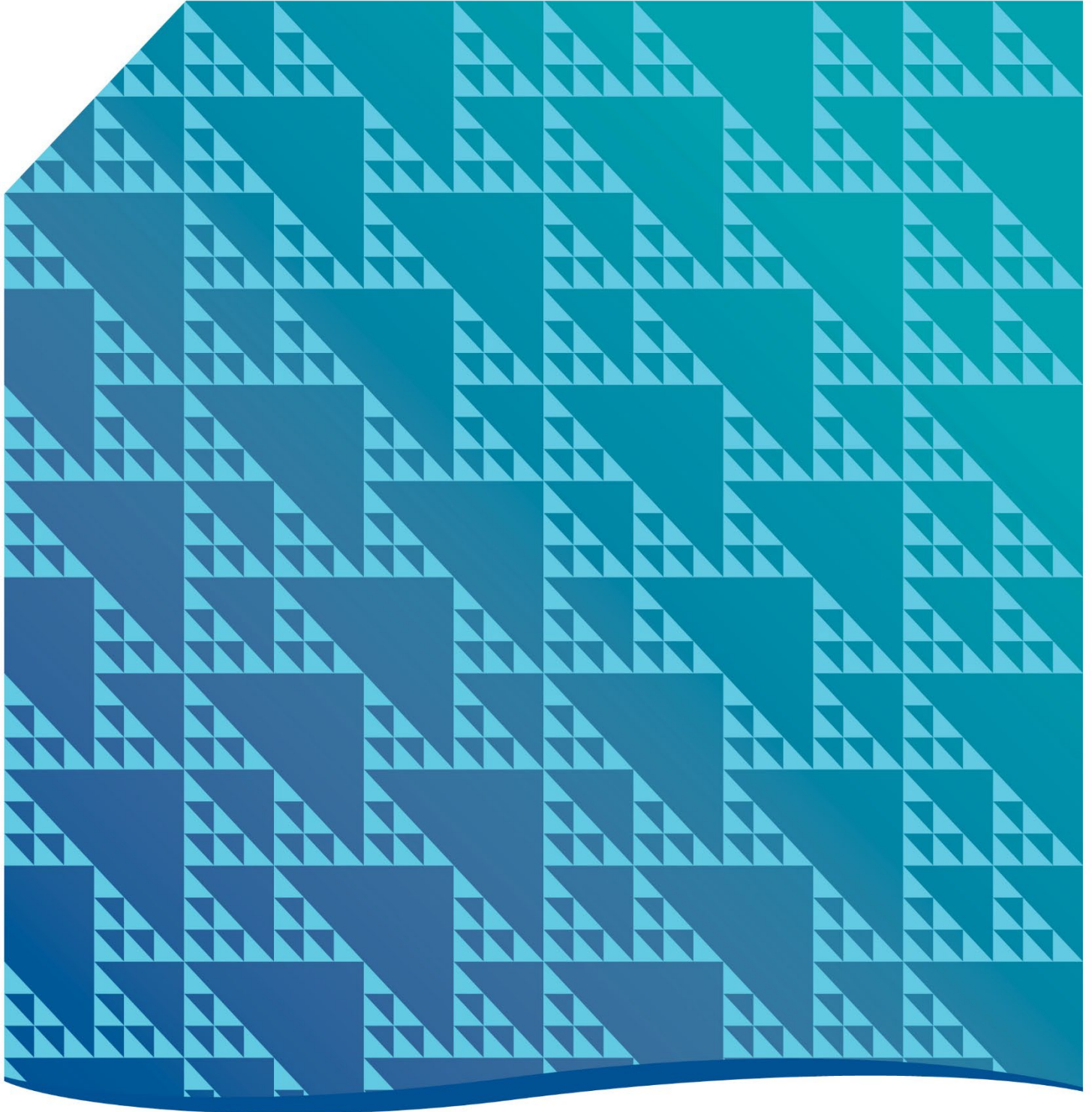


East Tamar Highway Corridor
Strategy Project

May 2023

Consultation and Feedback Findings Summary



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Project overview

The East Tamar Highway Corridor Strategy Project (the project) will provide a Corridor Strategy (the strategy) for the entire East Tamar Highway, including Wellington Street and Bathurst Street and Bell Bay Main Road, which is approximately 50 km in length. The project aims to provide a strategic assessment of the East Tamar Highway corridor and its ability to meet the expected needs of future growth in the region, including required improvements. The objectives of the future upgrades are to enable the Department of State Growth (the department) to meet its strategic commitments to deliver sustainable, affordable and appropriate levels of service to all road users. The strategy will identify opportunities for improvement and propose projects to address these opportunities.

The Australian and Tasmanian governments have committed a total of \$420 million (through an 80/20 split, respectively) to fund the Northern Roads Package Stage Two (comprising of the East and West Tamar Highways and the Bass Highway).

Project benefits

Upgrades across the East Tamar Highway aim to improve safety, productivity and efficiency on this major freight and passenger transport link, including providing better connections between agricultural regions and ports, major tourism destinations and other transport hubs and better access for forestry, mining, and other sectors.

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

- road widening and intersection improvements
- provision of additional overtaking opportunities and road duplication
- provision of cycle lanes and other active transport infrastructure
- better alignment with Tasmanian Heavy Vehicle Driver Rest Area Strategy.

Consultation Summary

Formal consultation to inform the development of the strategy occurred between Monday, 10 October 2022 and Friday 7, November 2022 (a four-week period). The process aimed to generate feedback from a wide variety of road users, including residents who live in suburbs serviced by the corridor, as well as other key stakeholders such as transport organisations and local councils.

