additional overtaking opportunities
- provision of active transport (pedestrian and cycling) infrastructure.

The Arthur Highway Corridor Strategy will:

- provide a snapshot of the existing corridor characteristics
- outline future needs and required improvements
- include a priority list of upgrade projects to improve road infrastructure standards.

This information will be used to develop upgrade options, that when constructed, will achieve the future corridor upgrade objectives.

## Project benefits

The Arthur Highway Corridor Strategy will identify short, medium, and long-term priorities to upgrade the corridor to meet the expected future tourist growth in the region. This will include understanding changes to transport infrastructure, land use, travel demands and forecast use.

The upgrade of the corridor would support improved road safety, travel times, efficiency, and network reliability as well as enhance the Arthur Highway tourism drive experience.

# Consultation Summary

Formal consultation occurred between Monday, 27 March 2023 and Sunday, 30 April 2023 (a five-week period, extended to account for the April public holidays). The consultation aimed to reach a wide variety of key stakeholders, including current road users, to assist in identifying opportunities for improvement.

Figure 1: Summary of how consultation was promoted



Over the course of the consultation process, a total of 601 pieces of formal feedback relating to the strategy were received, including 357 total comments on social pinpoint, 62 emails, 23 feedback forms, 136 social media comments, likes and shares and 23 phone call responses, as shown in Figure 2.

Figure 2: Summary of consultation activity and volume of feedback



# Feedback summary

Outcomes of the consultation identified several overarching key themes for consideration in the development of the strategy, which are summarised in Figure 3, below.

Figure 3: Summary of key themes from consultation feedback



## **Safety concerns**

Feedback focused on road alignment, surface, and width. Safety at entries, exits and key intersections. Improved signage and vegetation control for improved sight distance.



## **Travel time concerns**

Feedback related to speed limits, overtaking opportunities, mixed vehicle usage and management of the Dunalley Bridge.



## **Health and well-being**

Requests for safe cycling and pedestrian access improvements along the corridor to encourage physical activity. Provision of public transport options.



## **Environment**

Wildlife protection measures to reduce roadkill. Rubbish removal and EV charging stations.

## Key themes by geographical location

To understand local issues, the corridor has been split into eight sections as described below and in Figure 4.

### **Section 1 – Sorell to Forcett**

Start of corridor to Woodside Road (includes intersection).

### **Section 2 – Forcett to Copping**

Woodside Road to Marion Bay Road (includes intersection).

### **Section 3 – Copping to Dunalley**

Marion Bay Road to Denison Canal Bridge (includes bridge).

### **Section 4 – Dunalley to Murdunna**

Denison Canal Bridge to Jackson Park playground, Murdunna.

### **Section 5 – Murdunna to Eaglehawk Neck**

Jackson Park playground, Murdunna to Blowhole Road (includes intersection).

### **Section 6 – Eaglehawk Neck to Taranna**

Blowhole Road to Nubeena Road (includes intersection).

### **Section 7 – Taranna to Port Arthur**

Arthur Highway from Taranna to Safety Cove Road.

### **Section 8 – Nubeena Loop Road (Taranna to Port Arthur)**

Nubeena Road from Taranna to Safety Cove Road.



