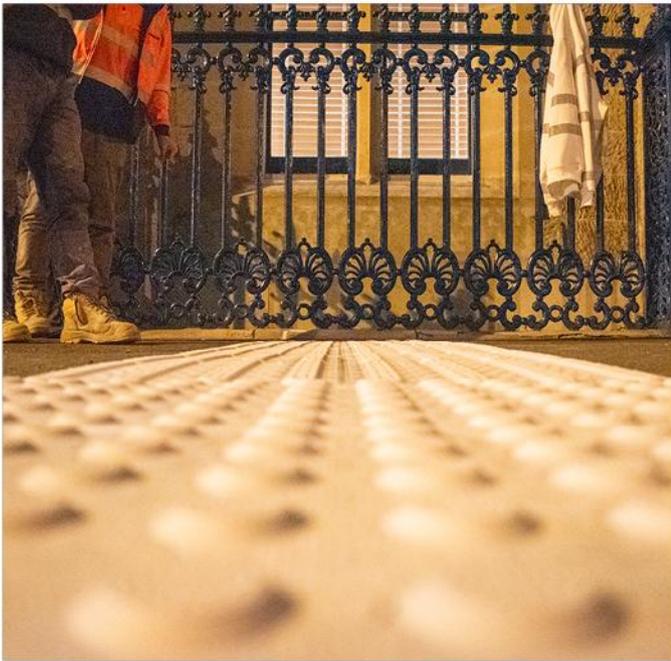


# Bass Highway - Christmas Hills to Deloraine

Public Works Committee Submission



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Finalised and submitted 27 January 2026

# 1. Introduction

This document is a submission to the Tasmanian Parliamentary Standing Committee on Public Works (PWC) for its hearing into the Bass Highway - Christmas Hills to Deloraine construction works scheduled to commence in early 2027.

This submission has been developed by the proponent of the works, the Department of State Growth, Tasmania.

The Bass Highway is a major transport route connecting Launceston to Devonport, Burnie, and the state's northwest. The highway is part of the National Land Transport Network and is classified as a Category 1 Road in the Tasmanian State Road Hierarchy.

The project is in the Meander Valley Council local government area, the Legislative Council electorate of McIntyre, and the House of Assembly electorate of Lyons. It includes the suburbs of Deloraine and Elizabeth Town. The map grid reference for the project is 41°29'20.89"S, 146°36'15.14"E.

The project is situated on the traditional land of the Pallitorre people and is located in Lartitickitheker country.

The project area starts approximately 500 metres northwest of Ashford Road in Deloraine and ends approximately 300 metres southeast of Bengoe Road in Elizabeth Town (A0249, Link 22, Chainage 2.6 to 5.8).

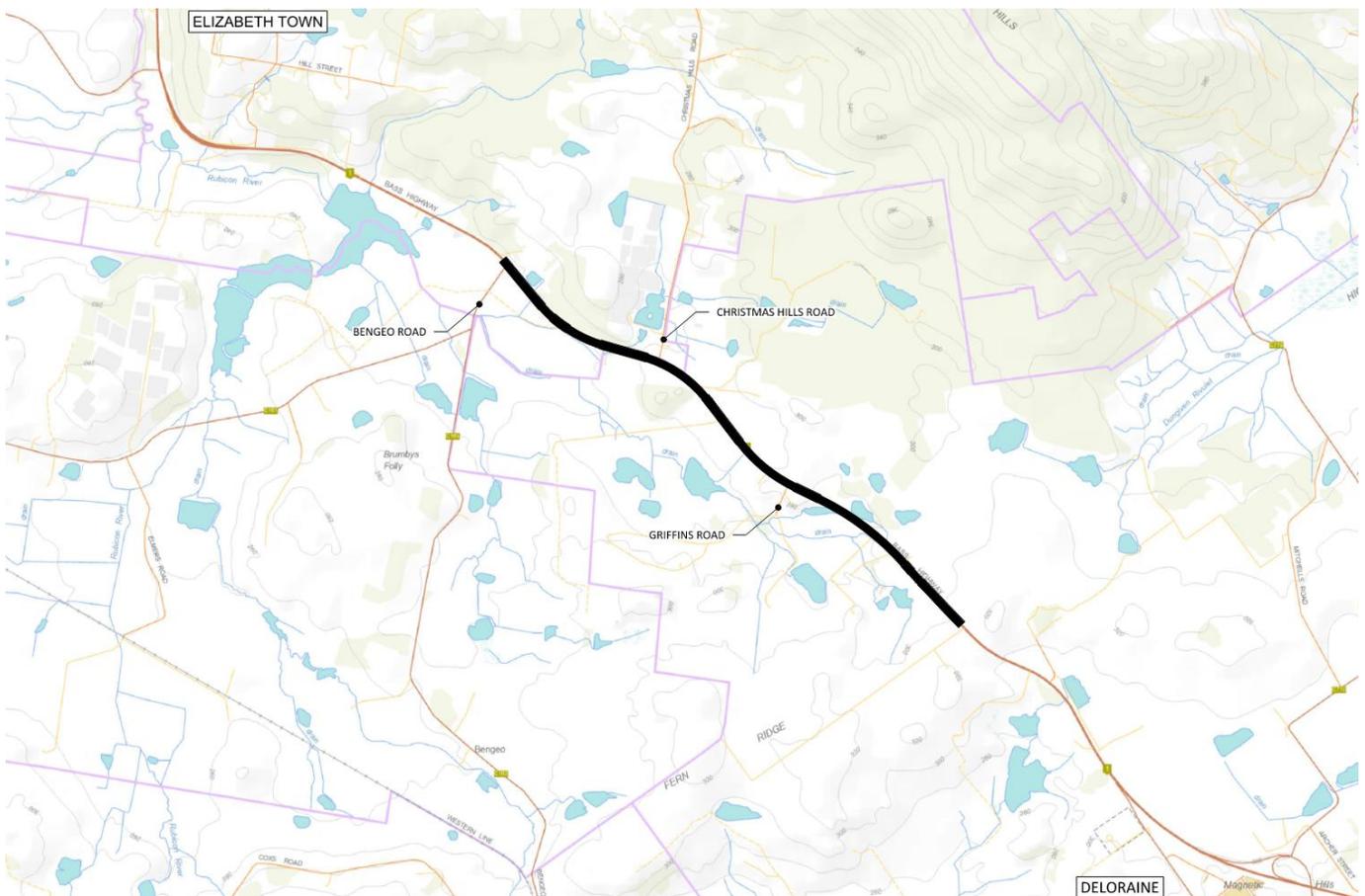


Figure 1a Project Location zoomed out



Figure 2b Project Location zoomed in, satellite view

## 2. Need for works

The Bass Highway is a vital transport corridor linking Burnie, Devonport, and Launceston. The Bass Highway Corridor Strategy -Launceston and Devonport (2023) identified the section of the highway between Christmas Hills Road and Deloraine as a priority for improvement due to ongoing concerns about safety, traffic flow, and overall functionality. These issues are further exacerbated by the highway’s role in supporting high volumes of heavy vehicle traffic and tourists who travel to popular regional destinations.

The Bass Highway - Christmas Hills to Deloraine project aims to address these challenges through targeted upgrades. Proposed improvements include road widening, junction upgrades, enhanced signage and delineation, and increased separation between opposing traffic lanes through the section of highway by installing flexible safety barriers.

## 3. Related works

The Bass Highway North of Sassafras project is being delivered as part of the Bass Highway Corridor Strategy - Launceston to Devonport to improve safety and efficiency on the Bass Highway. This project is anticipated to commence construction in late 2027, subject to approvals.

The existing road will be widened to include the construction of a flexible safety barrier to separate opposing traffic, which will:

- increase safety for road users, including a reduced risk of head-on crashes and provide an opportunity for

safe overtaking.

- improve efficiency and travel time reliability.



Figure 3 Project Location of Bass Highway North Sassafras

The department is also investigating other future projects identified within the corridor strategy to progress under the broader “Stage Two of the Northern Roads Package Program” as shown in Figure 3 below.

Further information on the Northern Roads Package Program can be found online on the department’s website at [https://www.transport.tas.gov.au/roadworks/current\\_projects/northern\\_road\\_projects/northern\\_roads\\_package](https://www.transport.tas.gov.au/roadworks/current_projects/northern_road_projects/northern_roads_package).

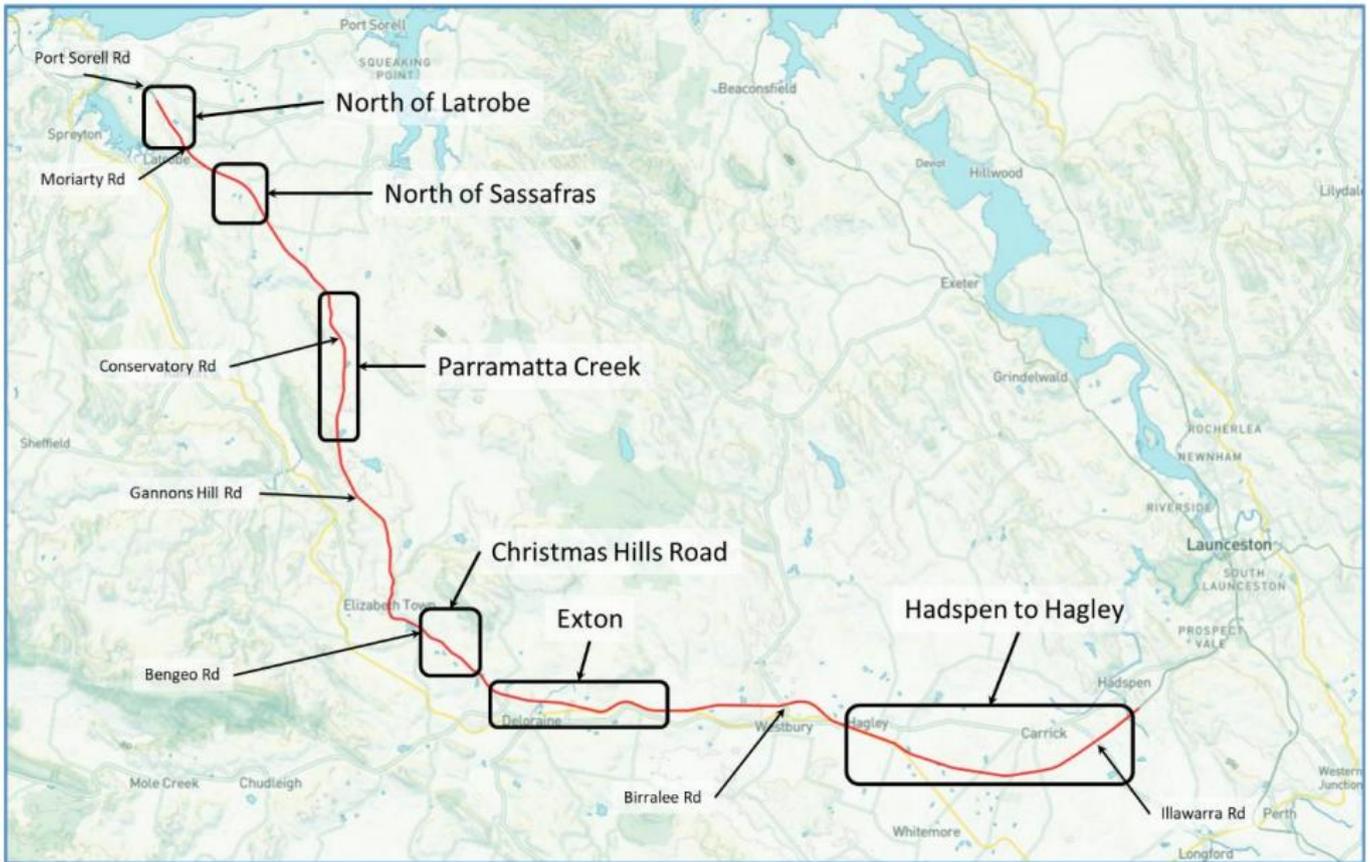


Figure 4 Extract from the Bass Highway Corridor Strategy - Launceston to Devonport, showing the indicative locations of other priority sites that contain a higher density of short and medium term improvement opportunities

## 4. Proposed works

### 4.1 Capital works

The project focuses on mitigating the key challenges near the junction of the Bass Highway with Christmas Hills Road identified within “Zone 4” of the Bass Highway Corridor Strategy – Launceston to Devonport (April 2023).