Stakeholder Consultation Feedback Report

Consultation Promotion

Department
of State Growth
Facebook



2

RoadsTas
Facebook posts

Postcard
distribution

15,839



postcards distributed
to suburbs surrounding
the corridor

Ministerial
Media Release

|
media
release



George Town
Council
Newsletter

|
newsletter
sent



Examiner
Newspaper

2
newspaper
promotions



Over the course of the consultation process, a total of 418 pieces of formal feedback relating to the strategy were received.

Consultation Reach

Social Pinpoint

2,704

total visits

130 unique stakeholders,
303 total comments



Social Media

265

likes, comments
and shares
across two posts



ILM workshop



1 workshop with
11 participants

from key stakeholder
groups. Including
representatives from:

- Launceston City Council
- George Town Council
- Tasmanian Transport Association
- Bicycle Network Tasmania
- Launceston Chamber of Commerce
- The department.

Project inbox

16

total emails



Phone line



5

total calls to dedicated
project phone line

Feedback forms

2

feedback
forms



Council briefings

2 council briefings
with 12 councillors
and council staff

from Launceston and
George Town Council

Feedback summary

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

Stakeholder Consultation Feedback Report



Safety concerns

Feedback focused on blind spots, lack of separation between road users, residential developments considered to be too close to the corridor, unsafe entries/ exits of the corridor (e.g., short slip lanes) and key intersections. Mentions in Social Pinpoint - 124



Efficiency concerns

Feedback related to high traffic intersections, speed limits, river crossing opportunities and areas with high levels of heavy vehicle traffic. Mentions in Social Pinpoint - 49



Health and well being

The need to improve safe cycling and pedestrian access along the corridor to ease congestion and encourage physical activity. Mentions in Social Pinpoint - 31



Environment changes

The need to consider future demand, particularly regarding heavy vehicles/ freight movements, environmental impacts (net zero considerations) and increased residential development in some areas. Mentions in Social Pinpoint - 18



Economic productivity

Feedback related to the use of heavy and commercial vehicles being restricted due to poor road design, narrow lanes and inadequate height clearance, resulting in increased transport costs and restricted commercial usage. Mentions in Social Pinpoint -10

These key themes were largely derived through the ILM workshop and confirmed through further community and key stakeholder consultation.

Key themes by geographical location

Section 1 – Launceston

Start of corridor to William Street Intersection (not including intersections).

Section 2 – Mowbray

William Street Intersection (including intersection) to George Town Road (not including interchange).

Section 3 – Dilston

George Town Road (including interchange) to John Lees Drive northern intersection (including intersection).

Section 4 – Hillwood

John Lees Drive Northern Intersection (not including intersection) to Batman Highway (not including interchange).

Section 5 – George Town

Batman Highway (including interchange) to end of the highway.



Table 1 - Key themes of community feedback per geographical section

Item of feedback	Feedback channel and level	Key themes	The department response
Whole of corridor			
<p>kanamaluka / Tamar River crossing</p> <p>It was suggested an additional river crossing (via a second Tamar Bridge or ferry service) could ease congestion and improve connectivity between East and West Tamar regions, providing better opportunities for tourism and work. The most suggested bridge location was University Way at Newnham or Rocherlea. Also, between George Town and Beauty Point.</p> <p>George Town Council, Launceston Council and the Tasmanian Truck Owners and Operators Association expressed concerns that an additional Tamar River bridge may actually increase congestion and put more pressure on the corridor. These concerns were at odds with community feedback, with 24% of feedback requesting an additional river crossing suggesting it would improve travel efficiency.</p>	<ul style="list-style-type: none"> • 29 Social Pinpoint comments with 169 agreements suggested an additional kanamaluka / Tamar River crossing opportunity. <ul style="list-style-type: none"> ○ 23 Social Pinpoint comments with 139 agreements requested a bridge. ○ Six Social Pinpoint comments with 30 agreements requested a ferry. 	<ul style="list-style-type: none"> • Efficiency concerns. • Environment changes. • Economic productivity. 	<p>Separate planning work is underway by the department that is assessing additional crossings over the kanamaluka / Tamar River. The department will provide the results of this planning work on the Transport website at: https://www.transport.tas.gov.au/.</p>
<p>Increase posted speed limit</p> <p>It was requested the posted speed limit is increased to 110 km per hour on straight sections of the corridor to improve efficiency and travel time reliability. Feedback noted that 110 km per hour was the speed limit prior to previous upgrades and should be returned.</p>	<ul style="list-style-type: none"> • 32 unique Social Pinpoint comments with 205 total agreements and 41 disagreements. 	<ul style="list-style-type: none"> • Safety concerns. • Efficiency concerns. • Economic productivity. 	<p>A review of speed limits will be included in the strategy as a consideration.</p>

