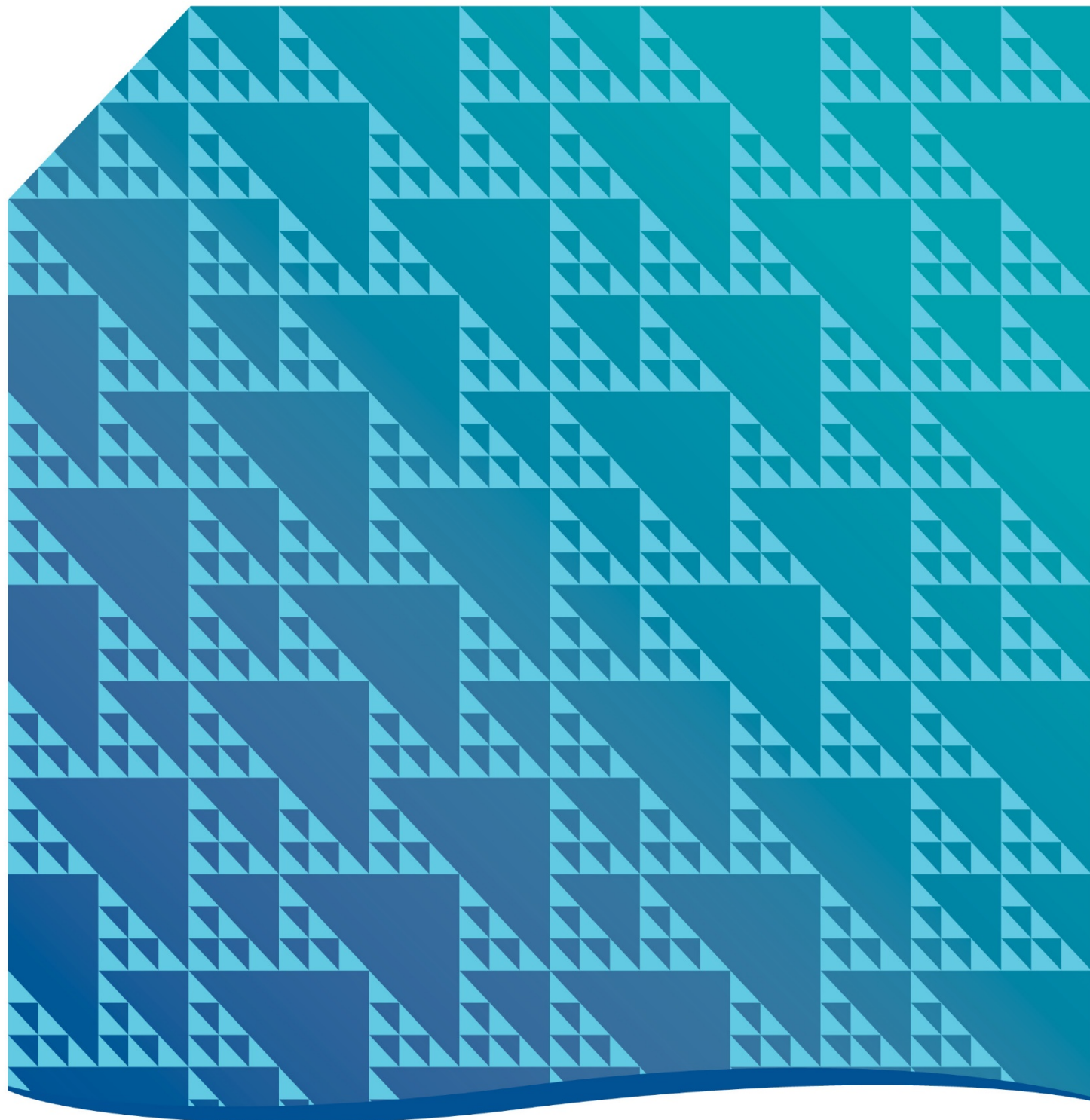


**Bass Highway – Wynyard to  
Marrawah Corridor Strategy**

**September 2019**

# Consultation & Feedback Report



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## Executive Summary

The Department of State Growth (State Growth) is developing the Bass Highway Wynyard to Marrawah Corridor Strategy (Corridor Strategy), a plan to manage and develop the road corridor to improve safety, efficiency and support growth. To inform the Corridor Strategy the community, businesses and local government were asked to provide suggestions for improvement based on their experiences of using the highway.