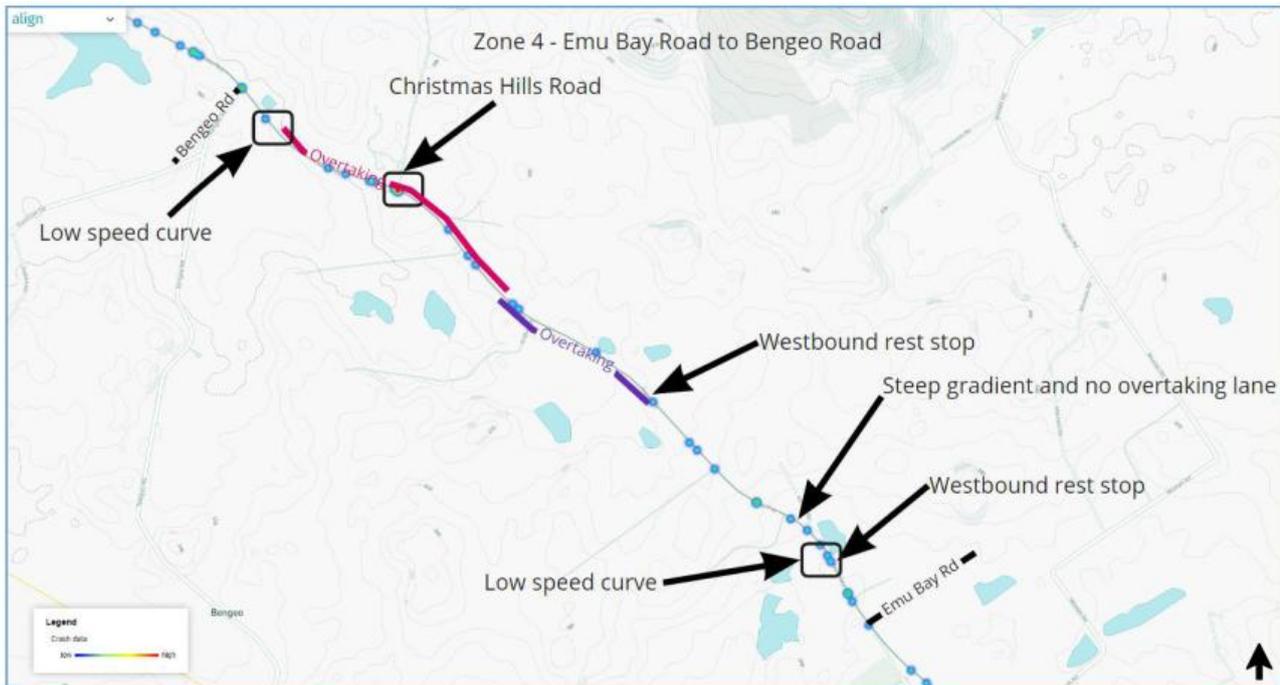


Figure 5 Bass Highway Corridor Strategy Extract

The Bass Highway - Christmas Hills to Deloraine project will:

- provide safer access to properties and businesses on the Bass Highway between Ashford Road and Bengoe Road in Deloraine by limiting access to licenced accesses only and relocating an access outside the Christmas Hills junction.
- upgrade the intersections of the Bass Highway with Christmas Hills Road and Griffins Road by improving sight distance, removing the overtaking lane from within the Christmas Hills Road junction, and including a right turn lane at the Griffins Road junction.
- reduce the potential for head-on collisions by separating opposing north and southbound vehicles through the installation of a flexible safety barrier in the central median.
- optimise the location of the north and southbound overtaking lanes on the highway between Deloraine and Elizabeth Town, which will improve efficiency, reliability, and resilience.
- provide a safer road environment by means of 3.5 m lanes and 3.0 m shoulders; steel w-beam safety barrier; and improved horizontal and vertical geometry.

## 4.2 Materials

The works are substantially road construction.

The road design has been completed in accordance with Austroads Guidelines, with the road pavements designed for a service life of at least 40 years. The bitumen surfacing, whether sprayed or asphalt seal, is also designed for a service life of at least 15 years.

The majority of the materials for the road construction are aggregates sourced from local quarries that have been certified in accordance with Transport Victoria specifications as adopted by the Department of State Growth. These aggregates include the crushed rock used to build the underpinning structure of the road (the pavement), as well as stone used in sealing (when mixed with bitumen) and used in concrete elements (when mixed with cement and water).

All road construction must meet the department's road and bridge specifications, which have been developed from the Transport Victoria specifications as amended to reflect Tasmanian conditions, industry products and construction methods. The quarries are certified under a Quality Assurance process administered by Transport Victoria, which includes regular audits. The department decided some years ago to enter into an arrangement with Transport Victoria to use their specifications under licence, with appropriate modifications, rather than to divert substantial departmental resources into the professional maintenance and upkeep of these documents. This approach enables Tasmania to leverage the depth of knowledge and resources available in a larger state.

Concrete structures, line marking, road barriers and other traffic furniture are likewise designed and constructed in accordance with Austroads Guidelines and sourced from local suppliers where available.

Concrete is manufactured in Tasmanian concrete plants using locally sourced stone and water, along with either locally produced or imported cement. Some concrete is poured on site (for example, bridge piers or bus stop bases), while other concrete products are manufactured off-site in casting yards elsewhere in Tasmania (for example, drainage culverts).

Steel is commonly fabricated outside Tasmania, with some final detailing in Tasmania. For example, poles and sheet metal inputs for signage are imported into Tasmania, where the final signs are printed and assembled. Metal barriers are typically manufactured on the Australian mainland or overseas and assembled in Tasmania.

Electronic components, where required, are imported into Tasmania as there is no local manufacturing base.

## 5. Benefits

The Bass Highway - Christmas Hills to Deloraine project will include improvements to the Christmas Hills Road and Griffins Road intersections, widening the road, installing median flexible safety barriers and improving signage and line markings, which will:

- increase safety for road users, including a reduced risk of head-on crashes and provide an opportunity for safe overtaking.
- provide safer ingress and egress to accesses and junctions.
- improve efficiency and travel time reliability.

The direct benefits associated with safety and movement efficiencies from upgrading the Bass Highway between Christmas Hills Road and Deloraine are in the order of \$18 million (present value as of 2025, 7% real discount rate as of June 2025, evaluated over 30 years).

The Project benefits are estimated in line with the Department of State Growth standard practice and aligned with guidance provided by Infrastructure Australia and the Australian Transport Assessment and Planning (ATAP) Guidelines.

## 6. Progress to date

The works are currently at design stage. Completed activities include:

- geotechnical, environmental and heritage investigations; topographical survey.
- concept and preliminary design.
- detailed design for geometric, pavement and drainage assessment and design modelling.
- public consultation including:

- Static public display of the concept design at Council offices.
- Regular progress meetings with Meander Valley Council.
- Project-specific web page:  
[https://www.transport.tas.gov.au/roadworks/current\\_projects/north\\_west\\_road\\_projects/bass-highway-Christmas-Hills-Deloraine](https://www.transport.tas.gov.au/roadworks/current_projects/north_west_road_projects/bass-highway-Christmas-Hills-Deloraine).
- face-to-face discussions with all adjacent landowners on two separate occasions regarding acquisition, easements, accesses and fencing.
- engagement with Telstra.

Activities underway currently include:

- completion of tender documentation.
- engagement with TasNetworks for power infrastructure relocation requirements
- seeking Australian Government funding approval (PPR)
- property acquisitions (partial and minor only) - Engagement with affected landowners, including discussions regarding access and acquisition (if relevant)
- engagement with the Office of the Valuer General regarding the proposed acquisition.

Impacts arising from the investigations and engagement are addressed in the section below.

Future activities are discussed in the section on Timing later in this document.

## 7. Potential impacts and opportunities

### 7.1 Community

Stakeholder engagement commenced as part of the development of the corridor strategy. In April 2021, the Bass Highway – Launceston to Devonport Corridor Strategy Working Group was established. The group's purpose was to collaborate and assist with the development of the corridor strategy by identifying issues along the corridor and providing comments to assist in developing the most efficient infrastructure solutions to address these issues. The working group also participated in the Investment Logic Mapping (ILM) process. The members of the working group included representatives from Latrobe Council, Meander Valley Council, the Tasmanian Transport Association (TTA), Department of State Growth, including Passenger Transport and Transport Network Planning.

Further engagement with impacted landowners was conducted at the commencement of the concept design; and at completion of the preliminary design.

The stakeholder engagement carried out to date has identified the following community impacts and opportunities, along with the actions taken to date and the proposed actions.

Table 1 Community Engagement Summary

Community impact	Involved parties	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
Junction safety	Through traffic Local traffic	Junctions have been upgraded to improve sight distance, featuring a channelised right turn lane and 3m-wide shoulders.	Nil. Elements have been incorporated.	Identified during Corridor Strategy engagement
Property Accesses – the central median barrier prevents right turns in and out	10 property owners across 11 accesses (excluding properties off Griffins Rd and Christmas Hills Rd)	One access shared by two properties has been relocated outside the junction of Christmas Hills Road.  Two turning facilities (one at each end of the project) are included in the design.	Ongoing engagement with landowners regarding details	The Department of State Growth recognises that highway access will be less convenient after completion; however, access will be safer. The Department of State Growth regard this as a good for community trade-off.
Property Acquisition	Approximate total of 33,405 m <sup>2</sup> to be acquired from 16 titles	The acquisition area has been reduced as far as practical while maintaining the benefit of the works.	Ensure ongoing engagement with the Office of the Valuer General (OVG).	OVG determines compensation and is independent of the Department of State Growth.
Changed traffic conditions during construction	Through traffic Local traffic	A constructability review has been completed, and observations have been taken into account in the design.  Location-specific traffic management requirements are being developed for construction contract documents.		

The Bass Highway -Launceston to Devonport Corridor Strategy Stakeholder Engagement Consultation and Feedback Summary Report is appended in Attachment B.

The Concept Design Stakeholder Engagement Consultation and Feedback Summary Report is appended in Attachment C.

Quarterly update snapshots provided to Council for the design phase are appended in Attachment D.

## 7.2 Environmental and heritage

The multi-disciplinary investigations completed to date have identified the following environmental impacts and opportunities, along with actions taken to date and proposed.

Table 2 Environmental and Heritage Summary

Environmental / heritage topic	Potential impact or opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
WVI – Eucalyptus viminalis west forest	EPBC approval needed if impacted	The design does not encroach on the mapped area.	Nil	
Blue-winged parrot, swift parrot, and masked owl	Thirteen identified low-likelihood hollow bearing trees	Noted on drawings. The specification will direct the Contractor to inspect hollows and block outside of nesting season, following the Department of State Growth's Environment and Heritage Tree Assessment Framework and Guidelines. They can then be removed if impacted.	Nil	
Green and Gold Frog	EPBC approval needed if impacted	Earthworks are designed to minimise the impact on water bodies. Existing drainage is not impacted.  The specification will direct the Contractor to work under a specific management plan following the Green and Golden Frog ( <i>Litoria raniformis</i> ) Management Guidelines and strict hygiene protocols in accordance with "Keeping it Clean – A Tasmanian Field Hygiene Manual to Prevent the Spread of Freshwater Pests and Pathogens.	Engagement with the Department of State Growth's Environmental and Development Assessment team to confirm the extent of crossing and fencing requirements.	
Declared Weeds	Spread of weeds through agricultural farmland	The specification will direct the Contractor to work under a Weed + Hygiene Management Plan.	Nil	

<b>Environmental / heritage topic</b>	<b>Potential impact or opportunity</b>	<b>Actions implemented to date</b>	<b>Potential actions (to be resolved during design finalisation)</b>	<b>Notes</b>
Platypus	Impact on the adjacent waterway	Assessment of burrow and habitat. Design amended to minimise impact as much as practicable.	Gain acceptance from the Department of State Growth's delivery team on amendments to design.  Engagement with the Department of State Growth's Environmental and Development Assessment team on design aspects to minimise impact on habitat.	

## 8. Funding and cost

The works are funded under the Stage Two of the Northern Roads Package Program, which for the Bass Highway has a commitment of \$ 192M (80%) from the Australian Government and \$48M (20%) from the Tasmanian Government.

The current cost estimate is summarised in 5.

*Table 3 Project Cost Estimate*

<b>Item</b>	<b>P50 estimate</b>	<b>P90 estimate</b>	<b>Notes</b>
Base Estimate	51.2M	56.8M	Works including investigations, design, community engagement, approvals, acquisition (including related compensation), project management and construction.
Contingency	22%	36%	Contingency is included in the base estimate.
Escalation	2.34% (2025/26)	2.34% (2025/26)	Refer below for discussion. This is in addition to the Base Estimate.
Total	51.2M	56.8M	

This demonstrates that the works are currently forecast to be delivered well within the available budget.

### 8.1 Contingency

The contingency allowance provides for contingent events – that is, events which may or may not occur. For this project, key contingent risk items include:

- a retaining wall structure may be required to minimise impacts on the existing drainage adjacent to the

platypus burrow

- extent of rock excavation and subgrade replacement
- final cost for TasNetwork pole relocation.