Item of feedback	Feedback channel and level	Key themes	The department response
<p>Active transport</p> <p>It was requested that active transport infrastructure be improved to encourage physical activity and reduce traffic congestion. Suggestions for paths included along the kanamaluka / Tamar River at Dilston including John Lees Drive and between Newnham/ Rocherlea into the Launceston city centre.</p> <p>Feedback also highlighted that dual lanes, road widening and adequate shoulder widths for safe cycling access along the corridor should be considered in the strategy.</p>	<ul style="list-style-type: none"> • 24 Social Pinpoint comments with 102 agreements in total advocated for improved safe cycling access. • This sentiment was noted in feedback from the Tasmanian Truck Owners and Operators Association participants in the ILM, broader community members and aligns with Launceston City Council’s transport planning. 	<ul style="list-style-type: none"> • Safety concerns. • Efficiency concerns. • Health and well-being. • Environment changes. 	<p>The department will undertake further planning for safe and accessible off road/on road cycling infrastructure as part of the strategy.</p>
<p>Heavy vehicle considerations</p> <p>Feedback highlighted improved access for freight/heavy vehicle users should be prioritised in the strategy, particularly regarding road width and highway entries/exits.</p>	<ul style="list-style-type: none"> • This feedback was provided by the Tasmanian Truck Owners and Operators Association, ILM participants, George Town Council and broader community members. • 24 Social Pinpoint comments with 150 agreements in total advocated for improved heavy vehicle access. <ul style="list-style-type: none"> ○ 12 comments with 61 agreements requested wider road shoulders. ○ Four comments with 56 agreements requested improvements to highway entry/exit slip lanes. 	<ul style="list-style-type: none"> • Safety concerns. • Efficiency concerns. • Environment changes. • Economic productivity. 	<p>The strategy will include improvements to heavy vehicle access and improve rest areas in line with Tasmanian Heavy Vehicle Driver Rest Area Strategy.</p>
<p>Removal of wire barriers</p> <p>Feedback indicated wire barriers create safety concerns for motorcycle users and alternative barriers should be considered. These comments</p>	<ul style="list-style-type: none"> • Two Social Pinpoint comments with 42 agreements expressed this concern. 	<ul style="list-style-type: none"> • Safety concerns. 	<p>The strategy will consider safety requirements for all road users and investigate appropriate barrier measures.</p>

Item of feedback	Feedback channel and level	Key themes	The department response
<p>were made regarding barriers along the whole stretch of corridor.</p>			
<p>Public transport</p> <p>Public transport upgrades were requested, including more night travel options, consideration for a park and ride facility and improved connections at George Town.</p>	<p>Several comments concerning public transport upgrades were received, this included 13 Social Pinpoint comments and suggestions from councils. Specific suggestions are as follows.</p> <ul style="list-style-type: none"> • Extend bus timetables to include night travel (one Social Pinpoint comment with 11 agreements). • Provide a bus service between George Town and Beaconsfield (one Social Pinpoint comment with six agreements). • One Social Pinpoint comment and Launceston City Council suggested consideration of a park and ride service into the Launceston city centre. Suggested locations included Long Reach or Newnham. 	<ul style="list-style-type: none"> • Efficiency concerns. • Health and well-being. • Environment changes. 	<p>Feedback related to public transport is being provided to the Public Transport Branch of the department to consider as part of a review of bus services.</p>
<p>Road user safety concerns</p> <p>Community feedback highlighted a level of concern for road user attitudes and behaviours towards driving at the speed limit. Some suggestions to resolve this issue included increasing the speed limit, installing speed cameras or road humps or lowering the speed limit. Particular items of feedback noted:</p> <ul style="list-style-type: none"> • tailgating was a common occurrence • increasing the speed limit where there are four lanes or straight roads may decrease the level of tailgating 	<ul style="list-style-type: none"> • A total of 12 Social Pinpoint comments expressed concerns about road user behaviours and attitudes. • Feedback on social media also highlighted this concern with 11 comments suggesting speed cameras, increased speed limit or improved signage. 	<ul style="list-style-type: none"> • Safety concerns. 	<p>The department will investigate opportunities to improve road user safety as a consideration of the strategy.</p>

Item of feedback	Feedback channel and level	Key themes	The department response
<ul style="list-style-type: none"> the strategy could consider adaptable speed limit signs and signage according to the weather or other changing factors installation of road humps in residential areas to keep pedestrians and residents safe should be considered more speed cameras could be installed along the corridor to decrease the likelihood of speeding and accidents. 			
Section one			
<p>Bypass around Launceston</p> <p>Community and key stakeholder feedback requested that heavy vehicles and highway traffic be bypassed around the Launceston city centre. It was suggested to explore a bypass which routes traffic to Connector Park in the South and Dilston to the north.</p>	<ul style="list-style-type: none"> Four Social Pinpoint comments with 10 agreements. Two phone calls. Two emails. One Facebook comment with 21 likes. This item of feedback was confirmed through engagement with Launceston City Council and was in line with their future planning. Council would like to see some generators of heavy vehicle traffic relocated to reduce overall volume through city centre. 	<ul style="list-style-type: none"> Safety concerns. Efficiency concerns. Environment changes. Economic productivity. 	<p>Options for bypasses are a longer-term consideration and limited by topography and land utilisation impacts.</p> <p>The Launceston Eastern Bypass study was completed in 2022 and found that a bypass of Launceston was not feasible.</p> <p>Town bypasses are not currently being considered. Upgrades will aim to improve safety and efficiency within the existing road corridor.</p>
<p>Parking at Paterson Street</p> <p>Street parking prior to Paterson Street was noted to block the left-hand lane. It was suggested that this section should enforce clearway times during peak hour traffic (after 4.00pm).</p>	<ul style="list-style-type: none"> One unique Social Pinpoint comment with 12 agreements (the most agreed comment on section one of the corridor). 	<ul style="list-style-type: none"> Efficiency concerns. 	<p>Improvement recommendations to improve efficiency will be included in the strategy and recommended for more detailed investigation.</p>
<p>Invermay to Mowbray exit</p>	<ul style="list-style-type: none"> One unique Social Pinpoint comment with nine agreements. 	<ul style="list-style-type: none"> Efficiency concerns. 	<p>Improvement recommendations for key intersections will be</p>

