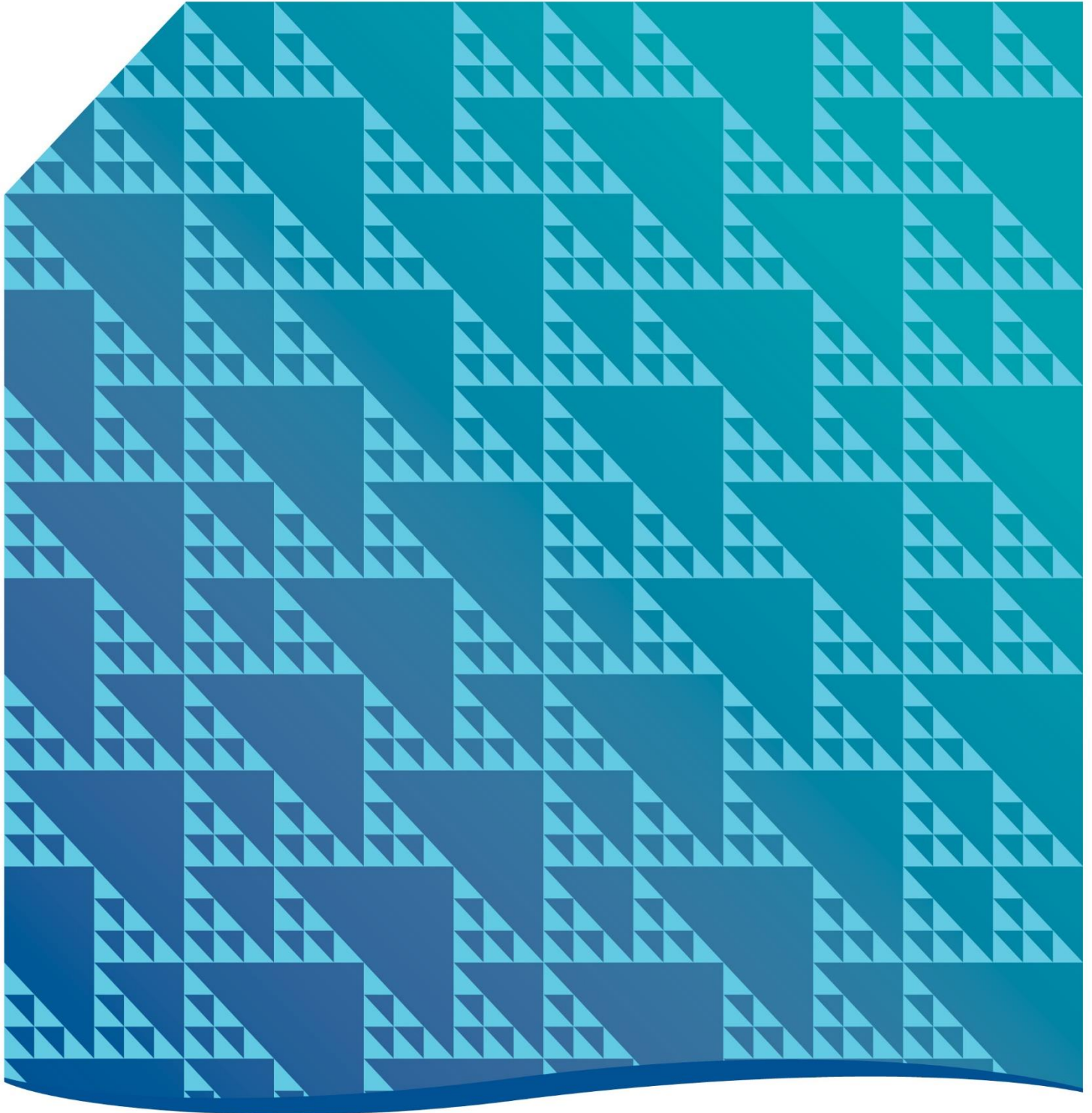


Dorset Roads Package
December 2022

Community Consultation and Feedback Summary Report



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Summary

The purpose of the Dorset Roads Package (the Project) is to deliver \$4M in upgrades to Dorset Roads with a focus on passing opportunities east of Scottsdale, and improvements to the Legerwood Junction. Public consultation sought community and stakeholder feedback and ideas on six proposed locations for passing opportunities on the Tasman Highway and other local projects.