## 8.2 Escalation

The escalation allowance is a provision in costs for changes in economic and market conditions over time.

Estimates of escalation are not intended to be a precise forecast of future prices; they are approximations intended to represent the average trends for a large group of projects in a broad region.

The Australian Government determines the escalation rate for projects partially funded by the Australian Government. It is included in the project cost estimates as part of the department's funding submissions to the Australian Government. The Australian Government commissions considerable economic investigations to provide state-specific forecast escalations, and the department has not diverted resources into challenging these Australian Government requirements.

## 9. Timing

Past and current activities are described in the "Progress to Date" section above. Future activities include:

- receive PWC approval (May 2026)
- TasNetworks easement agreements complete and TasNetworks offer received (May 2026)
- complete tender documentation (February 2026)
- finalise land acquisition – land vested in the Crown (August 2026)
- tender advertised (September 2026)
- commence construction (Early 2027)
- complete construction (Early 2029).

These works are being presented to the PWC at this time, when the design is well-developed and community feedback is known, with some details to be resolved in the coming months ahead of advertising construction tenders.

## 10. Conclusion and recommendation

The proposed Bass Highway - Christmas Hills to Deloraine works have been developed in response to improving safety, traffic flow, and overall functionality of the Bass Highway.

The proposed works comprise upgrading intersections, widening shoulders, installing safety barriers, managing highway accesses, optimising overtaking lanes, and updating signage. Key benefits of these works include:

- providing safer access to properties and businesses on the Bass Highway between Ashford Road and Bengeo Road in Deloraine
- upgrading the intersections of the Bass Highway with Christmas Hills Road and Griffins Road

- enhancing the visitor experience for people wishing to visit the Christmas Hills Raspberry Farm Café and Van Diemen's Land Creamery on Christmas Hills Road
- reducing the potential for head-on collisions by separating opposing north and southbound vehicles through the installation of a flexible safety barrier in the central median
- optimising the location of the north and southbound overtaking lanes on the highway between Deloraine and Elizabeth Town, which will improve efficiency, reliability, and resilience.

The detailed design stage is nearing completion, and construction tenders are scheduled to be advertised in September 2026, subject to receipt of PWC and other relevant approvals.

The estimated cost of the work is \$ 56.8M, which is within the budget of \$240M allocated to the Bass Highway out of the Northern Roads Package Stage 2. The current cost estimate is considered reasonable for the scale and scope of the proposed works.

The Bass Highway - Christmas Hills to Deloraine works are considered a fit-for-purpose and value-for-money solution to address the existing community need to improve safety and efficiency on a key section of the Bass Highway, located between Deloraine and Elizabeth Town in the state's north.

## **Attachments**

Attachment A Detailed design plans

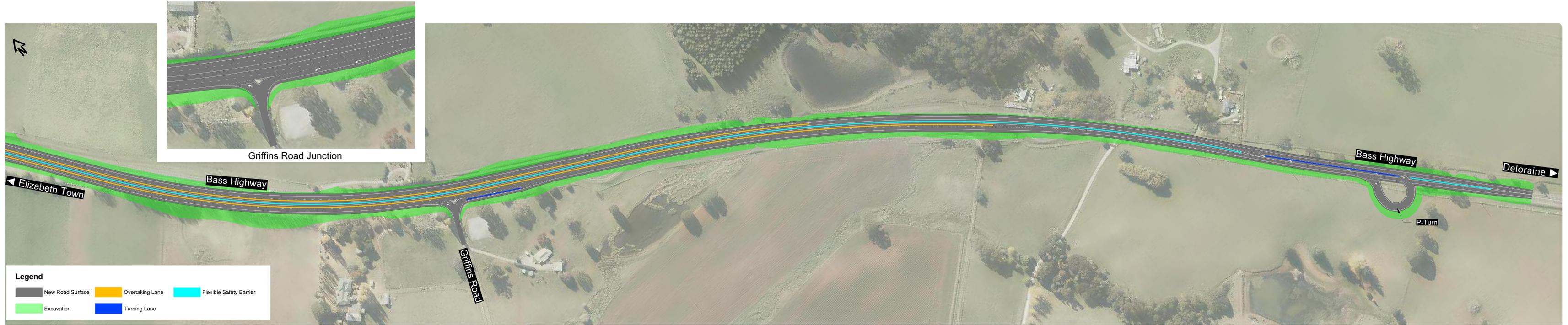
Attachment B Bass Highway – Launceston to Devonport Corridor Strategy Stakeholder Engagement Consultation and Feedback Summary Report

Attachment C Concept Design Stakeholder Engagement Consultation and Feedback Summary Report

Attachment D Design phase Council quarterly update snapshots

**Attachment A Detailed design plans**

# Bass Highway - Christmas Hills Road to Deloraine



**Legend**

	New Road Surface		Overtaking Lane		Flexible Safety Barrier
	Excavation		Turning Lane		

**Attachment B      Bass Highway – Launceston to Devonport Corridor Strategy Stakeholder Engagement Consultation and Feedback Summary Report**

**Bass Highway – Launceston to  
Devonport Corridor Strategy**

**April 2022**

# Community and Stakeholder Consultation and Feedback Report



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## Executive Summary

The Bass Highway Corridor Strategy covers the section of the Bass Highway between the two existing dual carriageway sections from Hadspen, on the outskirts of greater Launceston, to Devonport. It is 82km of the 272km long highway that links Launceston to Marrawah in the north and north-west of Tasmania. The project aims to identify the existing road environment and detail where sections of the highway could be improved for the existing and future road use between Launceston and Devonport. The project objectives are to:

- improve safety outcomes for all users,
- improve efficiency, reliability and resilience of the road network; and
- enable economic growth and development.

The Department of State Growth (the Department) invited the community and stakeholders to provide feedback on the Bass Highway between Launceston and Devonport from 12 July 2021 to 14 August 2021. The community and stakeholders provided feedback through several channels, including the online interactive engagement map, Social Pinpoint, hard copy feedback forms at the Latrobe and Meander Valley council offices, project email and a dedicated project phone line. Some feedback was also directed to the Department from Meander Valley Council and from the office of the Minister for Transport and Infrastructure. During the consultation period a total of 234 pieces of formal feedback relating to the Corridor Strategy were received.

Community feedback was analysed and categorised into four key themes: Safety, Efficiency, Durability & Maintenance and Mixed Transport Planning. Of these themes, the community and stakeholders consistently expressed a concern for road user safety and travel efficiency along the whole highway. These concerns were generally linked to factors such as:

- a lack of overtaking opportunities leading to dangerous overtaking actions and congestion
- dangerous junctions with private properties and towns creating near misses and congestion
- a lack of separation between lanes running in opposite directions causing confusion and near misses.

The area that received the most feedback was from Long Hill Forest Reserve to Latrobe. Feedback was also consistently provided across Elizabeth Town, Deloraine and Westbury. A large portion of feedback also referred to the whole of the Bass highway between Launceston and Devonport.

The feedback captured in this report will be used to assist the development of the Corridor Strategy to identify the existing road environment and detailing where sections of the highway could be improved for the existing and future road use between Launceston and Devonport. The process of these upgrade opportunities will be set out in an Implementation Plan which will be included in the Corridor Strategy.

The upgrade works required across the corridor are expected to include road widening, provision of overtaking opportunities to improve safety and bringing the alignment up to the Australian Road Assessment Program 3-star standard. The works will provide a safer and more efficient route for road users travelling between Launceston and Devonport.

The Department thanks all community and stakeholders for their contributions.

## Project overview

The Bass Highway – Launceston to Devonport Corridor Strategy (the Corridor Strategy) is assessing the section of the Bass Highway between the two existing dual carriageway sections from Hadspen, on the outskirts of greater Launceston, to Devonport. It is 82km of the 272km long highway that links Launceston to Marrawah in the north and north-west of Tasmania.

The Corridor Strategy aims to identify where sections of the highway could be improved for the existing and future road use between Launceston and Devonport. An implementation plan is also being developed for the priority sections and safety upgrades between Deloraine and Latrobe will be a key priority.

The Bass Highway is a Category I Road under the State Road Hierarchy. Upgrades across the Bass Highway aim to improve safety, productivity and efficiency on this key freight network, providing better connections between agricultural regions and ports, airports and other transport hubs and better access for tourism, mining, and other sectors.

The objectives of the future upgrades through this corridor are to deliver safe and sustainable road infrastructure where all road users can make a safe and timely trip.

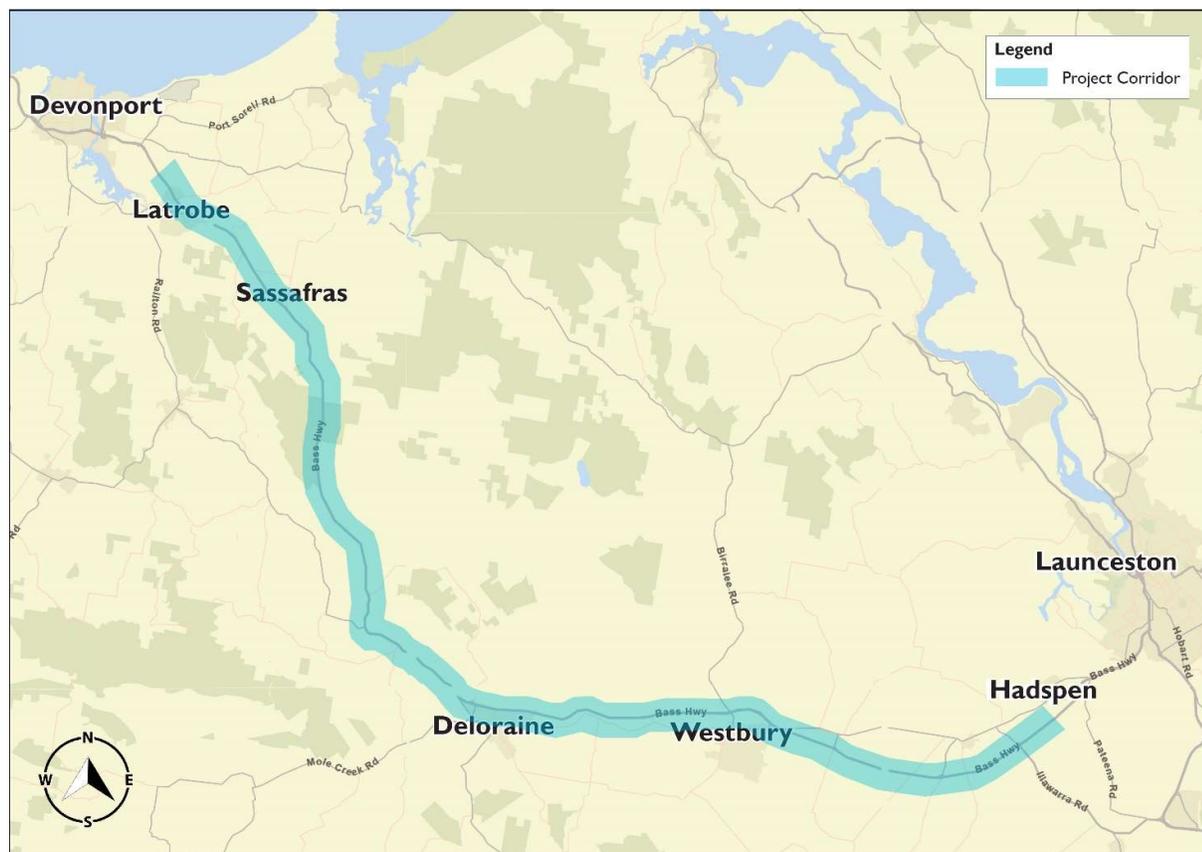


Figure 1 Bass Highway Launceston to Devonport - Corridor Map

# Consultation

## Consultation objectives

The Corridor Strategy outlined several key consultation objectives to drive the process. The stakeholder engagement objectives for this project draw on the IAP2 spectrum of engagement and focus on the **Inform** and **Consult** sections of the spectrum.

These objectives include:

- provide community and stakeholders with project information in a timely manner to build trust and promote positive relationships with all stakeholders
- ensure engagement supports clear understanding about the design phases of the Project, its timing and impacts to ensure ‘no surprises’
- gather feedback and input from stakeholders to help inform the corridor strategy and the Project decision-making process
- build trust and promote positive relationships with community and all stakeholders to enable the smooth delivery of the Project
- provide proactive and relevant information via accessible and appropriate channels
- respond to queries and demands thoroughly and in a timely manner.

## Bass Highway Corridor Strategy – Launceston to Devonport Working Group and Investment Logic Mapping Workshop

The Department established a working group to help identify issues along the highway, identify areas of concern and inform the development of the corridor strategy and upgrade project priorities.