Item of feedback	Feedback channel and level	Key themes	The department response
<p>It was suggested the section of the corridor between Invermay to the Mowbray exit roundabout experiences congestion during peak hour traffic as many vehicles travel the length using only the right-hand lane. Comments noted the right-hand lane is over utilised to allow easier access to the right-hand turn lane of the Mowbray exit roundabout.</p>			<p>included in the strategy and recommended for more detailed investigation</p>
<p>Pedestrian crossing to Queen Victoria Art Gallery</p> <p>Community feedback suggested the Art Gallery was underserved for pedestrian access as visitors are required to cross the highway to access the gallery from the east. This was also noted to impact access to Royal Park and the kanamaluka / Tamar River from the west.</p>	<ul style="list-style-type: none"> • One Social Pinpoint comment with five agreements. 	<ul style="list-style-type: none"> • Safety concerns. • Health and well-being. 	<p>The department will liaise with the Launceston City Council regarding opportunities to further improve safe and accessible pedestrian crossings.</p>
Section two			
<p>University Way intersection</p> <p>Feedback noted the University Way intersection experiences large amounts of congestion, particularly for users accessing the University when travelling north from Launceston city centre. Suggestions to resolve this issue included installation of a roundabout or an overpass.</p> <p>Feedback also requested a speed limit review between the University Way intersection and the Mowbray roundabout intersection because the speed limit currently differs for north bound traffic (100km per hour) and south bound traffic (80km per hour).</p>	<ul style="list-style-type: none"> • Two phone calls. • 17 Social Pinpoint comments (the largest number of Social Pinpoint comments on section two of the corridor). • Two Social Pinpoint comments with 31 total agreements and one Facebook comment with 10 likes suggested installing a roundabout. • One Social Pinpoint comment with nine agreements suggested an overpass. • One Social Pinpoint comment with 20 agreements suggested the speed limit should be 80km per hour between the University Way Intersection and the Mowbray roundabout intersection. 	<ul style="list-style-type: none"> • Efficiency concerns. • Environment changes. 	<p>The department undertook a road safety audit as part of the strategy and identified accesses and intersections that require improvement. The Corridor strategy will further assess intersection and access arrangements at this location.</p> <p>A review of speed limits will be included in the strategy as a key consideration.</p>

Item of feedback	Feedback channel and level	Key themes	The department response
<p>University Way and George Town Road intersection</p> <p>Community feedback suggested that George Town Road should be considered for upgrade to a dual lane carriage way on approach to University Way (travelling northbound).</p>	<ul style="list-style-type: none"> • One Social Pinpoint comment with 30 agreements. 	<ul style="list-style-type: none"> • Efficiency concerns. 	<p>This road is a council road and comment will be passed onto council.</p>
<p>Lindsay Street, Lower Charles Street and East Tamar Highway intersection</p> <p>It was noted the Lindsay Street, Lower Charles Street and East Tamar Highway intersection experiences significant congestion due to a high amount of road users attempting to turn right into Launceston city centre.</p>	<ul style="list-style-type: none"> • Four Social Pinpoint comments. • One phone call. <p>Suggestions to resolve the issue included:</p> <ul style="list-style-type: none"> • a right-hand turn with dedicated right turn traffic lights to access Launceston city centre (one Social Pinpoint comment with 14 agreements). • replacing the intersection with a roundabout (one phone call). • removing access to turn right entirely (one Social Pinpoint comment with 11 agreements). 	<ul style="list-style-type: none"> • Efficiency concerns. • Environment changes. 	<p>Improvement recommendations to key intersections will be included in the strategy.</p>
<p>Mowbray Link roundabout</p> <p>Feedback suggested the Mowbray Link roundabout slip lane to access the East Tamar Highway travelling north is too short to safely merge onto the corridor.</p>	<ul style="list-style-type: none"> • One Social Pinpoint comment with 14 agreements. • One Facebook comment with one like. 	<ul style="list-style-type: none"> • Safety concerns. 	

Item of feedback	Feedback channel and level	Key themes	The department response
Section three			
<p>Walking and cycling access</p> <p>Improvement to walking and cycling infrastructure between Newnham and the Launceston city centre was requested.</p>	<ul style="list-style-type: none"> • Seven Social Pinpoint comments with 32 agreements advocated for improved walking and cycling infrastructure. • “Add segregated cycle lane/path between the Rocherlea Entry/exit ramp onto highway to John Lees drive on the west side of the highway. This will allow utilising all the east Tamar through Dilston and beyond without running the risk of dicing with B-doubles at 100kmh. I ride this section every week.” – One comment with 10 agreements. • The improvement of walking and cycling paths in section three of the corridor aligned with Launceston City Council planning strategies to encourage active transport and ease congestion in the city centre. 	<ul style="list-style-type: none"> • Safety concerns. • Health and well-being. • Environment changes. 	<p>The department will undertake further planning for safe and accessible off road/ on road cycling infrastructure as part of the strategy.</p>
<p>It was requested bus routes could consider travelling through John Lees Drive.</p>	<ul style="list-style-type: none"> • One Social Pinpoint comment with nine agreements. 	<ul style="list-style-type: none"> • Environment changes. 	<p>Feedback related to public transport is being provided to the Public Transport Branch of the department to consider as part of a review of bus services.</p>
Section four			
<p>Hillwood Road</p> <p>George Town Council and community consultation highlighted that there was a forecasted increase in population in the Hillwood area due to a future residential development and therefore an upgrade of unsafe intersections should be considered as a priority.</p>	<ul style="list-style-type: none"> • George Town Council provided feedback that the Hillwood Road intersection should be considered for a full upgrade. • One Social Pinpoint comment with 43 agreements (the most agreed comment on Social Pinpoint) and one Facebook comment 	<ul style="list-style-type: none"> • Safety concerns. • Efficiency concerns. • Environment changes. 	<p>Improvement recommendations to key intersections in this section will be included in the strategy.</p>