Consultation was undertaken through the following activities:

- Interviews with Dorset Council Mayor, General Manager and Infrastructure Manager.
- Social Pinpoint site containing an interactive map of the six potential sites.
- Promotion of consultation through Roads Tas and Dorset Council Facebook posts, Examiner Newspaper and North East Advertiser.
- Public Display, with feedback forms and suggestion box, in foyer of Dorset Council Offices.
- Staffed afternoon drop-in session with the Public Display.

The feedback received can be summarised as follows:

- The project objectives are broadly supported and considered a priority for the Tasman Highway.
- At least one eastbound and one westbound slow vehicle turnout is requested.
- Upgrades to the Legerwood Junction are considered overdue by community members, but a lower priority overall.
- The community and Dorset Council officers would like a downhill slow vehicle turnout westbound near to the crest of Billycock Hill.
- Other projects were also suggested, including stock underpasses, consideration of sight distances and safety at minor junctions with the Highway.
- Concerns were raised about the sight distances and increasing traffic volumes at the junction of 10 Mile Track and Tasman Highway.

The outcomes of the consultation can be assessed as follows:

- A project that is made up of a combination of slow vehicle turnouts at Site 1 Eastbound, Site 4 Westbound and works at Site 6 Legerwood Junction (if budget allows) would be acceptable to Dorset Council and the wider community.
- A downhill slow vehicle turnout for Westbound traffic coming downhill as soon as possible after the crest of Billycock Hill should be explored.

The following recommendations can be made:

- Undertake geotechnical, survey and natural values site investigations at Sites 1, 3, 4, and 6 (see Figure 1 for the locations of these sites).
- Investigate the potential for a downhill slow vehicle turnout.
- Consider next steps to look at intersection safety of 10 Mile Tack and Tasman Highway.

Project Overview

In 2018 the Tasmanian Government committed \$4 million dollars to the Dorset Roads Package (The Project). The Project responds to this 2018 Tasmanian Government Election commitment and Dorset Council priorities. It is intended to include passing opportunities on the Tasman Highway east of Scottsdale at Rocky Gully and Billycock Hill, and improvements to the Legerwood Road Junction. The precise location of the passing opportunities will be established based on balancing safety, costs and construction issues, and is likely to be made up of short length passing/climbing opportunities.

The project objectives are:

1. To confirm with the broader North-East community that Dorset Council's priority of providing passing opportunities should be included within this package of works.
2. Engage with the broader North-East community to identify other local projects on roads outlined in the Dorset Roads commitment that might be included in future packages of works.
3. Confirm the final package of works to be included in the Project.
4. Deliver the identified upgrades.

Consultation Objectives

The key engagement objectives for this project are to:

- Genuinely engage with the North-East community to seek input and ideas for project locations by identifying issues that impact the travelling public.
- Communicate clearly with the community that identified issues will be considered and, if feasible, will be included in future works programs as funding becomes available.

Considerations

The consultation presented 6 potential sites that could be selected to be funded, these being:

Site 1 – Eastbound – New Slow Vehicle Passing Lane

Site 2 – Westbound – Overtaking Lane

Site 3 – Eastbound – New Slow Vehicle Passing Lane

Site 4 – Westbound – New Slow Vehicle Passing Lane

Site 5 – Westbound – New Slow Vehicle Passing Lane and Road Realignment

Site 6 – Legerwood Junction Improvement.

See Figure 1 for the location map of these 6 sites.

The social pinpoint website gave clear instruction that comments could be made in relation to any area of State Roads within the Dorset Municipality.

The consultation posters stated that the benefits to be derived from the funding are to be improved road safety, removal of traffic flow restrictions, and provision of more reliable travel times.