The working group consisted of representatives of key stakeholders from Government, council and other key stakeholder representatives. This included the Department (Infrastructure Tasmania and Passenger Transport), the Tasmanian Transport Association, Meander Valley Council and Latrobe Council. The Royal Automobile Club of Tasmania (RACT) was invited to be part of the working group but was unable to attend the workshops and instead provided feedback via a formal written submission.

An Investment Logic Mapping process was held over the course of three workshop sessions on 11, 25 and 26 May 2021. The process identified a range of challenges for the Bass Highway which are divided into three categories:

- safety
- efficiency
- access and land use planning.

These challenges and categories identified by the working group were then used to inform the overall themes arising from the community consultation, which are outlined in the Feedback summary section.



## Community Consultation

The community consultation period was open from 12 July 2021 to 14 August 2021 and was advertised in local newspapers and on the RoadsTas Facebook page. Other organisations such as RACT and Roads Australia also promoted the opportunity to provide feedback on their Facebook pages and monthly newsletters.

Members of the community were able to provide feedback via the following methods:

- the online interactive mapping tool - Social Pinpoint, via the transport.tas.gov.au website
- a dedicated 1800 project phone line
- email submissions
- written feedback forms available at the Latrobe and Meander Valley council offices
- commenting on the RoadsTas Facebook posts about the Bass Highway Corridor Strategy.

Along with community members, a number of key stakeholders were engaged through the above processes including RACT and key businesses along the corridor as well as drivers of freight and emergency service vehicles. No official freight industry or emergency service representatives provided submissions and the Strategy may benefit from future engagement with these industries.

Key themes from stakeholder and community feedback and submissions is outlined below.

## Feedback summary

During the consultation period a total of 234 pieces of formal feedback relating to the Strategy were received through the following channels:

- 205 comments from 98 unique stakeholders via Social Pinpoint
- 12 feedback forms (six via post and three from each council office ballot box)
- four phone conversations via the dedicated project phone line
- 13 submissions from the community and key stakeholders via email

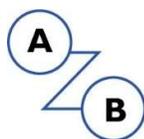
There were also 113 comments on the RoadsTas Facebook posts, which related directly to the Bass Highway corridor, 15 comments related to other roads and the remaining comments were not relevant. There were 385 comments on the RoadsTas Facebook posts in total at the time of close of the consultation period.

### Feedback themes

Community feedback was categorised into four key themes. The themes were similar to the key highway challenges established in the ILM workshops and are outlined below:



**Safety**



**Efficiency**



**Durability & maintenance**



**Mixed transport planning**

The community largely believed that there are issues on the highway relating to road user safety and travel efficiency. These issues generally consisted of:

- a lack of overtaking opportunities leading to dangerous overtaking actions and congestion
- dangerous junctions with private properties and towns creating near misses and congestion
- a lack of separation between lanes running in opposite directions causing confusion and near misses.

Community feedback also featured a serious frustration about road durability and maintenance issues due to poor road surface conditions at specific points along the highway north of Deloraine.

Safety was most the common concern for road users. When responding to the optional survey on Social Pinpoint 94% stakeholders said they had observed a near miss whilst driving along the Bass Highway.

Once the engagement period closed feedback was divided into 11 different sections of the highway, as shown below. The highway sections were developed for the purpose of identifying and reporting on key geographical themes off feedback across the highway. The creation of each highway section was informed by trends in feedback received from stakeholders and the community. Each section reflects reoccurring feedback provided that related to specific locations and issues. These sections did not exist prior to the engagement period.

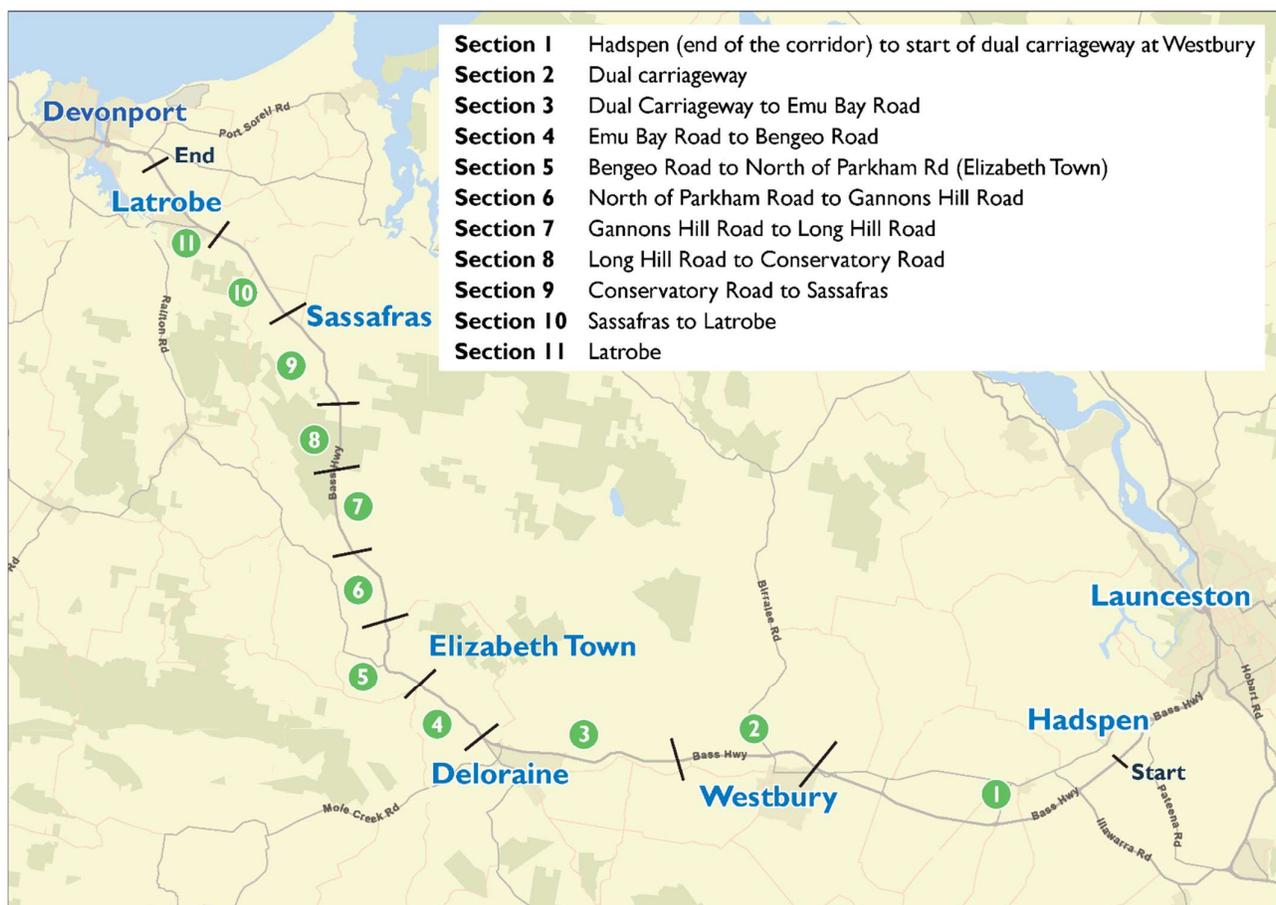


Figure 2 Bass Highway Corridor Section

## Social Pinpoint

Most feedback provided by the community was provided via Social Pinpoint, where community members were able to place comments at a specific location on a map of the Bass Highway. Page statistics are displayed below.

Table 1 Social Pinpoint project page statistics

Total visits	Average Time	Unique Stakeholders	Comments
2936	2:13 minutes	98	205

Social pinpoint users were provided with the option to complete a survey on their experience driving on the Bass Highway between Launceston and Devonport. Of the 98 stakeholders who commented on social pinpoint, 90 also completed the survey. Stakeholders could provide multiple answers to questions and in some instances not every stakeholder provided a response to the question.

Road users were asked what method of transport they use when travelling on the Bass Highway. The majority of road users responded with private vehicle, the next highest was heavy vehicles. 'Other' response were made up of public transport, bicycle, motorhome, van, motorcycle and private vehicle towing horse float. This can be seen in

Figure 3.

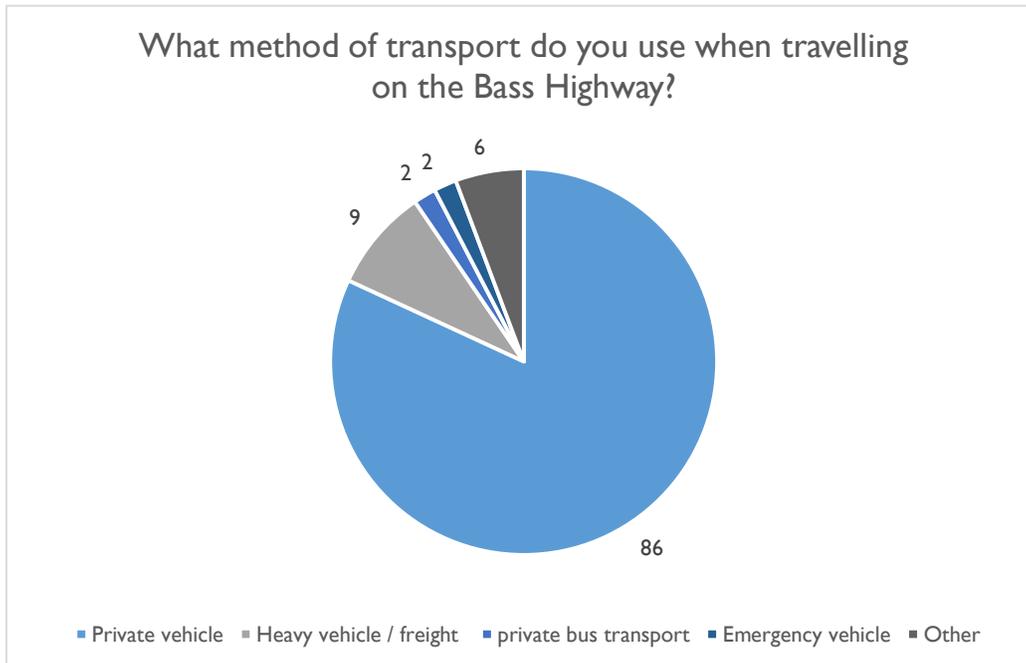


Figure 3 Method of transport used on Bass Highway

When asked how frequently road users travelled on the Bass Highway most user responses (35%) said they travel many times each day, whilst the second most (28%) said they travel on the highway at least a few times per week. A full breakdown is displayed below in Figure 4.

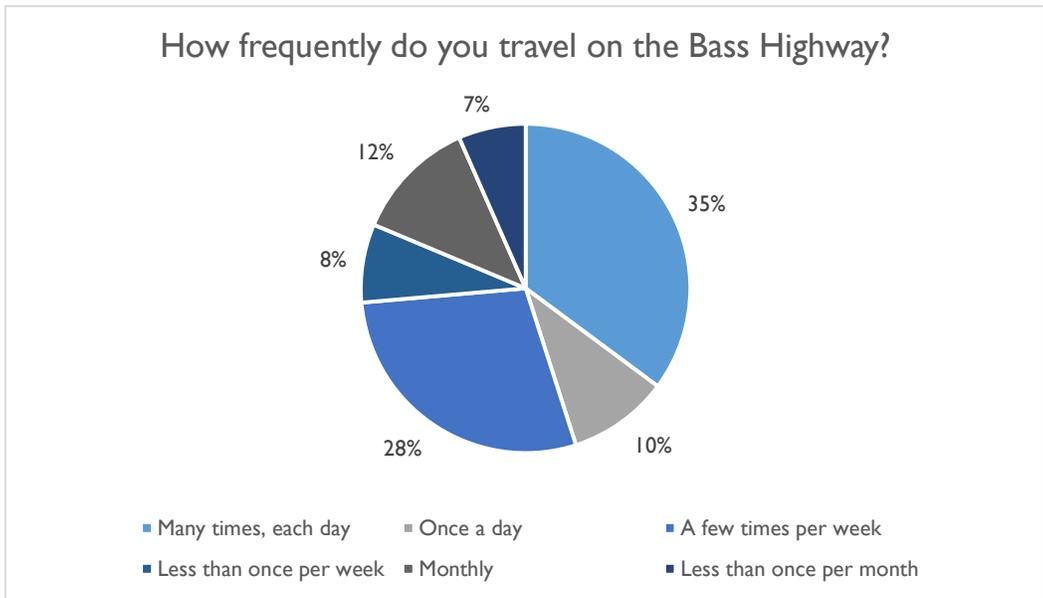


Figure 4 Road user travel frequency on Bass Highway

Road users were also asked if they operate or work for a business that utilises the Bass Highway, 44 said that they do whilst and 43 said they did not. Of these, 25 stakeholders also said that they were either a business owner, or an employee of a business that operates along the Bass Highway. When asked for what purpose road users travelled on the Bass Highway, the three most common purposes road users provided was to access faculties and services, because they live locally or because the work locally as shown in Figure 5 below.