The feedback stressed the importance of future-proofing the highway to support both business and tourism growth as well as local access, by having a standard of highway suitable for a mix of heavy vehicles, cars, cyclists and pedestrians.

Opportunities for safety, reliability and efficiency improvements were identified, including:

- road and shoulder widening
- junction improvements
- road alignment and sight-line improvements
- line marking and signage
- management of hazards such as overgrown vegetation, lighting and drainage
- provision of overtaking opportunities.

A total of 239 pieces of feedback/comments were received through the on-line interactive map, social media, email and phone.

Locations of particular concern included Boat Harbour, Black River, Brittons Swamp, Broadmeadows, Peggs Beach, Port Latta, Sisters Creek and Togari.

The feedback ensures that local knowledge about the use and condition of the corridor are taken into account when designing and prioritising upgrades and maintenance. It will help to ensure that the planned investment in the highway meets the needs of the local communities and industries it serves.

We thank everyone for taking the time to provide their feedback and comments.

## Project overview

The Bass Highway Wynyard to Marrawah Corridor Strategy is a long term plan to manage and develop the road corridor to improve safety, efficiency and support growth. Feedback will be used to assist in identifying improvements and priorities over the short, medium and long term. The strategy will take into account the current road condition, challenges, and the growth in the agricultural, forestry and tourism industries using the road.

The length of the Bass Highway covered by this Corridor Strategy is from the intersection of Bass Highway at Inglis Street in Wynyard to the intersection of Bass Highway and Arthur River Road/Comeback Road, Marrawah, a distance of approximately 110 km.

This is an important freight route from the Circular Head Municipality and the west coast of Tasmania to the Ports of Burnie and Devonport and beyond. It is also a key link for tourist traffic and commuters between the far north west of Tasmania and the rest of the state.