Figure 4: Project area by section

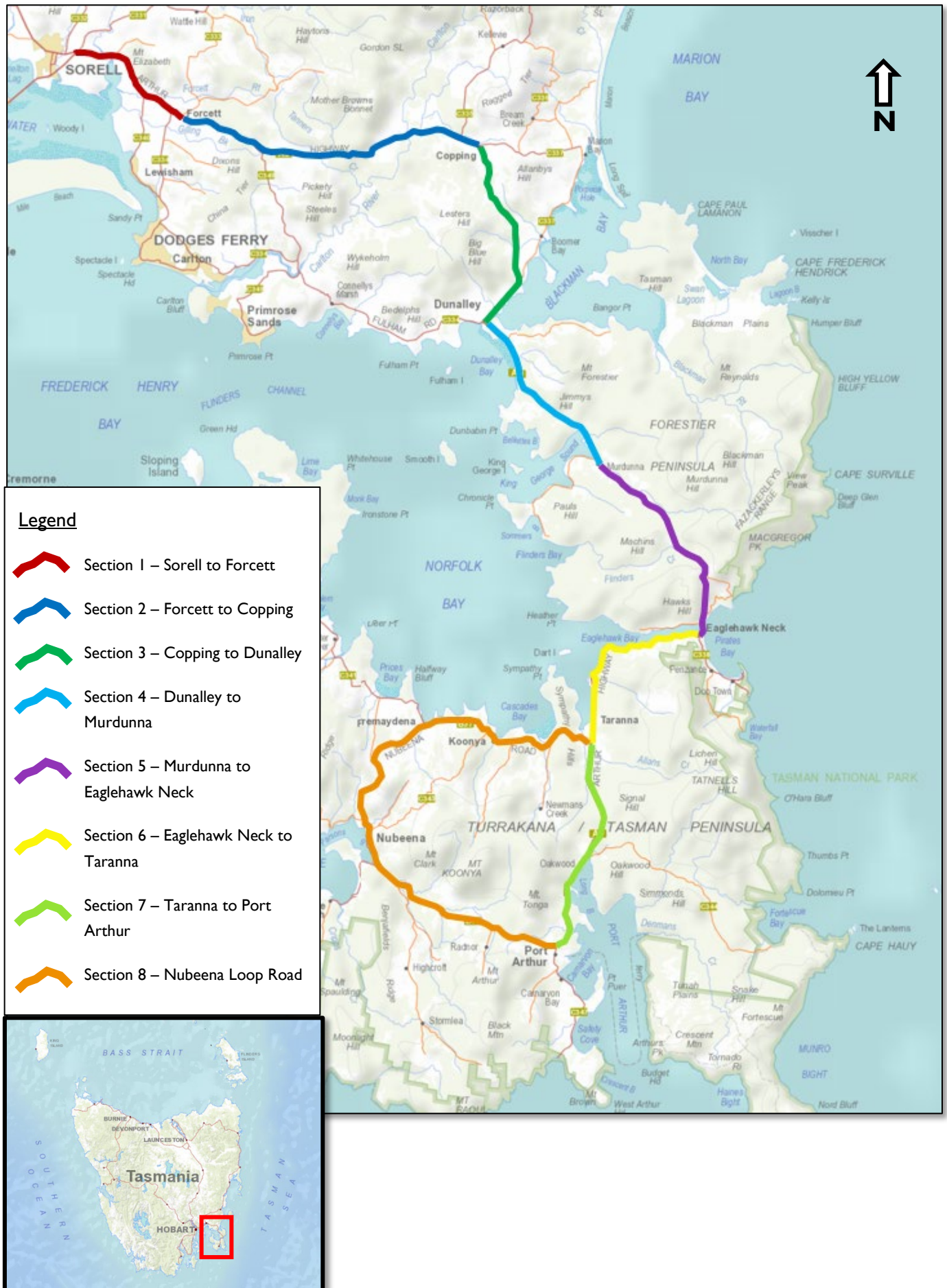


Table 1 - Key themes of community feedback per geographical section

Community feedback item	Feedback channel and level	Key themes	Department's response
<b>Whole of corridor</b>			
<p><b>Add passing lanes at appropriate locations and intervals</b></p> <p>Feedback emphasised the need for more overtaking lanes along the entire length of the Arthur Highway. Passing opportunities are currently limited, which can be quite frustrating for drivers of vehicles wishing to reach their destination within an expected travel time.</p> <p>Many tourist vehicles are unfamiliar with the Arthur Highway and are travelling at speeds much lower than those signposted. Overtaking lanes are requested on straight sections of road, with climbing lanes added to assist passing heavy vehicles. The existing sections of road marked with broken white lines are felt to be too short to pass slow moving campervans and larger vehicles.</p>	<ul style="list-style-type: none"> <li>• 44 Social Pinpoint comments with 616 agreements.</li> <li>• Three Facebook comments with nine likes.</li> <li>• Seven phone call comments.</li> <li>• 26 comments via email.</li> <li>• Nine feedback form comments.</li> </ul>	<ul style="list-style-type: none"> <li>• Travel time concerns</li> <li>• Safety concerns</li> </ul>	<p>The department will investigate options for overtaking opportunities at appropriate locations and intervals along the corridor to improve travel times and improve road safety by reducing risky overtaking.</p>
<p><b>Provision of active transport options to improve cyclist and pedestrian safety</b></p> <p>All planned road improvements should include active transport considerations. Community and key stakeholder feedback requested a dedicated cycle path at the northern end of the Arthur Highway corridor, particularly between Forcett, Dodges Ferry, and Sorell.</p> <p>Improvements for pedestrian facilities should be considered in the townships of Murdunna, Taranna and Nubeena.</p>	<p>Pedestrian/cycle paths</p> <ul style="list-style-type: none"> <li>• 49 Social Pinpoint comments with 414 agreements.</li> <li>• Three phone call comments.</li> <li>• 14 comments via email.</li> <li>• Three feedback form comments.</li> </ul> <p>Cyclist safety</p> <ul style="list-style-type: none"> <li>• 25 Social Pinpoint comments with 128 agreements</li> <li>• Two phone call comments.</li> </ul>	<ul style="list-style-type: none"> <li>• Health and well-being.</li> <li>• Safety concerns.</li> </ul>	<p>The department will consider provisions to improve safety for cyclists, for example shoulder widening in locations where narrow roads raise safety concerns for cyclists.</p> <p>It will also consider options for improved pedestrian safety in some locations, for example median islands or improved signposting at key crossing points.</p> <p>Feedback requesting cycle and pedestrian paths will be shared with councils for consideration in local active transport strategies.</p>

Community feedback item	Feedback channel and level	Key themes	Department's response
	<ul style="list-style-type: none"> <li>• Five comments via email.</li> <li>• One feedback form comment.</li> </ul> <p>Pedestrian safety</p> <ul style="list-style-type: none"> <li>• 28 Social Pinpoint comments with 308 agreements</li> <li>• Three phone call comments.</li> <li>• Four comments via email.</li> <li>• One feedback form comment.</li> </ul>		
<p><b>Road widening/Sealed shoulders</b></p> <p>The existing road is considered too narrow in many places. Increased road width and sealed shoulders should be considered to make the Arthur Highway and Nubeena Road safer to drive.</p>	<p>Road widening</p> <ul style="list-style-type: none"> <li>• 19 Social Pinpoint comments with 233 agreements.</li> <li>• Five phone call comments.</li> <li>• Eight comments via email.</li> <li>• Two feedback form comments.</li> </ul> <p>Sealed shoulders</p> <ul style="list-style-type: none"> <li>• 35 Social Pinpoint comments with 214 agreements.</li> <li>• Two Facebook comment with two likes.</li> <li>• Six comments via email.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Travel time concerns.</li> <li>• Health and well-being.</li> </ul>	<p>The department will consider options for road widening, shoulder widening and/or sealed shoulders to improve safety at key locations</p>
<p><b>Safety entering/exiting the highway</b></p> <p>Traffic entering the Arthur Highway in section one and section two is merging with heavy traffic volumes</p>	<ul style="list-style-type: none"> <li>• 34 Social Pinpoint comments with 264 agreements.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> </ul>	<p>The department completed a road safety audit to inform the strategy. Options for safe turning onto and off the highway at key intersections with safe sight distances</p>