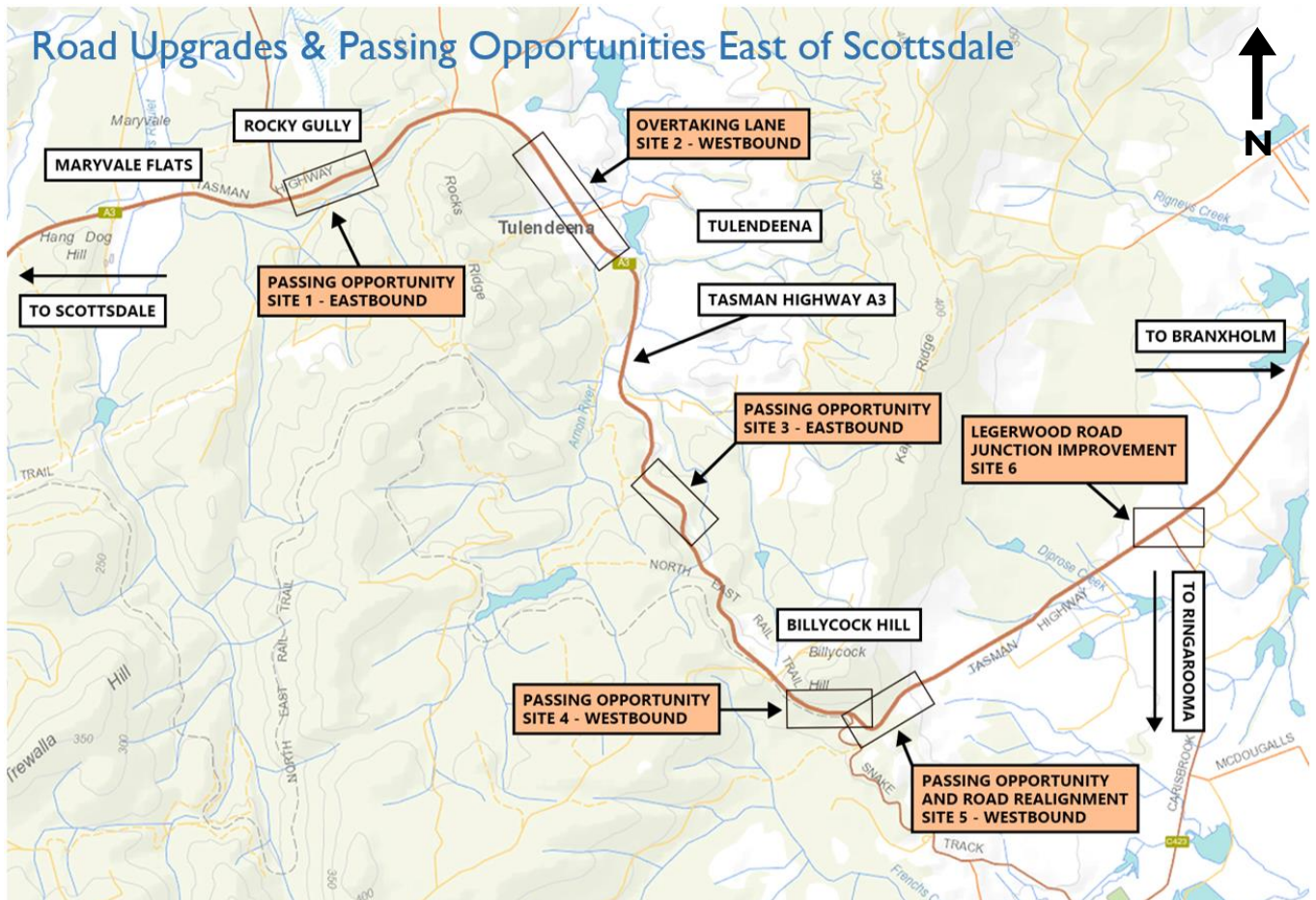


Figure 1 – Location Map of 6 Sites Presented for Consultation

Consultation Summary

Date	Tool or method	Distribution or promotion
22 April 2022	Launch of consultation	Community notification (letter), project webpage, media release, RoadsTas social media post, email to key stakeholders, public notice
23 April 2022	Media release	Media release issued by Minister for Infrastructure and Transport
26 April 2022	Launch of Social Pinpoint and project webpage	Launch of Social Pinpoint interactive map and project webpage on the Department's Transport website (www.transport.tas.gov.au)
27 April 2022 – 16 May 2022	Static Display – Foyer Dorset Council Chambers	8 A3 posters with printed feedback forms and suggestion box.
27 April 2022	Facebook post	Facebook post published on RoadsTas social media promoting consultation
28 April 2022	Facebook post	Facebook post published on Dorset Council social media promoting consultation through sharing the RoadsTas social media post.