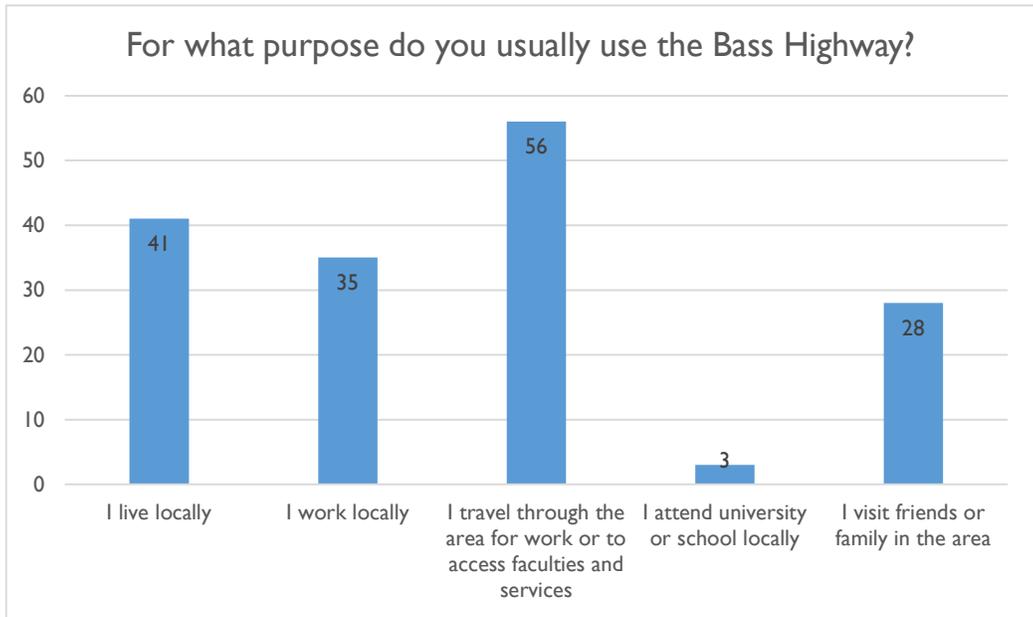


Figure 5 Road use purpose

The time of day that stakeholders travel along the Bass Highway varied. There was a strong correlation of responses with standard commuting hours, but the highest amount of responses said users travelled during the day between 9am – 5pm. This is shown below in Figure 6.

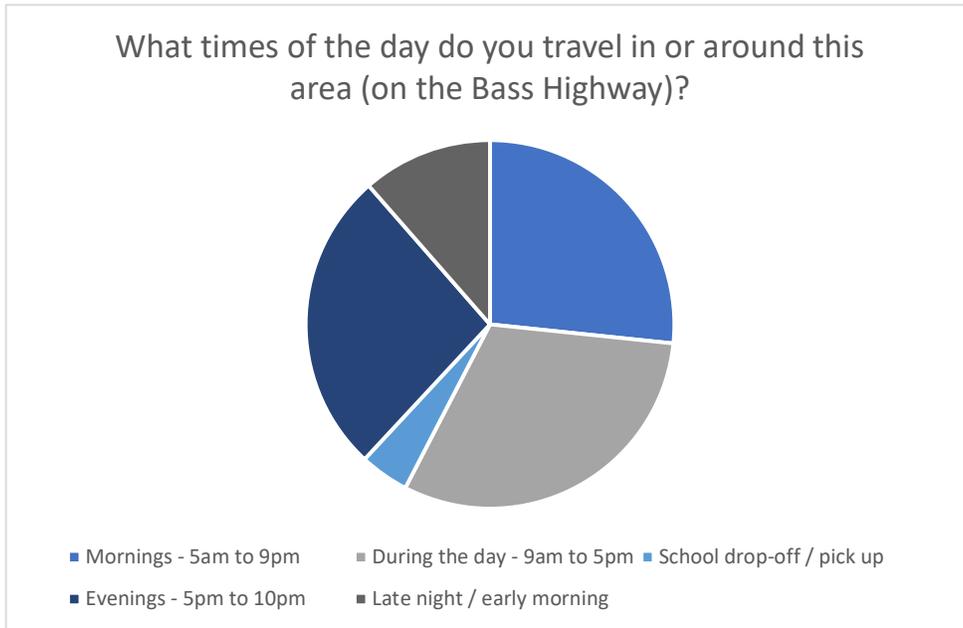


Figure 6 Road user travel times

Social Pinpoint users were required to categorise each of their comments into one of six different road user categories: Bicycle, Car, Freight, Motorbike, Public Transport, or Pedestrian. Most comments related to car usage, the next most referred to is freight, while a small amount referred to public transport, as shown below.

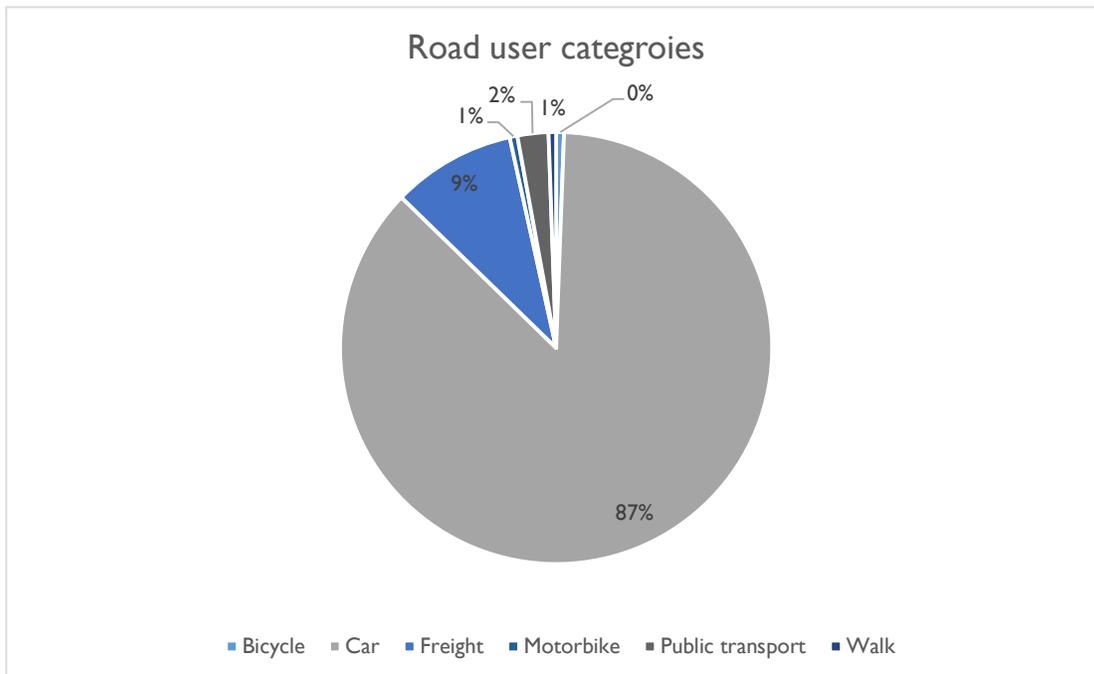


Figure 7 Comments by road use

## Feedback Locations and themes

The heat map below Figure 8 visually represents the concentrations of comments received on Social Pinpoint across the whole corridor. As can be seen below the area from Long Hill Forest Reserve up to Latrobe received the most comments/feedback. Feedback was also consistently spread across Elizabeth Town, Deloraine and Westbury. In some instances, comments captured in the heat map also refer to the whole of the highway as opposed to a specific location.

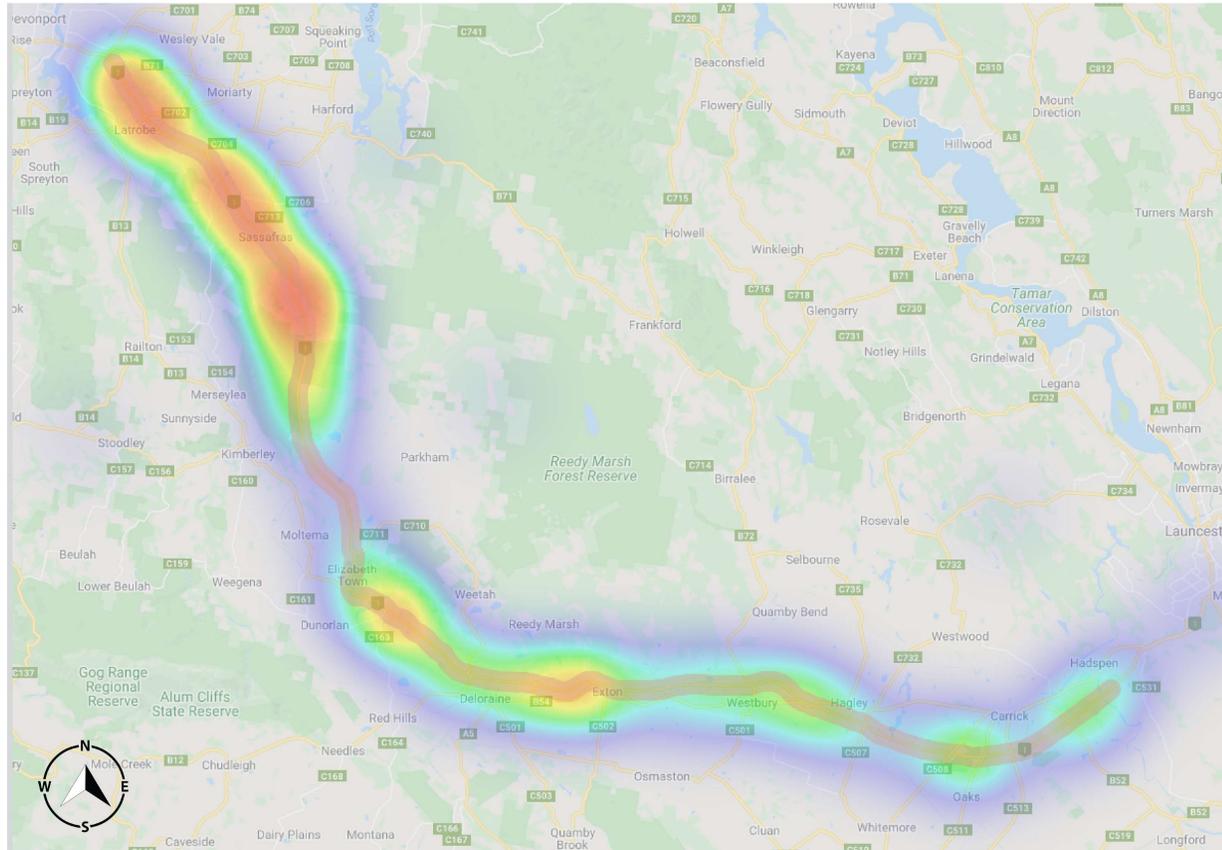


Figure 8 Social Pinpoint Heat Map

Key feedback for specific locations is outlined in Table 2. Findings are based on the number of comments referring to specific themes and issues per section and are listed by highway section. Feedback often referred to multiple issues or sections and were not restricted to one theme or section during the data analysis process. Corridor sections 2, 6 and 7 are not listed in the table below as they received minimal feedback and had no notable trends or consistency in feedback. Key comments for all sections are captured in the next section - Feedback table and the Department of State Growth response.