Community feedback item	Feedback channel and level	Key themes	Department's response
<p>travelling at high speeds. Provision of slip lanes at Lewisham Road and Sugarloaf Road intersections is requested so cars that can enter traffic on the Arthur Highway safely.</p> <p>Feedback regarding safety concerns for vehicles entering and exiting the Arthur Highway were also received for Carlisle Beach, the Port Arthur Lavender Farm, Murdunna, Blowhole Road, Pirates Bay Road and Taranna. Improved signage, line marking, and vegetation control were seen as options to improve safety at these locations.</p>	<ul style="list-style-type: none"> <li>• Two phone call comments.</li> <li>• Nine comments via email.</li> <li>• Two feedback form comments.</li> </ul>		<p>will be investigated for inclusion in the strategy.</p>
<p><b>Tourist traffic behaviour on the Arthur Highway</b></p> <p>One of the main problems on the Arthur Highway is considered to be tourists not knowing the road rules. Some examples are tourist vehicles pulling up in the middle of the road to take photos, making three point turns on blind corners and driving very slowly with their vehicle partly over the middle line. These actions are considered to create safety issues for other road users.</p>	<ul style="list-style-type: none"> <li>• One Social Pinpoint comments with 33 agreements.</li> <li>• Two phone call comments.</li> <li>• Four comments via email.</li> <li>• One feedback form comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns</li> <li>• Travel time concerns</li> </ul>	<p>The department will consider options for improved road safety that take account of tourist traffic, such as safe pull-out areas at scenic viewpoints and safe overtaking opportunities.</p>
<p><b>Roadkill prevention and removal</b></p> <p>More prominent signage is requested at key locations along the entire route reminding all to slow down between dusk and dawn to help curb the toll on our wildlife.</p> <p>Roadkill prevention measures should be investigated to save the lives of wildlife, minimise vehicle damage and ensure better road safety.</p> <p>Wildlife protection measures could include overpasses or underpasses for animals and virtual fences.</p>	<ul style="list-style-type: none"> <li>• 27 Social Pinpoint comments with 139 agreements.</li> <li>• One phone call comment.</li> <li>• Seven comments via email.</li> <li>• Two feedback form comments.</li> </ul>	<ul style="list-style-type: none"> <li>• Environment.</li> </ul>	<p>The department will consider measures to minimise impacts on local wildlife.</p>

Community feedback item	Feedback channel and level	Key themes	Department's response
<b>Section one – Sorell to Forcett</b>			
<p><b>Provision of active transport options</b></p> <p>Community and transport stakeholder feedback requested a dedicated cycle path at the northern end of the Arthur Highway corridor, particularly between Forcett, Dodges Ferry and Sorell.</p>	<ul style="list-style-type: none"> <li>• 13 Social Pinpoint comments with 198 agreements.</li> <li>• Three comments via email.</li> </ul>	<ul style="list-style-type: none"> <li>• Health and well-being.</li> <li>• Safety concerns.</li> </ul>	<p>The department will consider provisions to improve safety for cyclists, for example shoulder widening in locations where narrow roads raise safety concerns for cyclists.</p> <p>It will also consider options for improved pedestrian safety in some locations, for example median islands or improved signposting at key crossing points.</p> <p>Feedback requesting cycle and pedestrian paths will be shared with councils for consideration in local active transport strategies.</p>
<p><b>Add passing lanes at appropriate locations and intervals</b></p> <p>There is a lot of slow-moving, local traffic on this section of the highway and there is no place to overtake west of Forcett before Midway Point. This is a very long stretch of commute to be stuck behind slow, local traffic. A dedicated overtaking lane (westbound) is considered to be needed between Sorell and Forcett. Consider adding climbing lanes as overtaking opportunities to pass on a climb where trucks are generally slower.</p>	<ul style="list-style-type: none"> <li>• Six Social Pinpoint comments with 117 agreements.</li> <li>• One phone call comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Travel time concerns.</li> </ul>	<p>The department will investigate options for overtaking opportunities at appropriate locations and intervals along the corridor to improve travel times and improve road safety by reducing risky overtaking.</p>
<p><b>Safety entering/exiting the highway at Lewisham Road</b></p> <p>Traffic entering the Arthur Highway from Lewisham Road is merging with heavy traffic volumes travelling at 100 km</p>	<ul style="list-style-type: none"> <li>• Five Social Pinpoint comments with 65 agreements.</li> <li>• Two phone call comments.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> </ul>	<p>The department completed a road safety audit to inform the strategy and will investigate options for safe turning onto and off the highway at key intersections,</p>

Community feedback item	Feedback channel and level	Key themes	Department's response
<p>per hour. Provision of a slip lane is requested so cars can enter traffic safely. When turning into Lewisham Road there is limited sight distance due to a wide bend in road. Cars heading towards Forcett also obscure the vision of drivers waiting to cross the highway into Lewisham Road.</p>	<ul style="list-style-type: none"> <li>• One comment via email.</li> </ul>		<p>which will include consideration of safe sight distance.</p>
<p><b>Increase public transport services</b>            Providing more buses to Dodges Ferry, Carlton and Primrose Sands will reduce the volume of traffic on the Arthur Highway.</p>	<ul style="list-style-type: none"> <li>• Three Social Pinpoint comments with 34 agreements.</li> <li>• One Facebook comment with two likes.</li> <li>• One comment via email.</li> </ul>	<ul style="list-style-type: none"> <li>• Health and well-being.</li> <li>• Travel time concerns.</li> </ul>	<p>Feedback regarding public transport services have been shared with the Passenger Transport Branch of the department for their consideration.</p>
<b>Section two – Forcett to Copping</b>			
<p><b>Add passing lanes at appropriate locations and intervals</b>            Travelling eastbound from Sorell to Dunalley the overtaking opportunities are limited and large numbers of vehicles queue behind slow moving traffic. More dedicated overtaking lanes are requested in both directions. Climbing lanes are needed on Arthur Highway between Forcett and the top of the hill at Torenus Timber Pty.</p>	<ul style="list-style-type: none"> <li>• 15 Social Pinpoint comments with 218 agreements.</li> <li>• One phone call comment.</li> <li>• Three comments via email.</li> <li>• One feedback form comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Travel time concerns.</li> </ul>	<p>The department will investigate options for overtaking opportunities at appropriate locations and intervals along the corridor to improve travel times and improve road safety by reducing risky overtaking.</p>
<p><b>Slow vehicle turnouts</b>            Feedback received is that the general concept of slow vehicle turnouts is not well understood but given there are few other overtaking opportunities on this highway they are much needed. Better signage and a keep left rule is required. Longer turnouts would be helpful where possible.</p>	<ul style="list-style-type: none"> <li>• 15 Social Pinpoint comments with 146 agreements.</li> <li>• Three phone call comments.</li> <li>• 14 comments via email.</li> <li>• Three feedback form comments.</li> </ul>	<ul style="list-style-type: none"> <li>• Travel time concerns.</li> <li>• Safety concerns.</li> </ul>	<p>The department will give consideration to safe turnouts including locations, design and signposting.</p>