Date	Tool or method	Distribution or promotion
30 April 2022 and 4 May 2022	Community notification	Community notification via advertisement in Examiner Newspaper (30/4/2022) and North East Advertiser (4/5/2022) Wednesday (only publication day each week)
9 May 2022	Static Display staffed Drop in Session	Stakeholder engagement officer (SEO) with static display from 12pm to 4pm in foyer of Dorset Council Chambers. 4 attendees to the drop in session and 4 feedback forms received overall.
26 April to 16 May 2022	Project Email address and SEO Mobile number published.	Project email address and mobile phone number provided.

Feedback Summary

Feedback was received via the following channels:

- Social Pinpoint.
- Facebook posts.
- Feedback and evaluation forms at the static display.
- In person meetings.
- Industry representative submission.

Social Pinpoint is a primary method for State Road projects to engage with the community and obtain feedback on proposed projects. This website interface proved successful in attracting a large number of page visits to consider the scope of the project. A summary of these visits is captured in the following table:

Total visits <i>The total number of visits to the site</i>	Unique visits <i>The total number of unique visits (people viewing the site)</i>	Average time <i>The average time people spend on the site</i>	Unique stakeholders <i>The total number of people who commented</i>	Total Comments <i>The total number of comments</i>
958	284	0:46 minutes	12	15

Figures 2 and 3 on the following page show the location for Social Pinpoint comments and ideas. All the comments received have been assessed by the project team and fed into the feedback summary table on Page 6 and the following additional comments.