### Image 1: Project Location Map

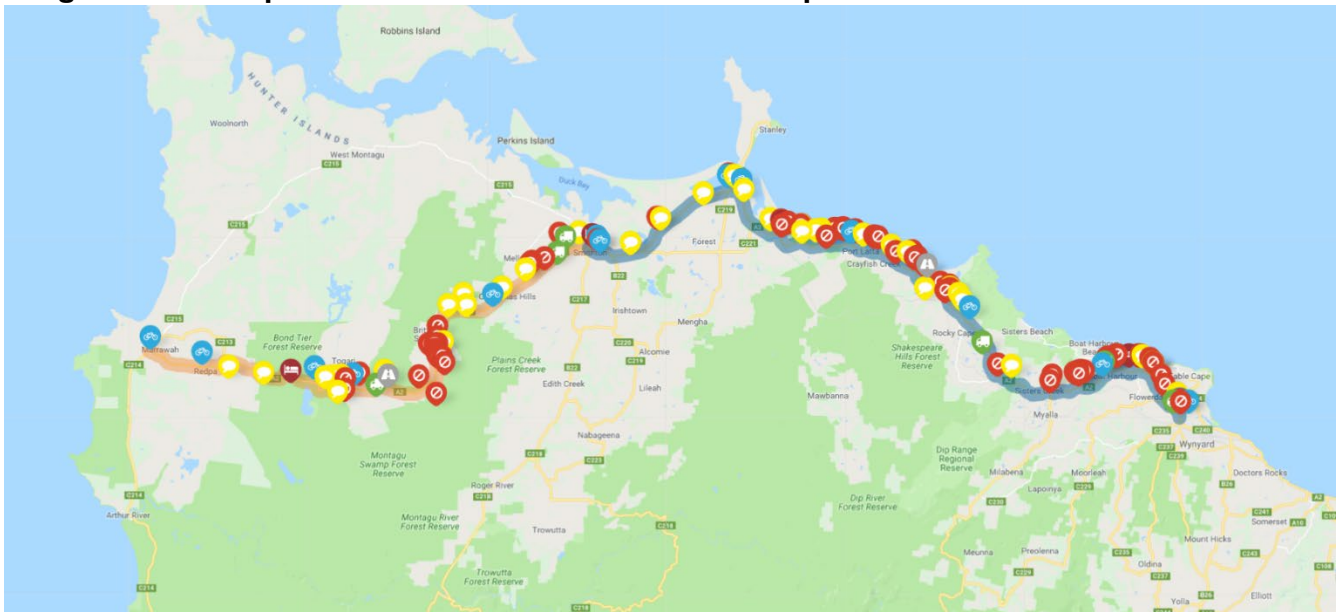


# Consultation

Community consultation was undertaken between 13 May 2019 and 7 June 2019. The opportunity for the community to provide their feedback and comments was issued in a media release and advertised in local newspapers, on a dedicated project website and on the State Roads Facebook page. The Facebook post was shared by other organisations. Businesses were sent an email inviting them to comment.

Feedback was predominately collected using Social Pinpoint, an interactive map which allows community members to provide comments and feedback via an interactive map. Social Pinpoint was made accessible via a link on the Transport website and Facebook posts.

**Image 2: Social Pinpoint Comment Feedback Location Map**



Community members were also invited to provide their feedback in writing. Feedback forms were made available from the Circular Head Council and Waratah-Wynyard Council offices, as well as on the Transport website.

The community consultation phase of this project was promoted as described in Table 1.

## Bass Highway, Wynyard to Marrawah, Corridor Strategy Working Group

Consisting of representatives from the Tasmanian Government, local government, community and industry, the Working Group participated in workshops, shared ideas and helped to identify key issues requiring treatment to achieve better outcomes for all road users in the area.

The Working Group was established in April 2019 and meets at key project milestones to review and discuss key aspects of the Corridor Strategy and implementation plan. The Working Group has attended two workshops, to date, to identify areas for improvement.

Four categories for improvement were identified as:

1. safety
2. travel time reliability and efficiency
3. resilience
4. supporting growth and social access.

**Table 1: Consultation Activities**

Date	Consultation Activity
16 April 2019	Initial Working Group meeting
13 May 2019 to 7 June 2019	Community consultation phase
	Feedback forms and ballot boxes set up in Circular Head Council and Waratah-Wynyard Council offices
	Project webpage published on Transport website <a href="http://www.transport.tas.gov.au/road/projects/BassHighway/bass_highway_wynyard_to_marrawah_corridor_strategy">www.transport.tas.gov.au/road/projects/BassHighway/bass_highway_wynyard_to_marrawah_corridor_strategy</a>
	Launch of Social Pinpoint webpage <a href="http://stategrowthtas.mysocialpinpoint.com/bass-highway-wynyard-to-marrawah">stategrowthtas.mysocialpinpoint.com/bass-highway-wynyard-to-marrawah</a>
15 May 2019	Public notice published in <i>The Advocate</i> and <i>Circular Head Chronicle</i> newspapers
16 May 2019	Facebook post by RoadsTas (11,712 people reached, 826 engagements, 47 comments, 26 shares, 8 reactions as of 10 July 2019) promoting Social Pinpoint webpage
18 May 2019 and 25 May 2019	Public notice published in 'The Advocate' newspaper
20 May 2019	<i>Latest News</i> article published on Transport website
24 May 2019	Email sent to a number of local organisations/businesses inviting feedback
29 May 2019	Public notice published in <i>Circular Head Chronicle</i> newspaper
4 June 2019	Facebook post by RoadsTas (2,689 people reached, 139 engagements, 10 comments, 2 shares, 8 reactions as of 28 June 2019) promoting Social Pinpoint webpage
	The community consultation phase was also promoted by a number of external parties, including Circular Head Council and Waratah-Wynyard Council

## Feedback summary

The feedback stressed the importance of future-proofing the corridor to support both business and tourism growth as well as local access, by having a standard of highway suitable for a mix of heavy vehicles, cars, cyclists and pedestrians.