Community feedback item	Feedback channel and level	Key themes	Department's response
<p><b>Safety entering/exiting the highway at Sugarloaf Road</b></p> <p>Consider installing a physical barrier between vehicles turning right into Sugarloaf Road and oncoming vehicles heading towards Sorell. Vehicles heading towards Sorell often cross the double white line encroaching into the turning lane. The crest on this portion of road also means that oncoming vehicles in either lane are not readily visible to vehicles travelling in the other direction.</p>	<ul style="list-style-type: none"> <li>• 11 Social Pinpoint comments with 67 agreements.</li> <li>• Two comments via email.</li> <li>• One feedback form comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> </ul>	<p>The department completed a road safety audit to inform the strategy and will investigate options for safe turning onto and off the highway at key intersections, which will include consideration of safe sight distance.</p>
<p><b>Road realignment and improvement</b></p> <p>Feedback identified opportunities to straighten the road through this section, removing curves with a poor camber and widening currently unsealed shoulders. Consider realigning and widening the corner on the highway between Inala Road and Torenus Timber as it is considered one of the worst corners on the northern section. Ice formation on the road surface in this section is considered a safety issue.</p>	<ul style="list-style-type: none"> <li>• 11 Social Pinpoint comments with 63 agreements.</li> <li>• Two comments via email.</li> <li>• One feedback form comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Travel time concerns.</li> </ul>	<p>The department will consider options for improving safety through narrow, winding sections, which may include, for example, road widening, realignment, cambers, line marking, signage, shoulder widening and/or sealed shoulders to improve safety at key locations.</p>
<p><b>Roadkill prevention measures</b></p> <p>Wildlife protection needs to be considered in this section. Driving at night this heavily forested area means drivers have to be wary of wildlife. Roadkill prevention measures should be investigated to save the lives of wildlife, minimise vehicle damage and ensure better road safety. Fencing could be used to prevent animals crossing the Arthur Highway in this section.</p>	<ul style="list-style-type: none"> <li>• Ten Social Pinpoint comments with 32 agreements.</li> <li>• One comment via email.</li> <li>• One feedback form comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Environment.</li> </ul>	<p>The department will consider measures to minimise impacts on local wildlife.</p>

**Section three – Copping to Dunalley**

Community feedback item	Feedback channel and level	Key themes	Department's response
<p><b>Roadkill prevention measures</b></p> <p>Survey the roadkill areas and construct appropriate barriers, fencing or animal deterrents to avoid collisions with vehicles. A wildlife bypass along this section of road could be created using small tunnels so animals can pass under the highway safely.</p>	<ul style="list-style-type: none"> <li>• Five Social Pinpoint comments with 24 agreements.</li> </ul>	<ul style="list-style-type: none"> <li>• Environment.</li> </ul>	<p>The department will consider measures to minimise impacts on local wildlife.</p>
<p><b>Add passing lanes at appropriate locations and intervals</b></p> <p>An overtaking lane is requested in this section heading north as slow vehicles clog up the traffic beyond the Boomer Bay straight on the climb to Copping.</p>	<ul style="list-style-type: none"> <li>• Four Social Pinpoint comments with 67 agreements.</li> <li>• One comment via email.</li> </ul>	<ul style="list-style-type: none"> <li>• Travel time concerns.</li> </ul>	<p>The department will investigate options for overtaking opportunities at appropriate locations and intervals along the corridor to improve travel times and improve road safety by reducing risky overtaking.</p>
<p><b>Safety entering/exiting the highway at Bay Road</b></p> <p>A turnout lane is required for traffic to turn right off the Arthur Highway onto Bay Road and the Hellfire Bluff tourist destination.</p> <p>Northbound traffic often has to stop and queue on the highway when vehicles are waiting to make a right turn into Bay Road.</p>	<ul style="list-style-type: none"> <li>• Five Social Pinpoint comments with 37 agreements.</li> <li>• One feedback form comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> </ul>	<p>The department completed a road safety audit as part of the strategy. The strategy will investigate options for safe turning onto and off the highway at key intersections, which will include consideration of safe sight distance and safe merging.</p>
<p><b>Dunalley Bridge safety and operation</b></p> <p>Consider adding a lane on the road into Dunalley so that it can bypass queued traffic and access Fulham Road when the bridge is open for boats. Improve lane markings for vehicles travelling north over the bridge to ensure they do not turn into oncoming traffic. Fixed timetables are requested so that boats group together to go through, rather than the seemingly on-demand and ad-</p>	<ul style="list-style-type: none"> <li>• Two Social Pinpoint comments with 5 agreements.</li> <li>• One phone call comment.</li> <li>• Three comments via email.</li> <li>• Two feedback form comments.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Travel time concerns.</li> </ul>	<p>Suggested improvements to the line marking, signage and operation of the Dunalley Bridge will be considered in the strategy.</p>