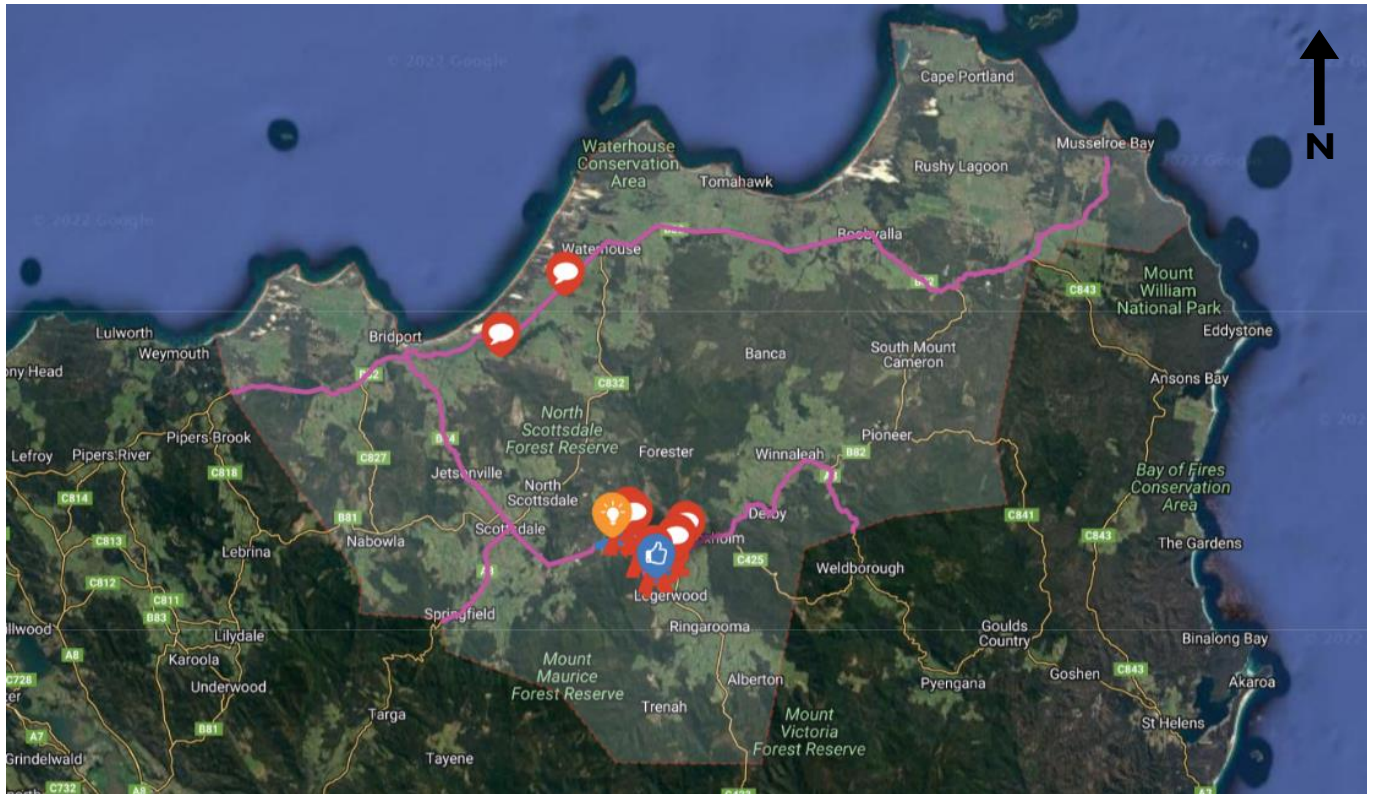


Figure 2 – Regional View of Social Pinpoint Pins – showing Waterhouse Rd comments