Safety, reliability and efficiency improvements were identified, including:

- road and shoulder widening
- junction improvements
- road alignment and sight-line improvements
- line marking and signage
- hazards such as overgrown vegetation, lighting and drainage
- provision of overtaking opportunities.

A total of 239 pieces of feedback/comment were received during the community consultation phase. This does not include any online reactions (likes).

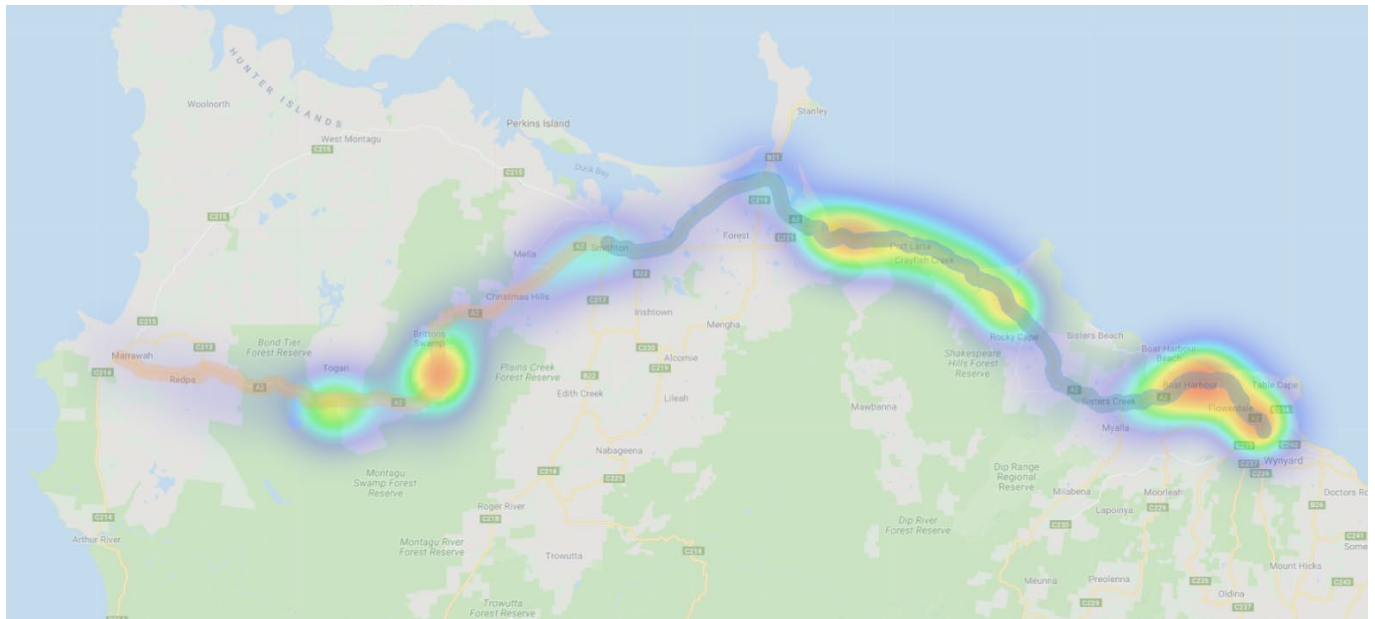
Feedback was received through the following channels:

- 159 comments from 77 individuals via the Social Pinpoint interactive map
- 57 comments over the two RoadsTas Facebook posts (more with tags, shares and replies)
- 18 feedback forms (5 via email, 12 via Circular Head Council and 1 via Waratah-Wynyard Council)
- 4 direct emails/formal submissions
- 1 direct phone call.