Community feedback item	Feedback channel and level	Key themes	Department's response
<p>hoc approach. It is requested to avoid having the bridge opening during peak commuter traffic and school drop-off times. The proposed marina upgrade at Dunalley may increase the number of bridge openings required.</p>			
<p><b>Provision of active transport options</b></p> <p>A footpath/bike track is requested for those wanting to walk/ride into Dunalley from Boomer Bay and surrounds. There is virtually no provision for pedestrians and cyclists on this stretch of highway.</p>	<ul style="list-style-type: none"> <li>• Three Social Pinpoint comments with 30 agreements.</li> <li>• Five comments via email.</li> </ul>	<ul style="list-style-type: none"> <li>• Health and well-being.</li> <li>• Safety concerns.</li> </ul>	<p>Feedback requesting cycle and pedestrian paths will be shared with the Council for consideration in local active transport strategies.</p>
<b>Section four – Dunalley to Murdunna</b>			
<p><b>Safety and reduced speed limits at Murdunna</b></p> <p>The area around the Murdunna Roadhouse and Sommers Bay Road intersection feels very unsafe and congested at times with pedestrians crossing the highway. Parked vehicles with large boats and caravans can impinge onto the highway surface and reduce driver visibility. A speed reduction and other safety improvements would be desirable in this area.</p> <p>Signs are needed indicating concealed driveways/residents entering the Highway, as near misses from speeding vehicles are frequent.</p>	<ul style="list-style-type: none"> <li>• Eight Social Pinpoint comments with 93 agreements.</li> <li>• Three phone call comments.</li> <li>• Nine comments via email.</li> <li>• One feedback form comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Travel time concerns.</li> </ul>	<p>The department will consider options to improve safety for pedestrians and vehicles at this location.</p>
<p><b>Road widening</b></p> <p>This section of Highway from Dunalley through to Murdunna is considered to need upgrading. Widening the road and shoulder verges is requested. Provision of cycle and pedestrian paths is requested.</p>	<ul style="list-style-type: none"> <li>• Seven Social Pinpoint comments with 53 agreements.</li> <li>• One phone call comment.</li> <li>• One comment via email.</li> </ul>	<ul style="list-style-type: none"> <li>• Health and well-being.</li> <li>• Safety concerns.</li> </ul>	<p>The department will consider options for improving safety through narrow, winding sections, which may include, for example, road widening, realignment, cambers, line marking, signage, shoulder widening and/or sealed shoulders to improve safety at key locations.</p> <p>Feedback requesting cycle and pedestrian paths will be shared with the Council for</p>

Community feedback item	Feedback channel and level	Key themes	Department's response
			consideration in local active transport strategies.
<p><b>Roadkill prevention and removal</b></p> <p>Consider methods to prevent the roadkill, not just clean up and removal. Stop the death of wildlife, damage to vehicles, and distress to commuters.</p>	<ul style="list-style-type: none"> <li>• Six Social Pinpoint comments with 59 agreements.</li> </ul>	<ul style="list-style-type: none"> <li>• Environment.</li> </ul>	<p>The department will consider measures to minimise impacts on local wildlife.</p>
<p><b>Road surface improvements</b></p> <p>Continue the road improvements from the Dunalley side of Murdunna down the hill to Wellards Rivulet. Straightening and widening the road and improving the pavement is requested.</p> <p>The road surface, shoulders and drainage through the Murdunna township is requested to be improved. Deep ditches, loose gravel, no shoulders and rough road edging have led to several accidents on this stretch of road.</p> <p>Some stormwater drains are considered ineffective. Water seeping under the road has caused deterioration to the road surface in places which have only been patched. Ice forming on the road surface in this section is a safety issue.</p>	<ul style="list-style-type: none"> <li>• Five Social Pinpoint comments with 71 agreements.</li> <li>• One comment via email.</li> <li>• Two feedback form comments.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> </ul>	<p>The department will consider options for improving safety through road pavement improvements, which may include, for example, road widening, realignment, cambers, line marking, signage, shoulder widening and/or sealed shoulders to improve safety at key locations.</p> <p>Flood modelling and drainage improvements may form part of any upgrades in areas where the highway is subject to ice or water damage.</p>
<p><b>Carlisle Beach access</b></p> <p>The access to the Dunalley Distillery and Carlisle Beach is considered dangerous. Near misses between vehicles and examples of dangerous driving have been observed at this location.</p> <p>The driveway providing access to the Carlisle Beach, Bellettes Bay Conversation Area, Dunalley Distillery and caravan park, along with several residences within 400 metres is on a winding road with no pull off options.</p>	<ul style="list-style-type: none"> <li>• Three Social Pinpoint comments with 58 agreements.</li> <li>• One Facebook comment with two likes.</li> <li>• One phone call comment.</li> <li>• One comment via email.</li> <li>• Two feedback form comments.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Health and well-being.</li> </ul>	<p>The department completed a road safety audit as part of the strategy. The strategy will investigate options for safe turning onto and off the highway at key intersections, which will include consideration of safe sight distance and safe merging, as well as safe access into and out of residences in high-risk areas.</p>