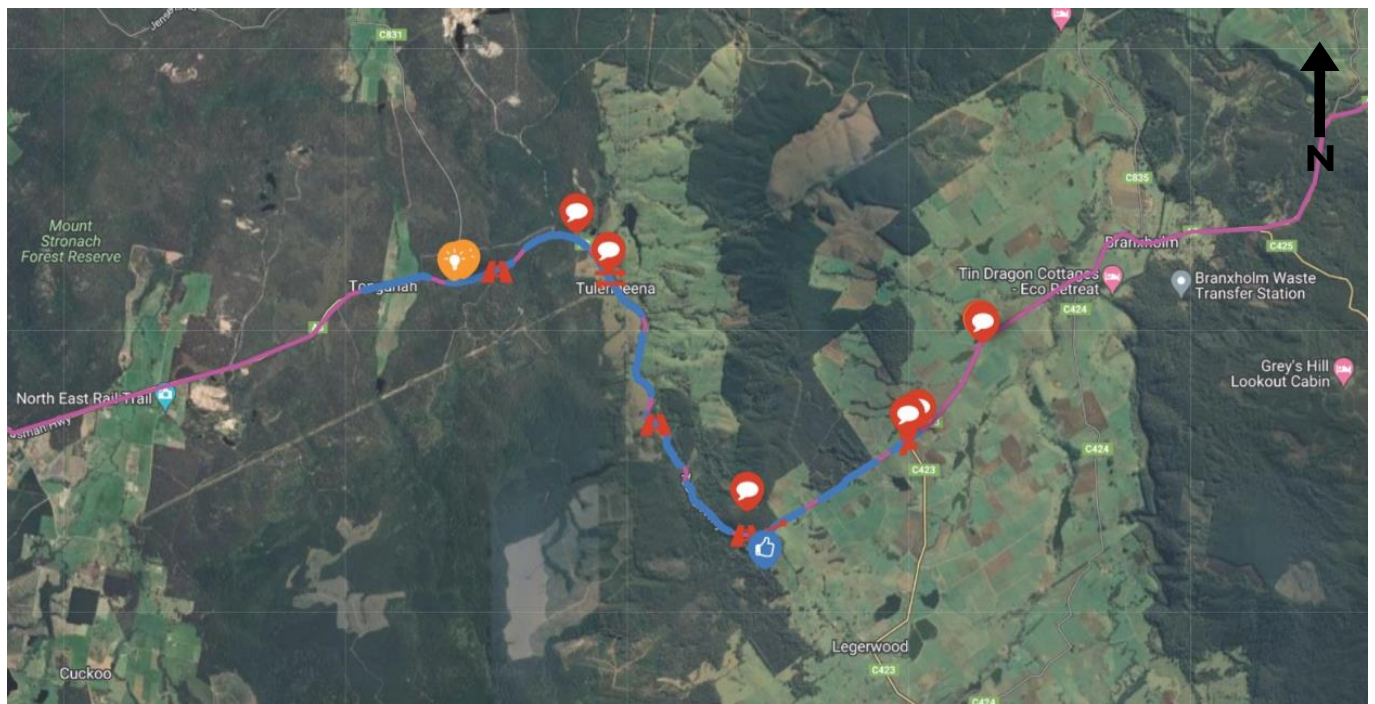


Figure 3 – Localised View of Social Pinpoint Pins –eastern most showing stock underpass request

Further Social media interaction had the following numbers of interactions:

Facebook – Road Tas, 27 April 2022 – 17 likes, 28 shares and 12 comments.

Facebook – Dorset Council, 28 April 2022 – 8 likes and 1 wow, 1 share.

The following table provides a summary of feedback on the proposed passing opportunity sites from all sources of consultation:

Site	Site Description	Summary of Community Feedback
Site 1	Eastbound – New Slow Vehicle Passing Lane	Strong Support.
Site 2	Westbound – Overtaking Lane	Not supported as a priority, as overtaking is already possible here in both eastbound and westbound directions.
Site 3	Eastbound – New Slow Vehicle Passing Lane	Supported but minimal issues as informal passing currently occurring.
Site 4	Westbound – New Slow Vehicle Passing Lane	Supported, but need downhill eastbound also.
Site 5	Westbound – New Slow Vehicle Passing Lane and Road Realignment	<i>Supported</i> , would like to see this corner straightened.
Site 6	Legerwood Junction Improvement.	Generally supported, but not considered a higher priority than delivering the slow vehicle turnouts.

General comments were also received that tree removal and embankment shaping could help with sight distances along the length of this section of road to improve safety. There were some comments expressing concern that near misses are a regular occurrence, further supporting the objectives of the project to provide passing opportunities.

Other issues raised by the public can be grouped as follows:

- Consider stock underpasses for safety of cows crossing the road – approximately 400m west of Red Hill Rd, after Legerwood junction.
- Consider options to reduce roadkill of animals and seek to proactively protect animals
- Concerns about the safety of the intersection of Ten Mile Track, 4km east of Scottsdale (see Figure 4), due to increased traffic use and concerns about sight distances.