Item of feedback	Feedback channel and level	Key themes	The department response
<p>Particular items of concern for Hillwood Road are as follows.</p> <ul style="list-style-type: none"> • Drivers are required to slow down significantly on the highway when travelling northbound to turn left into Hillwood Road. • The ability to turn right onto the East Tamar Highway to travel southbound requires users to cross multiple lanes of traffic and quickly speed up. It was suggested this access should be removed and users should be required to use the intersection at Hillwood/ Jetty Road because it is a much better developed intersection with traffic lights. It was also noted this would allow upgrades at Dalrymple Road to improve access to travel north along the corridor (see below). 	<p>with four likes suggested a longer slip lane to turn left.</p>		
<p>Dalrymple Road</p> <p>Feedback highlighted users of the Dalrymple Road intersection have minimal visibility of oncoming traffic when accessing the highway turning right to travel northbound and that this turn was essential for many road users, including heavy vehicles.</p> <p>Refer to Figure 1 for an annotated map of the key items of feedback received on Hillwood Road and Dalrymple Road.</p>	<ul style="list-style-type: none"> • The development of a slip lane was suggested, with a potential location being identified as repurposing Signal Lane opposite the Signal Tavern (one Social Pinpoint comment with 21 agreements). • George Town Council confirmed the Dalrymple Road junction should be considered for a full upgrade to accommodate Hillwood Road traffic associated with increased residential development. 	<ul style="list-style-type: none"> • Safety concerns. • Efficiency concerns. 	
<p>Hillwood Jetty Road</p> <p>Whilst Hillwood Jetty Road was noted as being a safer intersection than Hillwood Road, it was suggested the left turn into Hillwood Jetty Road</p>	<ul style="list-style-type: none"> • One Social Pinpoint comment with 14 agreements. 	<ul style="list-style-type: none"> • Safety concerns. 	

Item of feedback	Feedback channel and level	Key themes	The department response
<p>when travelling northbound was too short to provide enough room to slow down for safe access.</p>			
<p>Ampol service station Mount Direction</p> <p>The Service Station at Mount Direction was noted as presenting safety concerns due to minimal visibility of oncoming traffic when turning right to travel northbound on the East Tamar Highway.</p>	<ul style="list-style-type: none"> • Two phone calls. • Seven Social Pinpoint comments with 24 agreements. • “Exiting servo turning right is very dangerous. Giving way to 3 lanes of traffic. Have to floor it. A member of my family was struck by another car here.” – Social Pinpoint comment with 16 agreements. • “Last road works raised the height of the road creating blind spots both directions from service station. Having to cross highway with fingers crossed that you won't be side impacted with traffic travelling at 100 kms” – Social Pinpoint comment with two agreements. 	<ul style="list-style-type: none"> • Safety concerns. 	
<p>Private driveways</p> <p>Numerous residents with properties on the East Tamar Highway between Swan Bay campground and Ampol Mount Direction noted safety concerns for entering and exiting their driveways due to blind spots and the requirement to significantly slow down on the East Tamar Highway to turn into their driveway.</p> <p>It was noted by two residents (2154 an 2358 East Tamar Highway), that their driveways used to approach the corridor on a flat surface, providing clear views, however, after upgrades, the corridor was raised by 'around a meter and a half' and this created blind spots over the hill.</p>	<ul style="list-style-type: none"> • Feedback has been provided through phone calls (two), Social Pinpoint comments (three) and emails (one). 	<ul style="list-style-type: none"> • Safety concerns. 	<p>The safe access into and out of properties along the East Tamar Highway will be considered as part of the improvements identified by the strategy.</p>

Item of feedback	Feedback channel and level	Key themes	The department response
<p>Windermere Road lighting</p> <p>Some feedback suggested the East Tamar Highway/ Windermere Road intersection required additional lighting as it was difficult to see at night or in harsh weather conditions.</p> <p>Social Pinpoint comments which suggested increased lighting or reduced speed limits received a high level of disagreement from other users. It was noted in comments replying to these suggestions that increased lighting would attract wildlife and disturb residents.</p>	<ul style="list-style-type: none"> • Seven Social Pinpoint comments. • George Town Council suggested that the strategy should consider improved road delineation in areas with low lighting. 	<ul style="list-style-type: none"> • Safety concerns. 	<p>Appropriate road delineation measures will be considered in the strategy.</p>
<p>Windermere Road intersection southbound</p> <p>Feedback highlighted that turning right from Windermere Road to travel south was unsafe as there was minimal room to safely speed up.</p>	<ul style="list-style-type: none"> • One Social Pinpoint comment with seven agreements. 	<ul style="list-style-type: none"> • Safety concerns. 	<p>Improvement recommendations to key intersections will be included in the strategy.</p>
<p>Windermere Road intersection signage</p> <p>Feedback requested the dedicated turn off lane (travelling northbound) at Windermere Road be considered for improved signage or traffic lights as many users stopped in this slip lane.</p>	<ul style="list-style-type: none"> • “Turn off arrows are required for the turn off lane from the East Tamar Highway into Windermere Rd. This is to make it obvious that this is a dedicated turn off lane. This will make it more obvious to the idiots who stop there are on a daily basis to use their mobile phones or worse still to drop kids off to run across the highway to the bust stop.” – One Social Pinpoint comment with eight agreements. 	<ul style="list-style-type: none"> • Safety concerns. 	
<p>Windermere Road public transport safety</p> <p>Feedback suggested bus stops require safety measures to prevent pedestrians falling onto the highway (such as railings) and highlighted that there were no safe pedestrian crossings to access</p>	<ul style="list-style-type: none"> • One Social Pinpoint comment with six agreements. 	<ul style="list-style-type: none"> • Safety concerns. • Environment changes. 	<p>The strategy will consider upgrades to bus stops to improve safety and encourage public transport usage for all users.</p>