Table 2 Key feedback themes per section

Corridor Section	Formal feedback related to section	Key Feedback Responses
Whole of corridor	<p><b>43 Comments:</b>                      25 social Pinpoint                      12 email submissions                      6 feedback forms</p>	<ul style="list-style-type: none"> <li>Of the total formal feedback received for this section 30 comments (70%) referred to the need for a dual carriageway.</li> <li>Comments on the RoadsTas Facebook posts also reflected this feedback. There were 83 comments on the RoadsTas Facebook posts about the Bass Highway Corridor Strategy that related to the whole corridor, of which 39 referred to the need for a dual carriageway.</li> </ul>
Section 1 – Hadspen (end of the corridor) to start of dual carriageway at Westbury	<p><b>39 Comments:</b>                      34 social Pinpoint                      3 email submissions                      2 feedback forms</p>	<ul style="list-style-type: none"> <li>24 pieces of road user feedback (62%) for this section raised safety and efficiency concerns over a lack of overtaking opportunities and dual lanes leading to a build-up of traffic and dangerous overtaking. The feedback often compared the road conditions with the existing Westbury dual carriageway.</li> <li>13 pieces of road user feedback (33%) also stated that the road junctions in this section were dangerous and create a concern for safety and efficiency. In particular the Illawarra Road off ramp was a notable concern for road users due to traffic having to slow down unexpectedly to turn off the highway.</li> </ul>
Section 3 – Dual Carriageway to Emu Bay Road	<p><b>21 Comments:</b>                      20 Social Pinpoint                      1 email submission</p>	<ul style="list-style-type: none"> <li>Eight (8) pieces of road user feedback (38%) for this section raised concerns for safety due to a lack of separation between opposite lanes of the highway, particularly where the highway was on a bend. Feedback noted that they would feel safer with safety barriers installed.</li> </ul>
Section 4 - Emu Bay Road to Bengo Road	<p><b>18 Comments</b>                      15 Social Pinpoint                      2 email submissions                      1 feedback form</p>	<ul style="list-style-type: none"> <li>12 pieces of road user feedback for this section (52%) specifically referred to the Christmas Hills Raspberry Farm Café junction as a dangerous intersection. Several near misses as well as a death were referenced due to the difficulties road users are faced with when turning in and out of the junction.</li> </ul>
Section 5 - Bengo Road North of Parkham Rd (Elizabeth Town)	<p><b>13 Comments</b>                      9 Social Pinpoint                      4 feedback forms</p>	<ul style="list-style-type: none"> <li>Seven (7) pieces of road user feedback (44%) for this section believed there were safety issues due to traffic being allowed to drive through Elizabeth Town at the legal speed limit of 110km/h. There was a small amount of road users that disagreed and believed that the speed limit should not change due to traffic efficiency reasons.</li> </ul>

Corridor Section	Formal feedback related to section	Key Feedback Responses
Section 8 - Long Hill Road Conservatory Road	<b>16 Comments</b> 16 Social Pinpoint	<ul style="list-style-type: none"> <li>11 pieces of road user feedback (69%) between Long Hill Road and Conservatory Road referred to dangerous and unpleasant conditions for road users due to the poor road surface condition of the left Launceston bound lane. Road users noted that they felt forced to use the overtaking lane even when not overtaking to avoid the poor road condition.</li> </ul>
Section 9 - Conservatory Road to Sassafras	<b>25 Comments</b> 25 Social Pinpoint	<ul style="list-style-type: none"> <li>12 pieces of road user feedback, which was nearly half of the feedback for this section (48%), highlighted the overtaking lanes between Conservatory Road and Sassafras to be dangerous due to difficulties with using short overtaking lanes that sometimes end on a bend with blind spots. Several near misses were noted as having been witnessed due to dangerous overtaking and confusion as the overtaking lanes end.</li> <li>Six (6) pieces of road user feedback (24%) also referred to dangerous junctions between Conservatory Road, Sassafras, and namely the Chapel Road, Sassafras. The Chapel Road junction was of particular concern to road users where east bound traffic does not have enough time to merge safely onto the highway with other traffic travelling at a speed of 110 km/h.</li> </ul>
Section 10 - Sassafras to Latrobe	<b>19 Comments</b> 17 Social Pinpoint 2 Feedback forms	<ul style="list-style-type: none"> <li>Eight (8) pieces of feedback in this section (42%) referred to dangerous junctions. This mostly related to the United petrol station on the westbound side of the highway and the Ampol petrol station on the eastbound side of the highway. Feedback explained that often cars and trucks cause near misses when merging or turning right onto the highway across 3-4 lanes of traffic travelling at 110kmh.</li> </ul>
Section 11 - Latrobe	<b>29 Comments</b> 23 Social Pinpoint 6 Feedback forms	<ul style="list-style-type: none"> <li>11 pieces of feedback in this section (38%) referred to junctions that are dangerous and create traffic congestion through Latrobe to Devonport. This included several service lanes, the Mersey Hospital roundabout, the Anvers Chocolate junction and the TasFreight junction.</li> <li>Seven (7) pieces of feedback (24%) in this section also related to poor road surface. Three of these referred to the road surface around the TasFreight junction being in poor condition.</li> </ul>

## ILM engagement outcomes

The ILM participants Infrastructure Tasmania and Passenger Transport, the Tasmanian Transport Association, Meander Valley Council and Latrobe Council helped identified a range of challenges for the Bass Highway and identified specific areas where those challenges need to be addressed. As a group, they identified the corridor in the vicinity of Latrobe, Elizabeth Town and Sassafras, as priority areas for upgrade.

Key issues of concern included:

- Poor signage and lighting, leading to difficulty in navigating the corridor, particularly for tourists who may not be familiar with the area
- Insufficient opportunities for overtaking
- Inadequate shoulder widths to enable people to pull over in an emergency / break down
- Inadequate turn lanes, and acceleration and deceleration lanes to safely enter and exit the highway
- Poor road surface quality in a number of locations, leading to safety concerns
- Lack of adequate rest areas for heavy vehicles.

## Engagement with RACT and other key stakeholder

RACT was unable to attend the ILM workshops and submitted a separate response. RACT's key priorities for the Bass Highway between Launceston and Devonport, with a focus on the Latrobe/Sassafras to Deloraine section, include:

- Improve the passing lanes and road surface at Parramatta Creek
- Implement safety upgrades at the Christmas Hills Raspberry Farm intersection
- Identify and implement improvements to the road surface in other key areas
- Identify areas to increase road width and wider shoulders in key areas, particularly between Christmas Hills and Elizabeth Town including consideration of an improved road alignment
- Identify areas to increase separation, particularly through median barriers/wire ropes, in key areas
- Increase the number of heavy vehicle rest areas along the corridor
- Improve the line marking and signage on approach to and departing the Latrobe roundabout
- Improve line marking and lighting along the whole corridor.

RACT noted that the Strategy align with the Wynyard to Marrawah and Cooee to Wynyard corridor strategies to inform a holistic 10-year Bass Highway Action Plan, which has been committed to by the Department.

A number of businesses that are either located on, or rely on the Bass Highway as a key transport route also provided valuable feedback via email submission. This included owners of key popular tourist destinations, farmers and natural resource businesses using the highway as a freight route. Their feedback was reflective of the general community feedback and is captured in Table 3. This included the need for improved junctions, dual lanes and off and on ramps.

Some emergency service vehicle users also provided feedback via Social Pinpoint, specifically relating to the need to do U-turns in a timely manner along the highway and wire rope safety barriers impacting these opportunities. Representatives of the SES were also invited to provide a submission, but no response was provided.

## Feedback table and the Department of State Growth response

The table below captures key pieces of feedback that are reflective of the general sentiment, the overall comments and submissions received from the community and stakeholders. Feedback is listed underneath key themes captured in the engagement and examples are provided for specific sections of the corridor. The Department has provided insight into how the Strategy is responding to feedback.

Table 3 Categorised feedback

Feedback	The Department's Response
<b>Dual Lanes and overtaking opportunities</b>	
<p>Section 0 – Whole of Highway</p> <p>It's simple, stop spot repairs and make the entire journey between Devonport &amp; Launceston a dual lane highway. It's the national highway after all not a country road. The continual changing from one lane to two as on the Midlands causes nothing but frustration to ALL users. Make it 4 lanes all the way, there is no other answer.</p>	<p>The Department is investigating an upgrade to a dual lane separated highway across a number of the I I sections 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>Section 3 - Dual Carriageway to Emu Bay Road</p> <p>Basically, any patch of road that is only single lane needs to be improved. Ideally double lanes the entire way (like the Latrobe-Burnie patch of the highway) or at the very least some barriers to prevent head on collisions between cars going 110-120kms. A main highway that is just single lane without even any signs indicating this is just mind blowing for us Tasmanian residents, let alone mainland visitors!</p>	
<p>Section 6 – North of Parkham Road to Gannons Hill Road</p> <p>The road needs to be two lanes at all time. because if there's an L plater in front of a full license, the full license is having to slow down like 30km because an over taking lane is nowhere near, and the same with trucks. Two lanes would make it much smoother travel.</p>	
<p>Section 10 – Sassafras to Latrobe</p> <p>The entire area just needs the investment in dual lanes to keep up with growing movement between Launceston and Devonport.</p>	

<b>Overtaking Lanes</b>	
<p>Section 1 – Hadspen at the start of corridor to start of dual carriageway</p> <p>The section of Bass Highway between greater Launceston and Westbury only has one short overtaking lane. Limited opportunities to pass trucks and caravans lead to people making risky and dangerous decisions where drivers overtake in dangerous locations. I travel this section of Bass Highway nearly every day and have witnessed many poor overtaking manoeuvres.</p>	<p>The initial assessment conducted for the Corridor Strategy has identified additional opportunities for overtaking lanes, including using safety barriers to improve road safety in the area.</p>
<p>Section 7 – Gannons Hill Road to Long Hill Road</p> <p>Overtaking lanes which end on a bend are less than ideal, could this be avoided? A troublesome eastbound overtaking lane ends approximately here on the map, traffic which is merging, overtaking plus a bend are not good driving conditions.</p>	
<p>Section 9 – Conservatory Road to Sassafras</p> <p>The start of this overtaking lane heading north tapers out to form the overtaking lane much too slowly and I've seen some near misses here as a result. Cars trying to overtake start to do so much too early and sometimes end up partially in the lane against oncoming traffic</p>	
<b>Lane division / safety barriers</b>	
<p>Section 2 – Dual Carriageway</p> <p>That part of the road is actually pretty good comparing to the rest: four lanes and separated in the middle. However, that separation actually creates a problem for first responders (I'm a Volunteer Firefighter) as there is no way to turn around if the accident on the other side of the highway. We must drive till it becomes 2 lanes only to be able to make a U-turn</p>	<p>Sufficient opportunities for U-turns for emergency service vehicles will be considered in upgrades.</p>
<p>Section 3 – Dual Carriageway to Emu Bay Road</p> <p>This corner directly west of Porters Bridge Road is dangerous. A long sweeping bend with no fencing in the middle. At the very least this needs wire rope fencing between traffic. The fact it is also a blind turn makes it even more dangerous when people decide to overtake despite the lines.</p>	<p>The Department undertook a road safety audit as part of the Corridor Strategy and high-risk areas have been</p>

<p>Section 6 - North of Parkham Road to Gannons Hill Road</p> <p>Dangerous corner taken at speed (200m north of Parkham Road). Needs wire rope barriers before more deaths occur here.</p>	<p>addressed in the Corridor Strategy and prioritised.</p>
<p>Section 3 – Dual Carriageway to Emu Bay Road</p> <p>Do not repeat the mistakes of the Midland Highway by putting wire rope everywhere and not adding enough overtaking opportunities to compensate. Midland Highway is safer yes but also slower with not many places to overtake. Priority should be lowering congestion and travel times too.</p>	<p>Additional overtaking opportunities have been identified along the length of the corridor. However, where there is higher incidence of head on collisions additional measure such as wire rope separation may be required.</p>
<p><b>Signage and lane markings</b></p>	
<p>Section 0 – Whole of Highway</p> <p>There are stretches of the subject highway where we are conscious of confusion in whether we are on a two lane, or one way of a four-lane highway. We find we discuss it each time we travel, because there are moments when we are not sure. I have planned to overtake, but consciously considered where I am before doing so. That is a direct result of having a highway that changes several times from two to four lane. A normal two lane highway does not create that confusion.</p> <p>Directional arrows painted on the road seem to be a very low cost risk reduction for visitors and locals, given how many of the accidents involve vehicles travelling in opposite directions. It won't solve the safety issues, but it seems reasonable to assume it will reduce them.</p>	<p>A signage strategy will be developed to identify areas that need better guidance and reassurance for drivers. This strategy will improve the existing line markings and road signage along the corridor. This is the first step in a larger program of upgrade works such as widening, overtaking lanes and intersection upgrades that will take longer to deliver.</p>
<p>Section 4 - Emu Bay Road to Bengoe Road</p> <p>There should be variable speed indicators on the approach to Launceston and or an icy road sign that lights up with a sensor as I notice that this road gets very icy and people still speed along it</p>	
<p>Section 9 – Conservatory Road to Sassafras</p> <p>While there are right-turn approach lanes towards Keens Road and Eversons Road are good, there is no proper signage to tell drivers about them. Bass Highway by Rocky Cape has such signs (for example, the turn into Pollards Road). Most T-intersections should have this arrangement and the signage to aid it.</p>	