Community feedback item	Feedback channel and level	Key themes	Department's response
<p>A slip/turning lane is requested to allow tourists who are driving from Dunalley towards Murdunna to safely turn into the gravel car park to stop and take photos and/or walk out on the low-tide sands at Bellettes Bay.</p>			
<p><b>Section five – Murdunna to Eaglehawk Neck</b></p>			
<p><b>Add passing lanes at appropriate locations and intervals</b></p> <p>More areas for overtaking are requested. Visitors often travel well under speed limit, and this creates frustration for local commuters and it is considered that this often leads to risk taking.</p> <p>An overtaking lane is required as there are limited opportunities to pass on this road from Murdunna to Eaglehawk Neck.</p>	<ul style="list-style-type: none"> <li>• Eight Social Pinpoint comments with 92 agreements.</li> <li>• One phone call comment.</li> <li>• Four comments via email.</li> <li>• One feedback form comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Travel time concerns.</li> <li>• Safety concerns.</li> </ul>	<p>The department will investigate options for overtaking opportunities at appropriate locations and intervals along the corridor to improve travel times and improve road safety by reducing risky overtaking.</p>
<p><b>Road alignment improvement</b></p> <p>Realigning the road is requested to remove the corners south of MacGregor Road which appear to be off camber when heading north towards Murdunna.</p> <p>Consider removing several of the bends in this section.</p>	<ul style="list-style-type: none"> <li>• Six Social Pinpoint comments with 75 agreements.</li> <li>• Two phone call comments.</li> <li>• One comments via email.</li> <li>• Three feedback form comments.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Travel time concerns.</li> </ul>	<p>The department will consider options for improving safety through narrow, winding sections, which may include, for example, road widening, realignment, cambers, line marking, signage, shoulder widening and/or sealed shoulders to improve safety at key locations.</p>
<p><b>Slow turn offs</b></p> <p>The existing slow turn offs in this section are considered more dangerous than useful and are rarely used as they are too small. The signage for the turn off areas does not provide adequate warning. Visitors to our area don't understand the current pull over lanes and stopping areas.</p>	<ul style="list-style-type: none"> <li>• Three Social Pinpoint comments with 102 agreements.</li> <li>• Two Facebook comments with nine likes.</li> <li>• Seven phone call comments.</li> <li>• Seven comments via email.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Travel time concerns.</li> </ul>	<p>The department will give consideration to safe turnouts including locations, design and signposting.</p> <p>The department will also consider options for improved road safety that takes account of tourist traffic, such as safe pull-out areas at scenic viewpoints and safe overtaking opportunities.</p>

Community feedback item	Feedback channel and level	Key themes	Department's response
<p>It is requested to either enlarge or remove all stopping bays that were introduced on the last upgrade between Murdunna and Eaglehawk Neck, they are far too short/small to safely allow someone to stop or slow down into them or even allow someone to pass another vehicle trying to stop in them. Visitors are unsure of their purpose and their uncertainty causes indecisive driving which leads to near misses with other traffic or anger amongst drivers following them.</p>	<ul style="list-style-type: none"> <li>• Three feedback form comments.</li> </ul>		
<p><b>Safety concern at Pirates Bay Road intersection</b></p> <p>A slip lane needs to be provided at the top of Eaglehawk Neck hill to enable safe turning into Pirates Bay Drive to access the lookout which is a tourist hot spot.</p> <p>Vehicles travelling north on the Arthur Highway wanting to turn right into Pirates Bay Drive have to stop and wait for a break in oncoming traffic in a 100km/hr overtaking lane, with cars accelerating hard to get up the hill. This is considered a serious safety hazard.</p>	<ul style="list-style-type: none"> <li>• Two Social Pinpoint comments with 54 agreements.</li> <li>• Two comments via email.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> </ul>	<p>The department completed a road safety audit to inform the strategy and will investigate options for safe turning onto and off the highway at key intersections, which will include consideration of safe sight distance and safe merging.</p>
<p><b>Turning into Blowhole Road</b></p> <p>The turnoff into Blowhole Road at Eaglehawk Neck, it is far too narrow and short and more dangerous than it was before the recent road works. A slip lane to turn left onto Blowhole Road is believed to have been much safer.</p>	<ul style="list-style-type: none"> <li>• Four Social Pinpoint comments with 17 agreements.</li> <li>• One phone call comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> </ul>	<p>The department is aware of concerns raised about the recent roadworks at this intersection. The strategy will consider options for improving safety at this location.</p>
<p><b>Phone coverage for emergencies</b></p> <p>Full mobile coverage is required between Dunalley and the top of the hill at Eaglehawk Neck. It is very difficult to call emergency services in the event of an accident, as this area is in a mobile coverage black spot.</p>	<ul style="list-style-type: none"> <li>• One Social Pinpoint comments with 42 agreements.</li> <li>• One feedback form comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Health and well-being.</li> </ul>	<p>Whilst we appreciate the importance of mobile phone coverage in the event of traffic incidents, the issue of mobile phone coverage is not the responsibility of the Department of State Growth, or in scope of the Highway Corridor Strategy, which is considering options for improving road</p>

Community feedback item	Feedback channel and level	Key themes	Department's response
			design. Mobile phone coverage is the responsibility of the telecommunications providers.
<b>Section six – Eaglehawk Neck to Taranna</b>			
<p><b>Pedestrian Safety</b></p> <p>Heading south on the Arthur Highway from the Blow Hole Road turnoff there is nowhere safe for families to walk. This is considered to be a very dangerous section of road for pedestrians as there is no formal footpath. A pedestrian footpath along this section of road would allow a safe way for residents and visitors to get to the beach.</p>	<ul style="list-style-type: none"> <li>• 10 Social Pinpoint comments with 12 agreements.</li> <li>• One phone call comment.</li> <li>• One comment via email.</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Health and well-being.</li> <li>• Safety concerns.</li> <li>•</li> </ul>	<p>The department will consider options to improve safety for pedestrians and vehicles at this location.</p>
<p><b>Visibility at Taranna boat ramp</b></p> <p>The Lodge Crescent (north) intersection by the boat ramp at Taranna has multiple entrances onto a blind corner. It is considered dangerous and requires better signage, less trees obstructing vision, and no more entrances from subdivisions should be allowed. Road widening and a turnoff lane are required in this area.</p>	<ul style="list-style-type: none"> <li>• Three Social Pinpoint comments with 17 agreements.</li> <li>• One phone call comment.</li> <li>• Two comments via email.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> </ul>	<p>The department completed a road safety audit as part of the strategy. The strategy will investigate options for safe turning onto and off the highway at key intersections, which will include consideration of safe sight distance.</p>
<p><b>Road improvement opportunity (cycling specific)</b></p> <p>A dedicated bicycle lane is requested to be constructed alongside any upgrades between Eaglehawk Neck and Port Arthur. Improvements for cyclists and walkers could tie in with a major mountain bike project which is planned for Taranna.</p>	<ul style="list-style-type: none"> <li>• Five Social Pinpoint comments with 35 agreements.</li> <li>• One phone call comment.</li> <li>• Four comments via email.</li> </ul>	<ul style="list-style-type: none"> <li>• Health and well-being.</li> </ul>	<p>Feedback requesting cycle and pedestrian paths will be shared with the Council for consideration in local active transport strategies.</p>
<p><b>Sealed shoulders</b></p>	<ul style="list-style-type: none"> <li>• Three Social Pinpoint comments with 18 agreements.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Travel time concerns.</li> </ul>	<p>The department will consider options for improving safety through narrow, winding sections, which may include, for example, road widening, realignment, cambers, line</p>