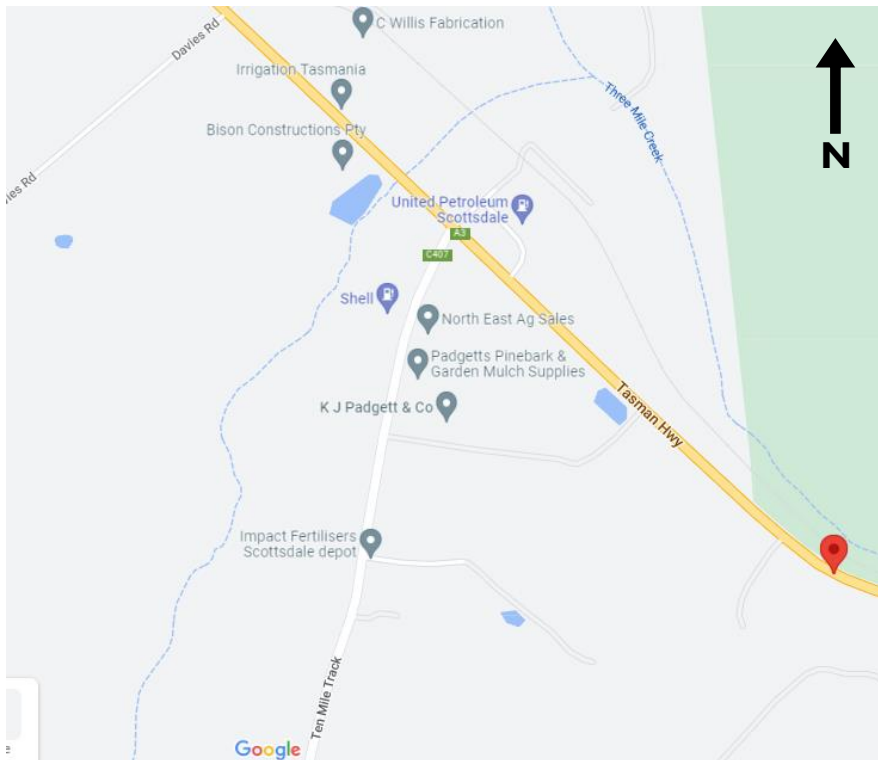


Figure 4 – Ten Mile Track Intersection showing local businesses.

Additional projects requested included an upgrade of Waterhouse Rd and upgrades to the Sideling (which is the subject of a separate project).

Concerns were also raised about the cost of the Project and if value for money can be achieved in the current market conditions. This is being monitored by the project team and will feed into final decision making before the Project goes to tender.

State Growth Response to Feedback

Feedback	State Growth Response
Maximize length of slow vehicle turnouts.	Slow vehicle turnouts will be designed to AustRoads Standards and will be maximised for budget allowance.
Request for downhill slow vehicle turnout coming downhill from the top of Billycock Hill.	This request has been sent for Traffic Engineering review and submitted to the Department of State Growth for future projects consideration.
Tree removal and embankment shaping to improve site distances along length of road in question.	These ideas will be fed into the concept design process, it is expected that the construction of the slow vehicle turnouts will lead to tree removal and improved site distances at key locations.
Stock Underpass Request	Conversations will be held with Dorset Council to explore priorities across the region for stock underpass improvement opportunities.

<p>10 Mile Track Intersection seeing increased traffic volumes and visibility issues</p>	<p>We will seek further community and industry input for the needs around this intersection. Conversations with landowners have commenced. The needs around this intersection will be discussed with Dorset Council for priority input against other intersections in the area. This intersection is already an 80 km/h speed zone.</p>
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Outcome and Recommendations

Based on the feedback received, it is understood that there is:

- General support for slow vehicle turnouts at Site 1 Eastbound, Site 3, Eastbound, Site 4 Westbound, Site 5 Westbound and works at Site 6 Legerwood Junction.
- There is support to investigate a downhill slow vehicle turnout for westbound traffic coming downhill as soon as possible after the crest of Billycock Hill, due to heavily loaded trucks predominantly travelling west.

Given the support for a downhill slow vehicle turnout westbound of Billycock Hill, alternative project delivery combinations that could be considered are:

- Westbound and Eastbound combined slow vehicle turnout at Site 3.
- Site 1 Eastbound, Site 3 downhill Westbound.

The community is keen to see the corner improved at Site 5, being so close to Site 4 it would be worth picking up geotechnical, survey and natural values to cover Site 5 as the same time.

Site 6 could be incorporated if budget factors allow as it is not opposed by Council, just not strongly supported, and it is hoped for by the community. Therefore, site investigations for Site 6 are also recommended.

Based on the feedback received, the proposed improvements were generally supported. It was communicated to the community throughout the consultation process that the final program of works is dependent on the available funding.

Consider future investigation of Ten Mile Track traffic volumes and intersection safety with Tasman Highway.

The following recommendations can be made:

- Undertake geotechnical, survey and natural values site investigations at Sites 1, 3, 4, 5 and 6.
- Investigate the potential for a downhill slow vehicle turnout near Billycock Hill.

Consider next steps to look at intersection safety of 10 Mile Tack and Tasman Highway. The Department has subsequently identified Sites 1, 4 and 6 as the preferred project sites. The final tender prices received will dictate how many of these sites can be constructed.

Next Steps

Community feedback is being assessed during the concept design phase and will be reported to Dorset Council. Further project updates will be communicated to the community through in late 2022.

If you would like to make further comment this can be done by contacting the Stakeholder Engagement Officer, Andrew Goelst by either mobile 0409 977 326 or email dorsetstateroads@rarein.com.au.

Updates can also be tracked at the following website:

https://www.transport.tas.gov.au/projectsplanning/road_projects/northeastroadprojects/dorset_-_road_upgrades



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