Item of feedback	Feedback channel and level	Key themes	The department response
<p>the bus stops at Windermere Road and users were required to walk/ run across the highway.</p> <p>Refer to Figure 2 for an annotated map of the key items of feedback received on Windermere Road.</p>			
<p>Overtaking lanes</p> <p>It was requested that section four be upgraded to include more overtaking lanes when travelling northbound.</p>	<ul style="list-style-type: none"> • One Social Pinpoint comment with 20 agreements. 	<ul style="list-style-type: none"> • Safety concerns. • Efficiency concerns. • Economic productivity. 	<p>The strategy will consider adding lanes at additional locations as the long-term solution to address future growth along the corridor.</p> <p>Upgrade projects will investigate the options for dual separated highway or overtaking opportunities at appropriate locations along the corridor to provide better efficiency and travel experience.</p>
<p>Berry Farm</p> <p>Feedback noted users accessing the Hillwood Berry Farm travelling northbound are required to enter the right-hand lane and slow down to turn into the entry. It was suggested many users used the right-hand lane as an overtaking opportunity and are then required to slow down significantly when users in front are turning into the Berry Farm.</p>	<ul style="list-style-type: none"> • One Social Pinpoint comment with four agreements. • One phone call. 	<ul style="list-style-type: none"> • Safety concerns. 	<p>The strategy will consider safety upgrades as a priority and recommend further design work for key entry/exit points.</p>
Section five			
<p>Bridport Road</p> <p>Feedback suggested the Bridport Road/East Tamar Highway intersection experiences large amounts of heavy vehicle traffic and is not serviced by a safe entry/exit point of the highway. The current intersection requires users to cross</p>	<ul style="list-style-type: none"> • One Social Pinpoint comment with 30 agreements. • One Facebook comment with five likes. 	<ul style="list-style-type: none"> • Safety concerns. • Efficiency concerns. • Economic productivity. 	<p>The strategy will consider improvements to the Bridport Road intersection.</p>

Item of feedback	Feedback channel and level	Key themes	The department response
multiple lanes of traffic and quickly speed up to merge onto the highway.			
<p>Bridport Road to Long Reach Road duplication</p> <p>Dual lanes and additional overtaking opportunities southbound from Bridport Road to Long Reach were requested.</p>	<ul style="list-style-type: none"> • One Social Pinpoint comment with 19 agreements. 	<ul style="list-style-type: none"> • Efficiency concerns. • Economic productivity. 	<p>The strategy will consider adding lanes at additional locations as the long-term solution to address future growth along the corridor.</p> <p>Upgrade projects will investigate the options for dual separated highway or overtaking opportunities at appropriate locations along the corridor to provide better efficiency and travel experience.</p>
<p>Bell Bay Road</p> <p>Feedback suggested that Bell Bay Road is too narrow to accommodate heavy vehicles and presents deep ditches on road edges.</p>	<ul style="list-style-type: none"> • This feedback was provided by George Town Council, ILM participants and community members (One Social Pinpoint comment with nine agreements). 	<ul style="list-style-type: none"> • Safety concerns. • Efficiency concerns. • Economic productivity. 	<p>Improvements to the Bell Bay Road cross-section and the Bell Bay Road/ East Tamar Highway roundabout will be considered in the strategy.</p>
<p>Bell Bay Road/ East Tamar Highway roundabout</p> <p>Key stakeholders and community feedback noted the Bell Bay Road/ East Tamar Highway roundabout has poor road surface and can be very slippery when wet with no cautionary signage in place.</p> <p>It was suggested this roundabout requires upgraded pavement and could provide dual lanes to allow trucks to safely navigate the roundabout travelling from Bell Bay.</p>	<ul style="list-style-type: none"> • Suggestion from George Town Council. • One Social Pinpoint comment with 23 agreements noted poor road surface. • One Facebook comment with two likes noted dual lanes should be considered. 	<ul style="list-style-type: none"> • Safety concerns. 	
<p>Road widening or duplication from Bell Bay roundabout to George Town</p>	<ul style="list-style-type: none"> • Four Social Pinpoint comments with a total of 23 agreements. 	<ul style="list-style-type: none"> • Safety concerns. 	<p>The strategy will consider adding lanes at additional locations as</p>