<b>Need for public transport</b>	
<p>Section 0 – Whole of Highway</p> <p>Let's go back to the future and have public trains in Tasmania - get the cars off the road, have reliable frequent public trains. Surely a public train service would cost a lot less than the duplication required to make the Bass Highway (A National Highway) 4 lanes all the way. Think outside the square, surely there are some learnings to be found and shared.</p>	<p>Public rail connection and service is a much larger public policy question and is out of the scope of this highway planning study.</p>
<p>Section 0 – Whole of Highway</p> <p>Some genuine public transport between the towns and Launceston would be great. This means regular, reliable, and affordable busses providing a meaningful alternative to private vehicle use. All towns between Deloraine and Launceston, that are within a reasonable distance from the highway, should be considered. If this means utilising Meander Valley Road, then MVR needs to be upgraded also to better accommodate buses.</p>	<p>The improvement of bus services is outside the scope of this project. Feedback related to public transport is being provided to the Public Transport Branch of the Department to consider as part of any future changes or upgrades to services. In addition, existing bus stop infrastructure upgrades have been included as part of the road infrastructure upgrade projects</p>
<b>Freight infrastructure</b>	
<p>Section 0 – Whole of Highway</p> <p>A few more truck stops are needed along the highway, not only trucks use them, often I see cars parked on the side of a 110km stretch of highway with not much room between them and traffic. More rest stops make the whole road safer.</p>	<p>Recommendations in the <i>Tasmanian Heavy Vehicle Driver Rest Area Strategy (2020)</i> have been included in the Bass Highway Corridor Strategy and Implementation Plan. There will be upgrades made to a number of heavy vehicle rest areas.</p>

<b>Highway entrances and exits</b>	
<p>Section 1 – Hadspen at the start of corridor to start of dual carriageway</p> <p>Due to the tight radius of the eastbound Illawarra Road off ramp, vehicles slow on the highway before exiting into the deceleration lane, causing unnecessary delay and friction to through traffic.</p>	<p>The upgrade of all interchange on and off-ramps (acceleration and deceleration lanes) will be included in the corridor upgrade projects.</p>
<p>Section 3 - Dual Carriageway to Emu Bay Road</p> <p>At the Mole Creek Road junction, the way that the on-ramp forms the left lane of the eastbound overtaking lanes quite often results in slower vehicles failing to merge left to allow vehicles to overtake. The length of the overtaking lane is already too short.</p>	
<b>Dangerous junctions</b>	
<p>Section 4 - Emu Bay Road to Bengeo Road</p> <p>The Christmas Hills Raspberry Farm is very popular. There needs to be a safer entry and exit to Christmas Hills Rd as the number of tourists that use this intersection is high. It's only a matter of time before a nasty crash occurs here. Many have witnessed near misses at this location. Coming from the mainland where the majority of speed limits are 100km/h people underestimate how fast vehicles are travelling on the Bass Highway and regularly pull out in front of vehicles travelling in excess of 110km/h.</p>	<p>The Christmas Hills Road junction has been prioritised for upgrade.</p>
<p>Section 5 – Bengeo Road North of Parkham Rd (Elizabeth Town)</p> <p>Conflict between through traffic, vehicles exiting museum. Limited line of sight in both directions. Consider extending 90 zone to Bengeo Road intersection to allow safer right turns from Bengeo Rd.</p>	<p>The Department undertook a road safety audit as part of the Corridor Strategy and identified accesses and intersections that require improvement. As a result, a short-term priority identified in the Corridor Strategy is to prioritise intersection and access arrangements based on their level of safety and efficiency.</p>
<p>Section 8 - Long Hill Road Conservatory Road</p> <p>There needs to be a better intersection where the road from Huon agriculture meets the Bass Highway. When travelling west on the Bass Highway and you are passing that intersection, car, b-double's etc use the lane designated to turn right to go to Huon Agriculture as another lane to head west to paramatta creek</p>	

<p>Section 10 - Sassafras to Latrobe</p> <p>On my regular travels I have often seen some very dangerous road usage with people entering and exiting the United petrol station (Westbound side of the Highway.)</p>	
<p>Section 11 – Latrobe</p> <p>The turnout lane to enter the Latrobe Caltex servo needs to be longer. Trucks coming down hill loaded need a long distance to slow safely. The current turn out is too short, meaning trucks are slowing to well below 90 before they are on the turn out.</p> <p>I've witnessed multiply near misses of cars exiting Anvers Chocolates and turning south towards Latrobe. When traffic is heavy people rush to get out of Anvers to seize a gap and crossing two lanes of a highway, even in a 80klm zone, is risking an accident.</p>	
<p><b>Road Design and Geometry</b></p>	
<p>Section 5 – Bengeo Road North of Parkham Rd (Elizabeth Town)</p> <p>The alignment between Deloraine and Elizabeth Town is particularly poor. Geometric improvements should be considered.</p>	<p>State Growth identified several upgrade opportunities for this section of the corridor to improve safety and efficiency.</p>
<p><b>Town Bypass</b></p>	
<p>Section 5 – Bengeo Road North of Parkham Rd (Elizabeth Town)</p> <p>The slowing down of traffic to go through a built-up area shouldn't be necessary for a highway of high importance. While I would love to see a bypass around Elizabeth Town, I can't see a way of doing it without purchasing land. A bypass on the west side would be the most ideal in terms of land topography but where the bypass joins the existing highway on either side is something I'm unsure of. Thoughts?</p>	<p>Options for bypasses are a long-term consideration and limited by topography and land utilisation impacts.</p> <p>Town bypasses are not currently being considered. Upgrades will aim to improve safety and efficiency within the existing road corridor.</p>
<p>Section 8 – Long Hill Road Conservatory Road</p> <p>An idea would be to bypass this section of Sassafras entirely between Smith and Others Road and Flemings Road, rounding the Huon factory and going through STT forest.</p>	

<b>Speed limit</b>	
<p>Section 5 – Bengoe Road North of Parkham Rd (Elizabeth Town)</p> <p>There have been several deaths and many accidents on the highway between Railton Road and Samuel Street junctions. This section of the highway should have the speed limit reduced to 70 km/h</p>	<p>All options will be considered to address safety issues. If deemed necessary all changes to speed limits will be referred to the Transport Commissioner for consideration.</p>
<b>Road condition and maintenance</b>	
<p>Section 7 – Gannons Hill Road to Long Hill Road</p> <p>Condition of the road is shocking and dangerous as vehicles swerve to avoid huge craters. Need more guard rails throughout Tasmania to avoid oncoming traffic (recent fatalities).</p>	<p>A package of proposed upgrades is being prepared to address many issues through the Parramatta Creek and Sassafras areas. The measures include improving road condition and addressing other safety and efficiency issues.</p> <p>Temporary maintenance works have recently been undertaken on this section until longer-term rehabilitation measures can be implemented.</p>
<p>Section 8 – Long Hill Road Conservatory Road</p> <p>This particular section of road would have to be in the worst condition, I drive a truck almost every single day in both directions and without fail the road its self can pull the truck around on the road depending where you pick your line. It's almost safer to drive bang on the middle of the road</p>	
<p>Section 10 – Sassafras to Latrobe</p> <p>This section of road has been in a constant state of repairs for the last five years. This section of road should have the surrounding trees removed, as I believe this plus rain to be the culprit of such poor road surface.</p>	
<p>Section 11 – Latrobe</p> <p>There is extremely poor road surface heading towards Latrobe between the double lanes ending and the entrance to Anvers.</p>	

Other themes	
Need rumble strips on the Oaks Road slip lane to make cars slow down and give way to cars already on Oaks Road, sick of people just pulling out in front of me on Oaks Road and arrows as people turning towards Carrick still use the left turn lane.	This sits outside the of Strategy's scope. The relevant State Roads Traffic Engineering team will be informed of the adjoining traffic/road safety issues.
Where the Bass Highway offramp joins the "Bowerbank link" it is not easy to see other vehicles travelling along Bowerbank. The trees, shape of intersection make it all substandard. Suggest at minimum removal of trees and reduction of speed limit on Bowerbank.	

## Lessons Learned

Unfortunately, due to Covid-19 restrictions no face to face engagement opportunities were available with the community. However, through promoting multiple different engagement opportunities through local newspapers, the local council and on social media platforms the Department has been able to engage with a broad range of the general community. Stakeholders who were unable to engage online were provided with the opportunities to give feedback via the project phonenumber as well as providing submissions via hard copy feedback forms made available at the local council offices.

Survey responses captured in the

Social Pinpoint section showed that there was a diverse mix of commuters and business owners or employees located on the Bass Highway providing feedback. This was also validated by email submissions, feedback form submissions and phone conversations, which also had a mix of both users.

Survey responses also showed that the majority of feedback provided was from users of private vehicles, freight is noted as a key user of the Bass Highway and the Strategy may benefit from some direct engagement with freight industry representatives. Important feedback was also provided via Social Pinpoint from emergency service vehicle users of the Bass Highway, however no official submission was provided from emergency service industry representatives which may also benefit the Strategy.

Key stakeholders including but not limited to the Meander Valley Council, Latrobe Council and Transport Association Tasmania met in person with the Department and members of the project team to participate in the ILM workshop. RACT also met with the Department in person and provided a formal submission. These inputs were important to give the project team an understanding of the key challenges and issues of the Bass Highway. Feedback and submissions from the community and businesses via Social Pinpoint, email and the phonenumber were analysed in detail and found to be consistent with the issues raised by key stakeholders. This feedback was provided to the project team following the engagement period and further validated the project team's understanding of the upgrade requirements and priorities. Comments on the RoadsTas Facebook page were not viewed as formal feedback, but they were analysed and found to be largely consistent with sentiment and feedback provided via Social Pinpoint and email.

## Next Steps

### Timing

The timeline for the Strategy's development and implementation is outlined below.



The feedback received has been used alongside the results of the technical design assessment of the road corridor and we are finalising the development of the Corridor Strategy and Implementation Plan. The Corridor Strategy will identify safety and efficiency upgrade opportunities and prioritise sections of the corridor for upgrades, and the Implementation Plan will prioritise the upgrade opportunities.

The upgrades are expected to include road widening including the provision of overtaking opportunities and increased separation between traffic lanes, intersection upgrades, road base and surface works, new signage as well as improved vehicle rest stops to improve safety, efficiency and bring the highway up to the Australian Road Assessment Program 3-star standard.

The Corridor Strategy and Implementation Plan will be released shortly and will contribute to the Bass Highway 10 Year Action Plan. Projects design development is expected to start in 2022.



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**Attachment C      Concept Design Stakeholder Engagement Consultation and Feedback  
Summary Report**



# Consultation and Feedback Findings Summary

## Bass Highway – Christmas Hills to Deloraine

May – June 2025

### Project overview

The Bass Highway – Christmas Hills Road to Deloraine project will improve safety and efficiency on the Bass Highway. The project aims to address the high-priority improvement opportunities identified for this location outlined in Bass Highway Devenport to Launceston Corridor Strategy.

The improvements will include improvements to the Christmas Hills Road and Griffins Road intersections, widening the road, installing central flexible safety barriers and improving signage and line markings.

### What we did

In May and June 2025, we invited the community to provide feedback on the project's concept design.

This consultation opportunity was promoted using a variety of methods, including:



2,049 postcards sent to homes and businesses in Deloraine and Elizabeth Town



Direct emails to 11 nearby property owners



Public notices in The Examiner newspaper, The Advocate newspaper and Tasmanian Country



A media release issued by the Minister for Transport and Infrastructure



Update to the project webpage on the Transport Tasmania website



Static display at the Meander Valley Council office



A post on the RoadsTas Facebook page

## What we heard

Your Feedback	Our response
<p><u>We heard that this section of highway is part of the Great Western Tiers cyclist trail, and we need to ensure that the road shoulders are wide enough to cater for cyclists travelling along the trail.</u></p>	<p>The current project design considers cyclist safety including widening the road shoulders. The sealed road shoulders will a minimum of 2.5 metres wide, which provides safe clearance between cyclists and general traffic.</p>
<p><u>We heard concerns around the general road conditions and requesting a full two-lane highway in each direction between Launceston and Devonport.</u></p>	<p>We released the Bass Highway Corridor Strategy – Launceston to Devonport in 2023. This strategy sets out our plan to develop and manage the road corridor to improve safety, efficiency and support economic growth.</p> <p>The strategy identified 66 improvement opportunities which have been prioritised into short, medium and long term improvements.</p> <p>We identified from the strategy that the ultimate vision for the highway between Launceston and Devonport is to have a fully separated two-lane roadway along the full length, where possible. However, given the length of the highway, upgrades will need to be staged and there may be some areas where topography, corridor width and environmental factors may influence our ability to upgrade to dual lanes in each direction.</p>

Your Feedback	Our response
<p><u>We heard requests for further upgrades to additional intersections at Samuel Street, Ashford Road and Bengo Road.</u></p>	<p>The current project does not include upgrades to Samuel Street or Ashford Road as these are both outside of the project area. The intersections at these locations were not identified for upgrades within the Bass Highway Corridor Strategy.</p> <p>A new turning facility is planned at the intersection of Bass Highway and Bengo Road. This will result in a minor upgrade to the intersection.</p>
<p><u>We heard requests for a speed limit reduction on the Bass Highway near the Christmas Hills Road intersection.</u></p>	<p>We consider both safety and traffic conditions when reviewing a speed limit review request, and this intersection has been reviewed by the department's traffic engineering team.</p> <p>At this stage, we do not intend to make an application to the Commissioner for Transport to change the speed limit at this location. We are instead upgrading the Christmas Hills Road intersection to make it easier to enter and exit, adjusting the location of the overtaking lanes on the Bass Highway so that they don't conflict with the Christmas Hills Road intersection, and are installing a median flexible safety barrier to eliminate the risk of head on collisions.</p> <p>We will apply temporary speed reductions during construction, and we will conduct a further speed limit review upon completion of the works.</p>

## Next steps

We are committed to continued engagement with impacted landowners and key stakeholders as the design progresses.