Social Pinpoint was open for comment from Monday 13 May until Friday 7 June 2019.

Locations that received the most comments and feedback included Boat Harbour, Black River, Brittons Swamp, Broadmeadows, Peggs Beach, Port Latta, Sisters Creek and Togari, as indicated by the heat map below (source: Social Pinpoint).

### Image 3: Social Pinpoint Heat Map



Specific matters raised are outlined in more detail in Table 3: Categorised Response to Feedback.

**Table 2: Social Pinpoint user statistics**

<b>Total Visits</b>	<b>Unique Users</b>	<b>Average Time</b>	<b>Unique Stakeholders</b>	<b>Comments</b>
<i>The total number of visits to the project site</i>	<i>The total number of unique people viewing the site (generally determined by using the same browser)</i>	<i>The average time people spent on the site viewing and interacting with the project</i>	<i>The number of people who interacted with the site (adding comments)</i>	<i>The total number of comments made on the site</i>
2086	764	2:13 minutes	77	159



## State Growth response to feedback

**Table 3: responses to feedback**

Improvement Category				Feedback	State Growth Response
Safety	Reliability / Efficiency	Resilience	Growth		
✓				Britton Swamp and Togari Straights would have to be priority, the uneven surface and sunken edges are issues during wet weather making it unsafe.	<p>The Corridor Strategy will identify a standard for the corridor that meets the needs of current and future road users including heavy vehicles.</p> <p>To achieve the standard required, road safety issues and road condition are being assessed and areas prioritised for improvement.</p> <p>Some sections of the highway are already scheduled for improvement works in 2019/20 under the Road Network Maintenance Services Contract for the North West Region.</p>
✓	✓			West of Smithton - Condition of road not adequate based on the type and volume of vehicles using it.	
✓				West of Smithton - Uneven and undulating surface is dangerous.	
✓				P Platers and tourists are at high risk on these roads due to condition and inexperience on this road	
✓	✓			Upgrade the road surface along the Smithton to Marrawah link. This length of road is approximately 47km.	
✓				West of Smithton there are too many heavy vehicles on the road making it more dangerous for other users	
✓				West of Smithton - Not safe for heavy vehicle drivers	
✓	✓			Black River Bridge, south east of the Stanley, to Detention River Bridge - concerns about freight vehicles travelling due to the deteriorating surface that is in need of repair	
✓				With the introduction of larger freight vehicles into Tasmania there is a need for pavement widening and bridge strengthening as was suggested in the Burnie - Hobart Freight Corridor Study	

Improvement Category				Feedback	State Growth Response
Safety	Reliability / Efficiency	Resilience	Growth		
✓				Sisters Hill - this part of highway is bad in wet conditions at end of overtaking lane	Some sections of the highway are already scheduled for improvement works in 2019/20 under the Road Network Maintenance Services Contract for the North West Region.
✓				The road needs better line marking on the centreline and edge line and guide posts closer together. The signage is hard to read due to road spray	
✓				Sisters Hills - line marking and high vis marking is needed	On 13 October 2019, line-marking at Sisters Creek from Whites Road to Montumana Road was completed.
				Boat Harbour – perhaps install some 'concealed driveway' signs	
✓				With the introduction of larger freight vehicles into Tasmania there is a need for pavement widening and bridge strengthening as was suggested in the Burnie - Hobart Freight Corridor Study	The width, alignment and camber of the highway is being reviewed as part of the Corridor Strategy.
✓		✓		West of Smithton - widen and straighten this area to make it safer for all vehicle types	
✓		✓		West of Smithton - wider shoulders for heavy vehicle movements around corners	
✓				West of Smithton - steep sharp corners are dangerous	
✓				West of Smithton - narrow bridge in this section needs to be widened	
✓				Brickmakers Beach - straighten corner	
✓				Black River - straighten the road	