Community feedback item	Feedback channel and level	Key themes	Department's response
<p>Wide smooth sealed/paved shoulders for bicycles and other slower moving vehicles are required along this section of the Arthur Highway.</p> <p>This would be a great section of the Arthur Highway for touring cyclists except the roads are so narrow. Widening the shoulders would improve conditions for cyclists and also make the road safer for other vehicles.</p> <p>Wider edges are considered to make it safer for vehicles to pull over at scenic locations.</p>	<ul style="list-style-type: none"> <li>• One Facebook comment with two likes.</li> <li>• One comments via email.</li> </ul>	<ul style="list-style-type: none"> <li>• Health and well-being.</li> </ul>	<p>marking, signage, shoulder widening and/or sealed shoulders to improve safety at key locations.</p>
<p><b>Vehicle speed and pedestrian safety in Taranna</b></p> <p>The speed limit is 70km/hr in Taranna, however residents witness vehicles travelling at far greater speeds and performing unsafe overtaking manoeuvres on this stretch of road.</p> <p>Footpaths could be constructed for pedestrians and children riding their bikes in the area. Also provide a safe crossing place for pedestrians to access the Jetty.</p> <p>Consider widening footpath, creating a bike track with a safety guard rail and multiple pedestrian island crossings along the stretch of the Arthur Highway that passes through Taranna.</p>	<ul style="list-style-type: none"> <li>• Three Social Pinpoint comments with 31 agreements.</li> <li>• Four comments via email.</li> <li>• One feedback form comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Health and well-being.</li> <li>• Safety concerns.</li> </ul>	<p>The department will consider options for improved pedestrian safety in some locations, which may include, for example, median islands or improved signposting at key crossing points.</p> <p>Feedback requesting cycle and pedestrian paths will be shared with the Council for consideration in local active transport strategies.</p>
<p><b>Road realignment and addition of a passing lane</b></p> <p>The corner between Pirates Road and Mason Point Road is off camber which tends to push cars heading north towards the opposite side of the road. The corner needs realigning to improve the camber, as it is considered the worst corner on this section of road.</p>	<ul style="list-style-type: none"> <li>• One Social Pinpoint comment with 17 agreements.</li> <li>• Three phone call comments.</li> <li>• Four comments via email.</li> <li>• One feedback form comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Travel time concerns.</li> </ul>	<p>The department will consider options for improving safety through narrow, winding sections, which may include, for example, road widening, realignment, cambers, line marking, signage, shoulder widening and/or sealed shoulders to improve safety at key locations.</p>

Community feedback item	Feedback channel and level	Key themes	Department's response
<p>In the section of the Arthur Highway between Eaglehawk Neck and Taranna there is room for a passing lane as there are stretches of roadside free of neighbouring residences.</p>			<p>The department will also investigate options for overtaking opportunities at appropriate locations and intervals along the corridor to improve travel times and improve road safety by reducing risky overtaking.</p>
<b>Section seven – Taranna to Port Arthur</b>			
<p><b>Road alignment and line marking improvements</b></p> <p>Straightening and widening the section of road between the turn off to Fortescue Bay and Port Arthur Lavender Farm is requested. Realign the road to follow the path taken by the power lines.</p> <p>The road surface and alignment diminish in quality as you travel south from Taranna along the Arthur Highway. The long straight section near Taranna is brilliant, then the road narrows and becomes very winding with virtually no shoulders and the quality of surface is poor approaching the Lavender Farm. It should be brought up to the same standard as the long straight section near Taranna.</p> <p>Current line markings allow vehicles to overtake when heading north towards the Lavender Farm. This is a safety issue for those exiting the carpark heading south, as they can be faced with two vehicles heading north with one performing an overtaking manoeuvre.</p>	<ul style="list-style-type: none"> <li>• Eight Social Pinpoint comments with 75 agreements.</li> <li>• Two phone call comments.</li> <li>• Five comments via email.</li> <li>• Three feedback form comments.</li> </ul>	<ul style="list-style-type: none"> <li>• Travel time concerns.</li> <li>• Safety concerns.</li> </ul>	<p>The department will consider options for improving safety through narrow, winding sections, which may include, for example, road widening, realignment, cambers, line marking, signage, shoulder widening and/or sealed shoulders to improve safety at key locations.</p>
<p><b>Add passing lanes at appropriate locations and intervals</b></p> <p>An overtaking lane is required as there are limited opportunities to pass on this section.</p>	<ul style="list-style-type: none"> <li>• Five Social Pinpoint comments with 54 agreements.</li> <li>• One Facebook comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Travel time concerns.</li> <li>• Safety concerns.</li> </ul>	<p>The department will investigate options for overtaking opportunities at appropriate locations and intervals along the corridor</p>