We've reviewed the feedback and incorporated changes where appropriate. We expect to have the final design completed in the first half of 2026 and a copy of the design will be published on the on the project website.

Thank you to everyone who contributed.

## Contact

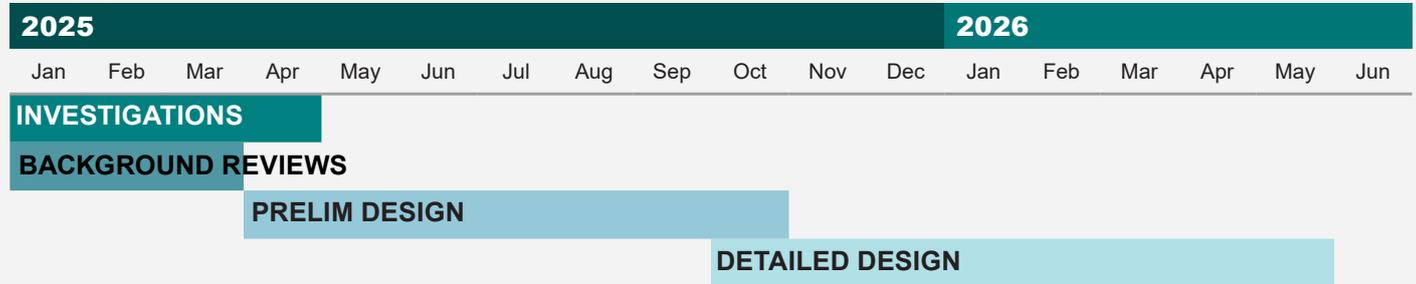
If you have any questions regarding this report, please contact our Stakeholder Engagement Consultant, Sarah Sutton on 0418 828 896 or email [christmashillsroadtodeloraine@stategrowth.tas.gov.au](mailto:christmashillsroadtodeloraine@stategrowth.tas.gov.au)

**Attachment D      Design phase Council quarterly update snapshots**

# Bass Highway - Christmas Hills Road to Deloraine (Bengeo Road to Ashford Road)

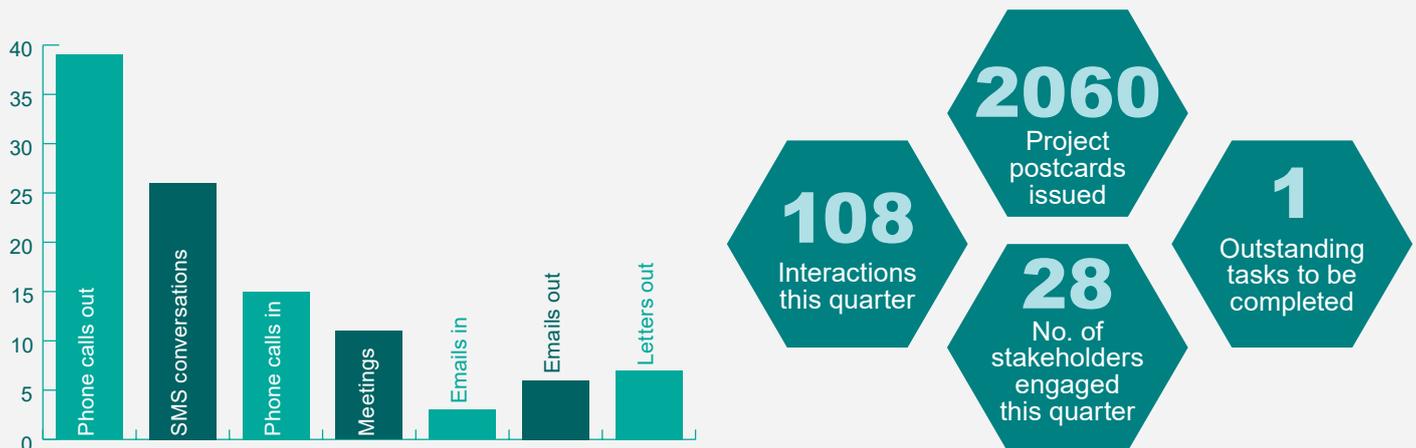
Meander Valley Council - Project Update Meeting - 13 February 2025

## PROGRAMME OVERVIEW



Project is on track. Geotechnical investigations have commenced.

## STAKEHOLDER ENGAGEMENT OVERVIEW



Engagement to date has predominately focused on adjacent landowners and key stakeholders such as Council.

Lyndon Black and Sarah Sutton visited the project area on 8 and 9 January 2025 and met with nearly all impacted landowners, and have remained in contact with them since.

Since issuing the project introduction postcard to the suburbs of Deloraine and Elizabeth Town in January 2025, we have received two enquiries relating directly to the project, and two enquiries not related to the project (one relating to irrigation and one relating to maintenance outside of the project area).

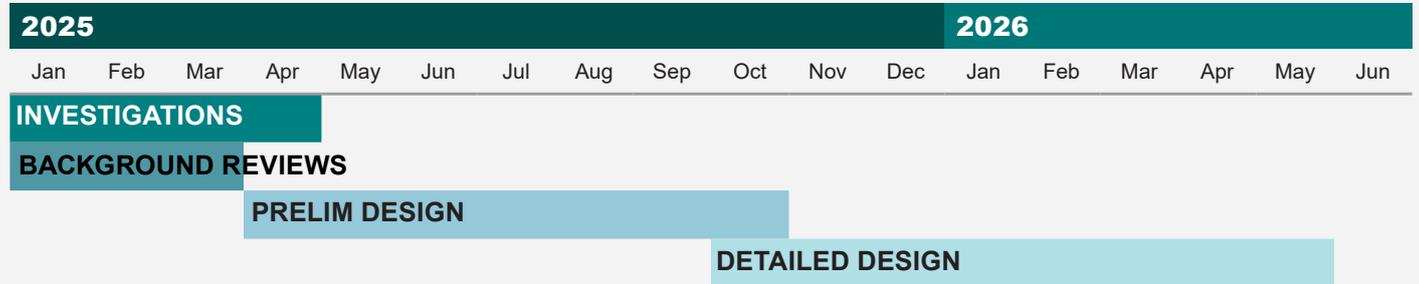
Geotechnical investigations are currently underway - all impacted landowners provided consent for these investigations to be completed on their properties.

Sarah is in the process of documenting on-site meeting notes. One landowner has asked to review these notes before they are provided to the department to ensure that all points of concern have been captured.

# Bass Highway - Christmas Hills Road to Deloraine (Bengeo Road to Ashford Road)

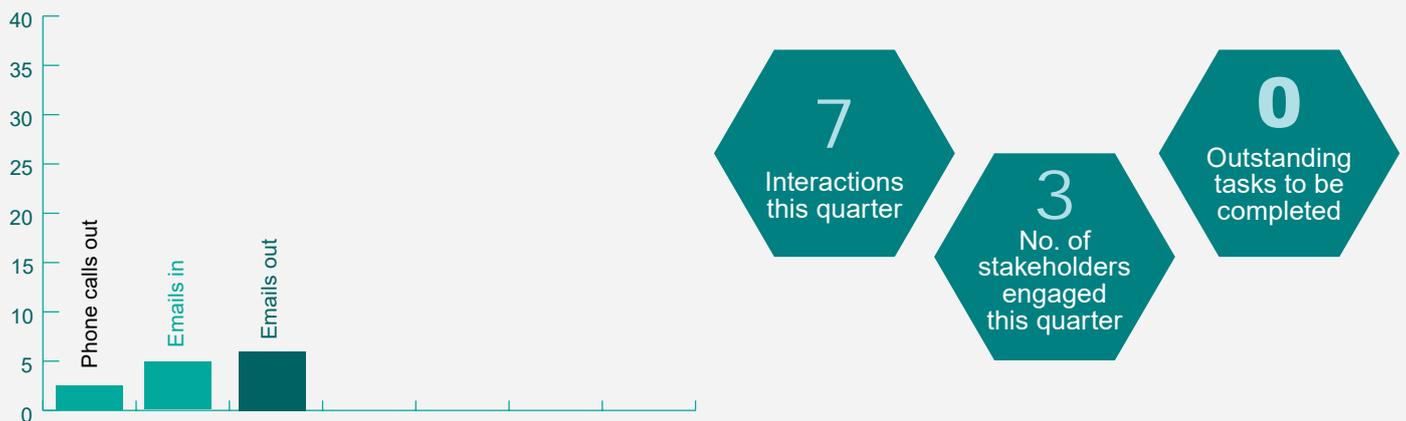
Meander Valley Council - Project Update Meeting - 16 May 2025

## PROGRAMME OVERVIEW



Project is on track.

## STAKEHOLDER ENGAGEMENT OVERVIEW



We engaged with two adjacent landowners in the last quarter, one who contacted us regarding the geotechnical investigations, and one who contacted us to confirm if the project was progressing. We have received no other enquiries since our last report.

# Bass Highway - Christmas Hills Road to Deloraine (Bengeo Road to Ashford Road)

Meander Valley Council - Project Update Meeting - 14 August 2025

## PROGRAMME OVERVIEW



Project has now progressed into the detailed design phase.

## STAKEHOLDER ENGAGEMENT OVERVIEW



Since our last update, we have:

- undertaken community consultation on the project's concept design (24 responses received)
- engaged with bus operators regarding bus stop locations (1 response received)
- met with adjacent landowners regarding known project impacts to adjacent properties.

Lyndon Black and Dean Wilson visited the project area on 28 and 29 July 2025 and met with 17 impacted landowners from 11 adjacent properties, to discuss project impacts and outline the land acquisition process.

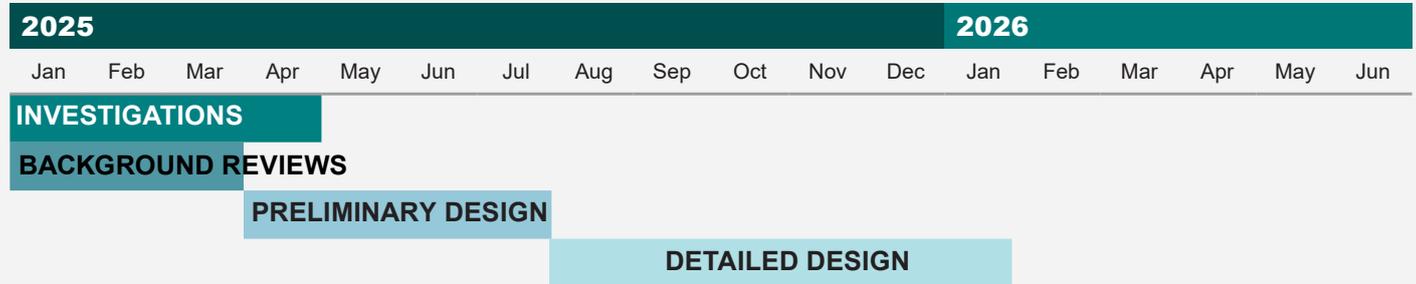
We are continuing to engage with impacted landowners regularly by phone and email.

The outstanding task to be completed relates to a landowner who has requested a map showing the full extent of land acquisition, as well as the location of all licensed accesses on their property. This map is currently being prepared and will be issued to the landowner by Friday, 22 August 2025.

# Bass Highway - Christmas Hills Road to Deloraine (Bengeo Road to Ashford Road)

Meander Valley Council - Project Update Meeting - 27 November 2025

## PROGRAMME OVERVIEW



We are in the process of finalising our detailed design.

## STAKEHOLDER ENGAGEMENT OVERVIEW



The majority of interactions this quarter have focused on design-related enquiries.

We are continuing to engage with impacted landowners regularly by phone and email. The owners of one property have now engaged legal representation.

The outstanding task to be completed relates to the changing of an access licence for an impacted landowner. This task is being managed by State Growth and ADDC, and will be completed as soon as practical.



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