Item of feedback	Feedback channel and level	Key themes	The department response
<p>Feedback suggested road widening or dual lanes at the section of the corridor after the Bell Bay Road/East Tamar Highway roundabout towards George Town (northbound) because the road was too narrow to safely be travelled at 100 km per hour.</p>	<ul style="list-style-type: none"> One Facebook comment with 9 likes. 		<p>the long-term solution to address future growth along the corridor.</p> <p>Upgrade projects will investigate the options for dual separated highway or overtaking opportunities at appropriate locations along the corridor to provide better efficiency and travel experience.</p>
<p>Truck rest stops</p> <p>Additional truck stop rest areas in this section or improvements to the current 'Coffee Devil' stop were requested.</p>	<ul style="list-style-type: none"> One Social Pinpoint comment with eight agreements. 	<ul style="list-style-type: none"> Safety concerns. Economic productivity. 	<p>The strategy will include improvements to heavy vehicle access and improve rest areas in line with the Tasmanian Heavy Vehicle Driver Rest Area Strategy.</p>
<p>Long Reach drainage issues</p> <p>The section of corridor north of Long Reach prior to Williams Creek was noted to present safety concerns due to the close proximity of the rock wall to the corridor and drainage issues.</p>	<ul style="list-style-type: none"> Two Social Pinpoint comments with 10 agreements. 'This is probably the most dangerous part of the highway when wet, the rock wall is too close to the side of the road and there is always accidents in this area' – One Social Pinpoint comment with six agreements. 	<ul style="list-style-type: none"> Safety concerns. 	<p>The strategy will identify drainage issues along the corridor and recommend improvement works to address these issues.</p>
<p>Fourteen Mile Creek bridge</p> <p>Warning signage was requested at the Fourteen Mile Creek Bridge because the bridge had poor road surface conditions and forms black ice during winter.</p>	<ul style="list-style-type: none"> One Social Pinpoint comment with 12 agreements. 	<ul style="list-style-type: none"> Safety concerns. 	<p>The strategy will consider upgrades to signage where applicable to improve safety.</p>
<p>George Town Golf Club</p> <p>Community feedback noted turning left exiting the George Town Golf Club to travel south along the highway presented safety concerns due to a</p>	<ul style="list-style-type: none"> One Social Pinpoint comment with six agreements. 	<ul style="list-style-type: none"> Safety concerns. 	<p>The strategy will consider safety upgrades for key entry/exit points.</p>

Item of feedback	Feedback channel and level	Key themes	The department response
lack of visibility of oncoming traffic from overgrown vegetation.			
<p>Cummings Creek drainage issues</p> <p>Feedback suggested the section of corridor near Cummings Creek presented drainage issues.</p>	<ul style="list-style-type: none"> • One Social Pinpoint comment with nine agreements. 	<ul style="list-style-type: none"> • Safety concerns. 	<p>The strategy will identify drainage issues along the corridor and recommend improvement works to address issues.</p>

Section four key intersections feedback diagrams

Section four received the largest amount of community feedback compared to other sections, particularly regarding safety concerns at intersections. Figure 1 and Figure 2 below highlight the primary items of feedback received on key intersections. It was also noted that this section of the corridor may experience further residential development in the future.

- 84 Social Pinpoint comments in total on section four (28% percent of total comments).
 - 52 comments noted safety concerns (61% percent of comments on section four).
- Feedback from both George Town Council and the Tasmanian Truck Owners and Operators Association.