Community feedback item	Feedback channel and level	Key themes	Department's response
If there is a slow-moving vehicle, there is no opportunity to overtake. Please provide overtaking lanes or dual lanes if possible.	<ul style="list-style-type: none"> <li>• Three comments via email.</li> <li>• One feedback form comment.</li> </ul>		to improve travel times and improve road safety by reducing risky overtaking.
<p><b>Sealed shoulders</b></p> <p>Wide smooth sealed/paved shoulders for bicycles and other slower moving vehicles are required along this section of the Arthur Highway. This would be a great loop to cycle for touring cyclists except the roads are so narrow. Wider shoulders would also make the road safer to drive.</p>	<ul style="list-style-type: none"> <li>• Five Social Pinpoint comments with 26 agreements.</li> <li>• One comment via email.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Travel time concerns.</li> <li>• Health and well-being.</li> </ul>	The department will consider options for improving safety through narrow, winding sections, which may include, for example, road widening, realignment, cambers, line marking, signage, shoulder widening and/or sealed shoulders to improve safety at key locations.

Section 8, the Nubeena Loop Road, was included as a separate section of road for consultation purposes. The road ownership of this 28 km section of road is:

- Tasman Council – 16 km from Little Road in the north, through Nubeena township and around to Stewarts Bay Road in the south
- State Roads – 12 km from the Arthur Highway at Taranna to Little Road.

<b>Section eight – Nubeena Loop Road (Taranna to Port Arthur)</b>			
<p><b>Cycling on the Nubeena Road loop</b></p> <p>The Nubeena Road loop road starting from Taranna to either Nubeena or Port Arthur is requested to be widened to allow for a safe bike lane.</p> <p>There are limited transportation options in the area. Provision of a safe alternative transport option would be beneficial to locals and attract tourists.</p> <p>Provide wide sealed/paved shoulders on the Nubeena Road for bicycles and other slow-moving vehicles.</p>	<ul style="list-style-type: none"> <li>• Seven Social Pinpoint comments with 46 agreements.</li> <li>• One phone call comment.</li> <li>• One comment via email.</li> <li>• One feedback form comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Travel time concerns.</li> <li>• Health and well-being.</li> </ul>	<p>The department will consider options for improving safety through narrow, winding sections, which may include, for example, road widening, realignment, cambers, line marking, signage, shoulder widening and/or sealed shoulders to improve safety at key locations.</p> <p>Feedback requesting cycle and pedestrian paths will be shared with the Council for consideration in local active transport strategies.</p>



<p><b>Pedestrian Safety in Nubeena</b></p> <p>Extension of the footpath is required to allow people to safely walk from Nubeena to White Beach.</p>	<ul style="list-style-type: none"> <li>• Two Social Pinpoint comments with 43 agreements.</li> <li>• Two phone call comments.</li> <li>• One comment via email.</li> </ul>	<ul style="list-style-type: none"> <li>• Health and well-being.</li> <li>• Safety concerns.</li> </ul>	<p>Feedback requesting cycle and pedestrian paths will be shared with the Council for consideration in local active transport strategies.</p>
<p><b>Road surface improvements</b></p> <p>Large sections of this road are in poor condition with quick-fix patching. It needs a complete reseal and should be ripped up and started again from base.</p> <p>The Nubeena Road has sunk in some areas and is uneven with dips in the surface. The surface becomes more hazardous over winter when rainwater remains on the road.</p>	<ul style="list-style-type: none"> <li>• Nine Social Pinpoint comments with 43 agreements.</li> <li>• One Facebook comment.</li> <li>• Two phone call comments.</li> <li>• Two comments via email.</li> <li>• Three feedback form comments.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> </ul>	<p>The department will consider options for improving safety in sections of poor pavement condition, including sections through natural landslip areas which contribute to an uneven road surface.</p>
<p><b>Add passing lanes at appropriate locations and intervals</b></p> <p>Overtaking lanes are required along the Nubeena Road, as there are currently limited opportunities for vehicles to pass each other.</p> <p>Crashes occur when frustrated drivers attempt unsafe overtaking. Many regular road users have had near misses.</p>	<ul style="list-style-type: none"> <li>• Two Social Pinpoint comments with 27 agreements.</li> <li>• One phone call comment.</li> <li>• Two comments via email.</li> <li>• One feedback form comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Travel time concerns.</li> <li>• Safety concerns.</li> </ul>	<p>The department will investigate options for overtaking opportunities at appropriate locations and intervals along the corridor to improve travel times and improve road safety by reducing risky overtaking.</p>
<p><b>Sealed shoulders</b></p> <p>The whole of Nubeena Road is requested have wide smooth sealed/paved shoulders for bicycles and other slower moving vehicles. This section would be a great loop for touring cyclists except that the roads are currently too narrow. Wider shoulders would also make the road safer to drive.</p>	<ul style="list-style-type: none"> <li>• Seven Social Pinpoint comments with 32 agreements.</li> <li>• One phone call comment.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety concerns.</li> <li>• Travel time concerns.</li> <li>• Health and well-being.</li> </ul>	<p>The department will consider options for improving safety through narrow, winding sections, which may include, for example, road widening, realignment, cambers, line marking, signage, shoulder widening and/or sealed shoulders to improve safety at key locations.</p>

# Next steps

The feedback received will be considered alongside the results of the baseline assessment and safety audit of the Arthur Highway road corridor.

Feedback received from consultation will inform the development and prioritisation of projects identified in the strategy to ensure the most important upgrades along the Arthur Highway are delivered first based on the currently budget allocation.

Feedback received in relation to specific issues identified along the Tasman Council owned section of the Nubeena Loop Road will be provided to Council.

The strategy is due for publication on the department's website ([www.transport.tas.gov.au](http://www.transport.tas.gov.au)) in late 2023.



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