Improvement Category				Feedback	State Growth Response
Safety	Reliability / Efficiency	Resilience	Growth		
✓				Dallas Hills - The road camber at the start of the overtaking lane is poor, many cars lose control in this area	The width, alignment and camber of the highway is being reviewed as part of the Corridor Strategy.
✓				Heading west to Montumana Road – the corner is too sharp and too long	
✓	✓			Pearces Corner - dangerous and has had many accidents, narrow, drops away and needs realignment	
✓				Peggs Creek Bridge - Armco rails are too narrow for heavy vehicles	
✓				West of Smithton - widen and straighten this area to make it safer for all vehicle types	
✓				Cowrie Point to Peggs Beach - straighten and widen the road.	
✓				Table Cape - turning facilities are needed because it is a popular tourist attraction	The safety of all junctions is being reviewed as part of the Corridor Strategy.
✓				Port Road Junction and Boat Harbour - this section of the highway presents a real danger to traffic turning on and off Port Road	
✓				Brooks Road junction - has a blind spot either side	
✓				Crayfish Creek park - cars and caravans turning in and out can present a hazard	
✓				Edgcumbe Beach - a turning lane is needed to make it safe for turning and passing vehicles.	
✓				Myalla Road - provide better turning facilities at Myalla Road junction	
✓				Preolenna Road intersection - needs a turning lane to make it safer	

Improvement Category				Feedback	State Growth Response
Safety	Reliability / Efficiency	Resilience	Growth		
✓				Port Latta - Poor sight lines when vehicles are turning off the highway slip lanes needed	The safety of all junctions is being reviewed as part of the Corridor Strategy.
✓				Boat Harbour – a slip lane is needed at Gospel Hall	
✓				Gates Road - Right hand turn from an overtaking lane has a high potential for high speed rear end collision	
✓				More roundabouts on the highway ideally at each intersection	
✓				Port Rd turn-off - the 80km/h section that ends 400m prior to the turn-off should be extended another 1km just past Blackabys Rd	Appropriate speed limits for the road design and condition will be considered.
✓				Speed limit is not fit for road condition	
✓				Boat Harbour – change the speed limit through Boat Harbour	
✓				Detention - reduce the speed limit to 80km/h	
✓				Hellyer Beach and Yanns Road - lower the speed limit between to reduce accidents in this area	
✓				Port Latta - the rock face through Port Latta and the bend in the road creates a blind spot	Sight distances are being reviewed as part of the Corridor Strategy to determine potential treatment options.
✓				Detention River store - poor visibility for vehicles leaving the store in both directions	Sites identified as having roadside hazards causing visibility issues will be provided to State Growth’s maintenance contractor for inclusion as works.
✓				Crayfish Creek Bridge - the trees on either side of need to be removed to give better sight lines for all vehicles	

Improvement Category				Feedback	State Growth Response
Safety	Reliability / Efficiency	Resilience	Growth		
✓				Dead and fallen trees along the road are hazards along this stretch of road particularly around Welcome River	Sites identified as having roadside hazards causing visibility issues will be provided to State Growth's maintenance contractor for inclusion as works.
✓				Black River Bridge - needs ice sensors	
✓				Dallas Hills - water runoff on road at bottom of hills is a hazard	
✓				Gates Road - water on the western end of the passing lane and grass growing around the guardrail makes it difficult for the water to drain near Gates Road	
✓				Irishtown Road junction - lighting needs to be improved	The lighting at these two intersections is currently being investigated.
✓				Stanley Highway junction - lighting needs to be repaired	
✓				Boat Harbour Primary School - upgrades to the Bass Highway near this and any other schools along the highway, as a high priority. Dobson Lane - dangerous access needs a slip lane	The Boat Harbour Primary School - Turning Facilities project will provide safer access to and from Boat Harbour Primary School, Dobsons Lane, Fists Lane and the Boat Harbour store for the local community, and improve the safety and efficiency of the Bass Highway for all road users.
✓				Rocky Cape Hall - church parking is too close to the road	State Growth is working with the Rocky Cape Hall Committee to resolve this issue.
✓	✓			There is no opportunity to pass slower vehicles as the road is not wide enough making is unsafe for drivers stuck behind other vehicles.	The width and alignment of the highway is being reviewed as part of the Corridor Strategy.  Additional and improved overtaking opportunities are being assessed as part of the Corridor Strategy.
✓	✓	✓		The road and shoulders are not wide enough for cyclists	
	✓	✓		Not enough passing lanes between Smithton and Rocky Cape to get past slow vehicles	