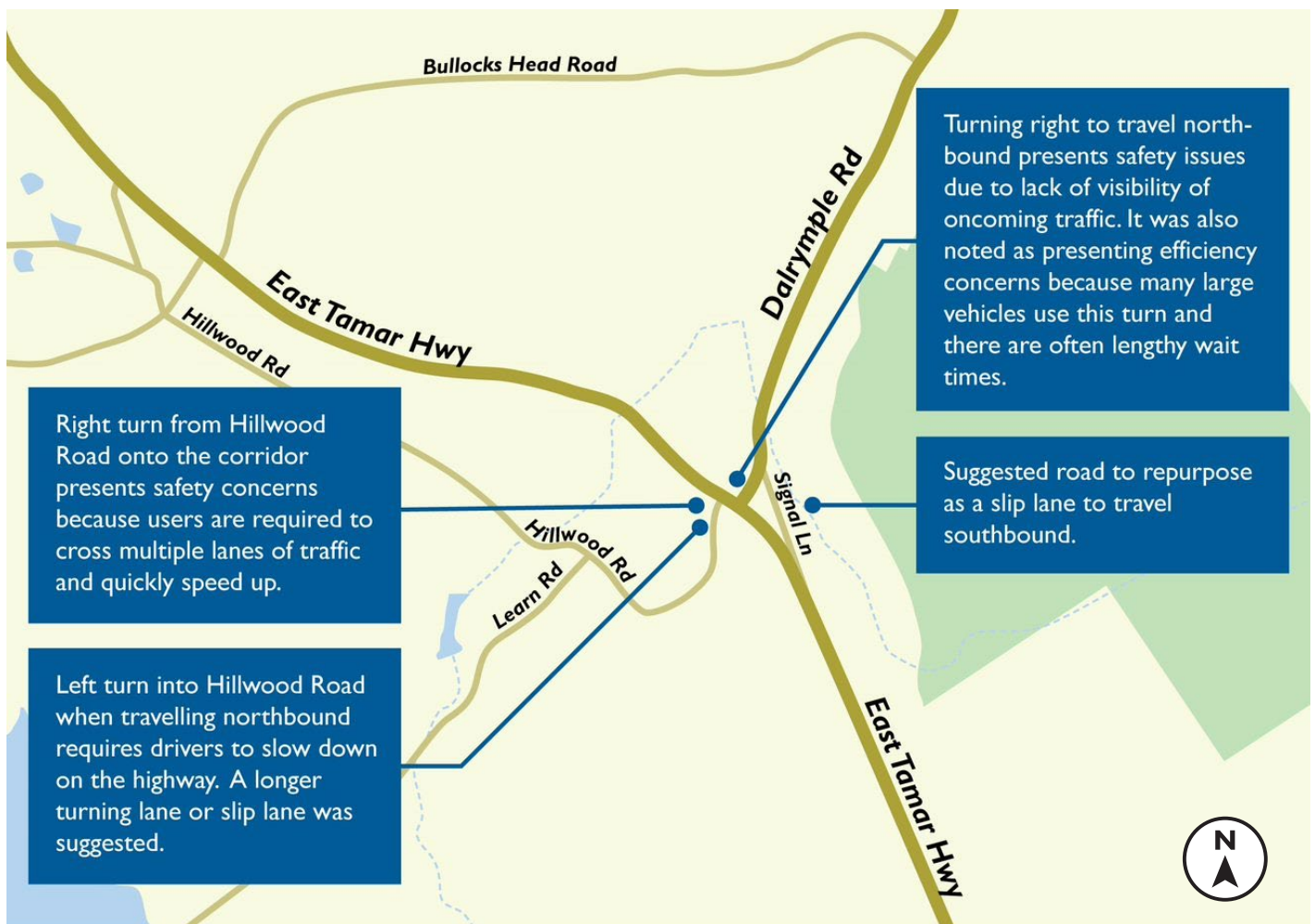


Figure 1 - Hillwood Road and Dalrymple Road Intersection

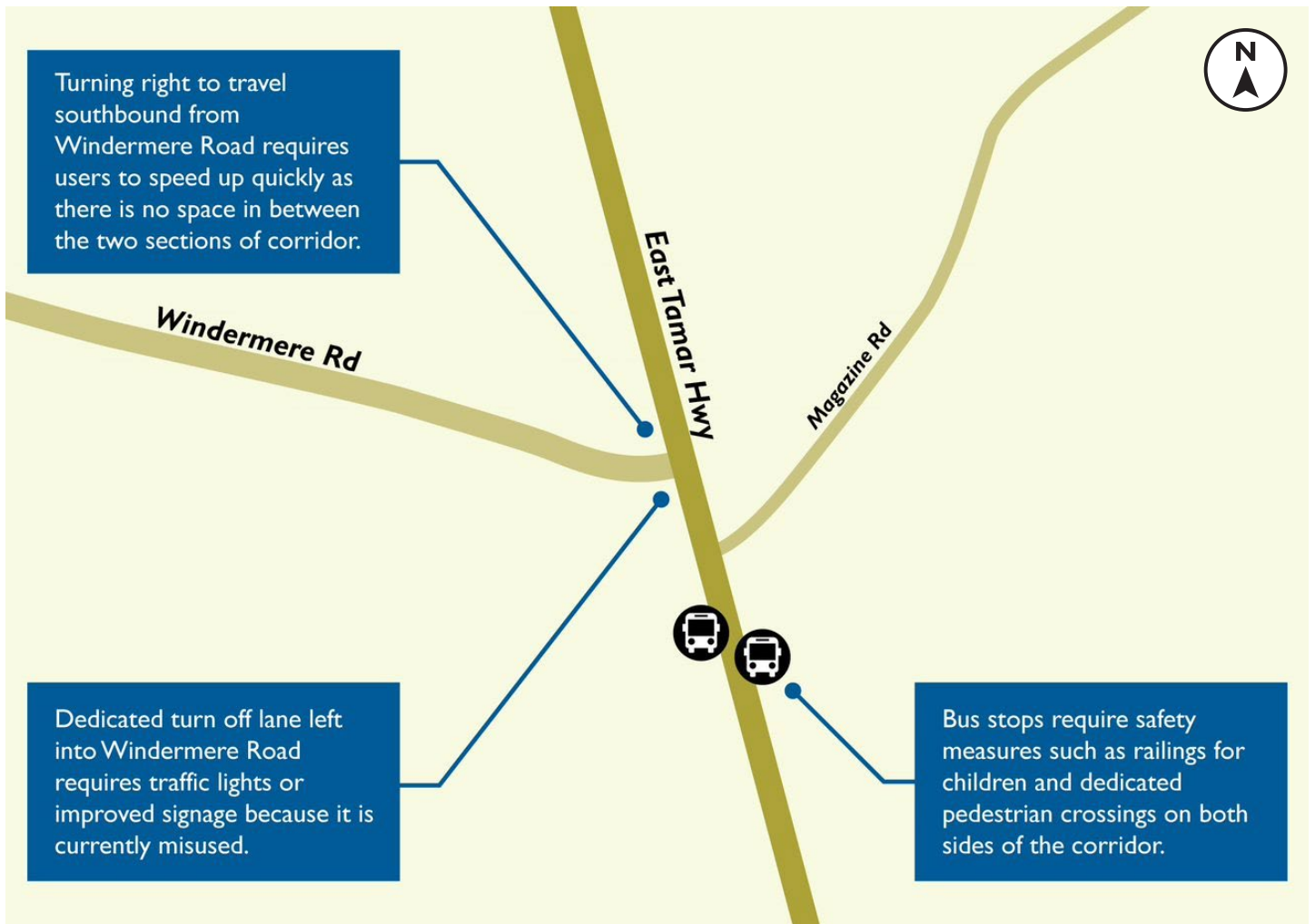


Figure 2 - Windermere Road and Magazine Road Intersection

Next steps

The feedback received will be considered alongside the results of the technical design assessment of the road corridor. Feedback received from consultation will inform the development and prioritisation of projects identified in the strategy and each project will be prioritised to ensure the most important upgrades are delivered first. The strategy is due for publication late 2023.



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