Improvement Category				Feedback	State Growth Response
Safety	Reliability / Efficiency	Resilience	Growth		
	✓	✓		As a regular user I don't believe the section from Smithton to Wynyard needs much attention with ample overtaking lanes and the surface is holding up.	The width and alignment of the highway is being reviewed as part of the Corridor Strategy.  Additional and improved overtaking opportunities are being assessed as part of the Corridor Strategy.
	✓	✓		Brittons Swamp is not wide enough for vehicles to pass when larger or heavy vehicles are passing. The cattle crossing needs to be addressed as visibility is poor.	
	✓			Coates Hill and Christmas Hills - narrow and windy	
✓	✓			Black River to Rocky Cape requires overtaking lanes, is narrow, rough and has bad corners	
✓	✓			Cowrie Point to Peggs Beach - Build overtaking lanes to allow safer passing opportunities.	
	✓			Dallas Hill - Smithton end of overtaking lane may need realignment	
	✓			Boat Harbour to Sisters Hills - minimal overtaking opportunities for heavy vehicles	
	✓			Gates Road - The overtaking lane heading east needs to be much longer	
	✓			Hellyer and Edgcumbe Beach - widen. Add a passing lane.	
	✓			Don't have blanket speed limits at the beaches	
	✓	✓		Bypass Brittons Swamp - consider making Riseborough Road part of the national highway to bypass Brittons Swamp	The Corridor Strategy aims to identify improvements for the Bass Highway in its current location. Current and

Improvement Category				Feedback	State Growth Response
Safety	Reliability / Efficiency	Resilience	Growth		
		✓		By-pass Boat Harbour Primary School to improve highway efficiency by not needing to reduce through speeds, particularly during the 40km/h school zones times	future traffic volumes do not require planning for alternative road options at this point in time.
		✓		The road needs to go via West Montagu. This road is lot flatter and could be rebuilt without any traffic interruptions.	
		✓	✓	With the significant increase in the freight task in Circular Head, it is vital that this region remains competitive in freight movement.	The Corridor Strategy will identify a standard for the corridor that meets the needs of current and future road users including heavy vehicles.
		✓		It would be good if the roads that you are building were built more user friendly for trucks.	
		✓	✓	The entire length from Wynyard to Marrawah needs improvement to manage with the tonnage of freight and other vehicles	
		✓	✓	Black River to Detention River - need a transport corridor to separate heavy vehicles from local and tourist vehicles	
		✓	✓	Future planning should include 4 lanes all the way	The Corridor Strategy aims to identify a range of short, medium and long term priorities which meet an identified highway standard while providing the best value for money.  The width and alignment of the highway is being reviewed as part of the Corridor Strategy.  Additional and improved overtaking opportunities are also being assessed as part of the Corridor Strategy.
		✓		Cooee to Marrawah needs to be 4 lanes	
		✓		Both Midlands and Bass highways should be dual carriageway	
	✓	✓		From Wynyard to Smithton needs to be dual lanes then from Smithton to Marrawah needs a total rebuild	
		✓		Overtaking lanes needed and or 4 lanes where possible	
		✓		More over taking lanes, a lot of B-Double trucks on road, heavy machinery, large tractors that won't get off road and let you pass that are so slow	

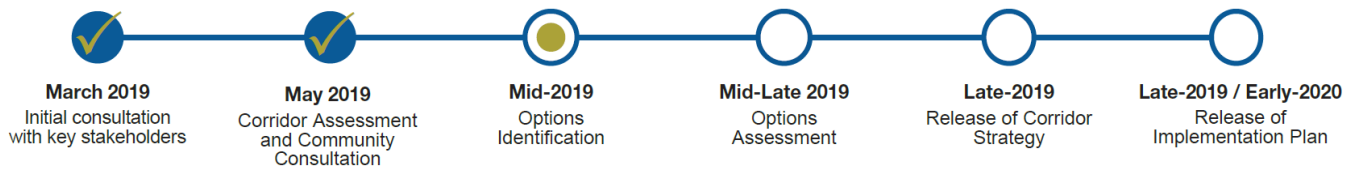
Improvement Category				Feedback	State Growth Response
Safety	Reliability / Efficiency	Resilience	Growth		
✓	✓	✓		Smithton to Burnie - Farmers need that road too, must be two lanes and straightened	
		✓		Upgrade the Wynyard to Smithton link to AusRAP 3-star standards. This length of road is approximately 63 km. Stop using wire barriers, deadly to motor bike riders	State Growth will apply a safe system approach to the design of the highway upgrades.
		✓		Upgrade C15 section or C218 section for safety reasons and leave Smithton/Marrawah for another election	These roads are outside of the project scope but safety and efficiency are being assessed along the corridor.
✓		✓	✓	Missed opportunities for tourism because the road is too dangerous and should be 4 lanes	It is acknowledged that the number of heavy vehicles using this corridor has increased. The aim of the Corridor Strategy is to identify the needs of current and future road users, including heavy vehicles and tourism based travellers to improve travel efficiency and safety.
			✓	Potential for more tourism to Smithton	
✓	✓	✓	✓	The Circular Head area has high industrial activity and are expanding and will get heavier vehicle traffic and tourism with more caravans and buses.	
Other					
			✓	Hand road to Circular Head Council to manage	The Bass Highway will continue to be managed by State Growth.
			✓	Boat Harbour store - concern about impact on the business from the loss of informal parking on the opposite side of the highway.	The Bass Highway - Boat Harbour Primary School – Improved Turning Facilities project includes a median turn lane to make it safer for vehicles to turn into the parking area next to the shop. The works will also provide an additional area to pull over next to the shop.
			✓	Get some decent public transport again. Smithton to Burnie no transport on public holidays. Lead the tourists to the beautiful region. Even if public transport was a twenty seater bus the service now abysmal. Burnie is	Changes to Smithton to Burnie bus service are due to come into effect in April 2020, these will include a year-round daily service, which includes weekdays, weekends



Improvement Category				Feedback	State Growth Response
Safety	Reliability / Efficiency	Resilience	Growth		
				growing rapidly and NW needs consideration. Only one bus a day with school children. Smithton is a lovely region and Marrawah too.	and public holidays. These services will provide connections to Devonport, Launceston and Hobart enabling travellers to access state-wide services.
				The new roundabout in Wynyard does not work well and is not appropriate for this section of road. Noise from truck braking (air brakes) is an issue for locals living nearby.	This area is outside of the scope of the Corridor Strategy. The Bass Highway / Calder Road roundabout has been constructed to meet Austroads guidelines. To reduce truck noise three 'Residential Area Avoid Using Engine Brakes' signs were installed in May 2019.

## Timing

The timeline for the development of the Bass Highway – Wynyard to Marrawah Corridor Strategy is provided below.



## Next steps

The Bass Highway – Wynyard to Marrawah – Corridor Strategy is expected to be released in late 2019.

The Boat Harbour Primary School Improved Turning Facilities project is expected to start construction in late 2019.

A timeframe for the delivery of other projects will be provided in the Corridor Strategy and implementation plan.



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