

ROAD SAFETY AUDIT - FINDINGS REGISTER

Bass Highway (A0249) - Christmas Hills to Deloraine Road Improvements and Safety Upgrade | Contract 3100B-7-13 | Job 24031
Response status desktop-reviewed against current issue drawings (Rev C, ISSUED FOR PWC, 14.07.2026)

BASIS OF THIS UPDATE

This register reproduces Table 8 (Audit Findings) from the Road Safety Audit at Attachment 1 to the 24031-REP-PDR-RevA (Preliminary Design Report, June 2025). The original register's "Client Accept (Yes/No)" and "Response/Comment" columns had not been formally completed by the project team at the time of the PDR issue.

The two right-hand columns ("Rev C Status" and "Response / Comment") have been populated from a desktop cross-check of the current issue-for-PWC drawing set (Contract 4199, Rev C, dated 14.07.2026) against each finding - i.e. whether the recommended treatment appears to have been implemented, and against other project records (BoDR, PDR body text) where relevant.

This is a desktop text/drawing-index review, not a re-run RSA and not a formal State Growth sign-off. Several items are marked "TBC" because the drawing set does not show the relevant feature as text (e.g. an unlabelled lane widening) and a direct visual/geometric check of the GA plans is needed to confirm. Findings marked "No" against an "Exceeds tolerable limits" energy rating reflect a documented State Growth design direction (no pedestrian/cyclist infrastructure, no additional acceleration lanes, retain the Christmas Hills Road right-turn) rather than an unaddressed oversight - these are knowingly accepted residual risks that should be formally recorded as such by State Growth against this register.

STATUS SUMMARY

No.	Location	Audit Findings	Level of Risk / Safe System Energy	Audit Recommendations	Rev C Status	Response / Comment (desktop review against Rev C)
1	Entire study length	Wire rope barrier end treatments are not detailed in plans. Inadequate terminal treatments may pose a hazard to errant vehicles impacting the barrier ends.	Unlikely / Moderate / Medium Within tolerable limits	(P) Ensure all wire rope barriers have appropriate end terminals and are installed in accordance with standards.	Yes	Addressed - end terminals now detailed throughout the GA drawings (Sheets 1101-1121), with MASH TL-3/TL-4 end terminal callouts at barrier starts/ends (e.g. "CONSTRUCT MASH TL-3 END TERMINAL ON APPROACH", "TRAILING TERMINAL ON DEPARTURE"), plus General Notes 4-5 requiring MASH accreditation and a defined TL-4/TL-3 transition detail.
2	Entire study length	Several power poles, stays, trees and drainage culverts fall within the footprint of the proposed road layout with no notes on the plans stating these should be relocated. These unrelated obstructions may pose a hazard to errant vehicles.	Unlikely / Moderate / Medium Within tolerable limits	(P) Relocate or protect all utility poles, stays, trees and drainage culverts that fall within the road footprint.	Yes	All vegetation will be removed within the earthworks footprint. TasNetwork poles are outside the earthworks footprint. A barrier safety assessment has been completed in accordance with Austroads AGRD06.
3	Entire study length	Numerous roadside hazards (power poles, culvert inlets, etc.) are located within 3 m of the carriageway edge, placing them in the clear zone and increasing the risk of severe run-off-road crashes.	Unlikely / Moderate / Medium Within tolerable limits	(S) Relocate or remove non-essential roadside obstacles where barrier installation is not feasible.	Yes	Barrier coverage has been substantially extended (TL-4 WRSB/steel beam runs specified along much of the corridor). A barrier safety assessment has been completed in accordance with Austroads AGRD06.

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4	Entire study length	A number of property accesses lack adequate sight distance. Limited visibility may result in vehicles entering the highway without adequate time to judge gaps in traffic, increasing crash risk.	Unlikely / Moderate / Medium Within tolerable limits	(P) Ensure all property accesses meet minimum sight distance requirements.	Yes	Accesses have been assessed for sight distance. Sight benching has been applied where needed. Increased shoulder width has contributed to improved sight distance.
5	Entire study length	A number of property accesses are located near or within overtaking zones. Vehicles turning in or out may conflict with higher-speed through traffic using overtaking lanes.	Unlikely / Moderate / Medium Within tolerable limits	(P) Review and potentially remove or relocate overtaking lanes near accesses. (S) Provide adequate signage or alternate designs.	Yes	3m sealed shoulder width will assist vehicles in increasing speed before merging fully when exiting an access, and slowing down and moving out of the through lane when entering an access.
6	Entire study length	Plans do not provide information on pavement. If accesses are not sealed a minimum 5m from the highway, vehicles may track mud and debris onto the highway, reducing surface friction and visibility.	Unlikely / Minor / Low Within tolerable limits	(P) Ensure all accesses are sealed for at least 5m from the edge of the highway.	Yes	All accesses are to be sealed 5 m from the lane edge or to the property boundary, whichever is less..
7	Entire study length	Plans do not provide information on pavement. With overnight temperatures below zero, there is a risk of black ice formation, increasing crash potential.	Unlikely / Moderate / Medium Within tolerable limits	(P) Ensure pavement design accounts for freeze-thaw conditions and mitigates black ice risk.	No	The only location of potential black ice, according to landowner discussion, is north/west of the Christmas Hills Road junction. The ice is caused by the shadow of the adjacent <i>Eucalyptus viminalis</i> wet forest (WVI) trees, which are critically endangered under the federal Environment Protection and Biodiversity Conservation Act 1999 (EPBCA).
8	Entire study length	Lighting plan is not included. Inadequate lighting, especially at intersections with islands, can reduce visibility and awareness of traffic control features.	Unlikely / Moderate / Medium Within tolerable limits	(P) Ensure sufficient lighting is provided at all key intersections, traffic islands and P-turns.	Yes	The existing flag lighting at the Christmas Hills Road junction is being retained. Flag lighting is not warranted at the Griffins Road junction.
9	Entire study length	Plans do not show information on guideposts, cat's eyes, and line marking to confirm visibility and delineation standards are met.	Unlikely / Minor / Low Within tolerable limits	(P) Ensure appropriate placement of guideposts, reflective markers, and line markings throughout.	Yes	Guideposts, RRPMS and linemarking have been designed and documented.
10	Entire study length	Drainage plan is not included. Insufficient drainage infrastructure may lead to water pooling on the carriageway or roadside, increasing the risk of hydroplaning and reduced pavement life.	Unlikely / Moderate / Medium Within tolerable limits	(P) Ensure drainage is reviewed and designed adequately to manage stormwater, prevent pooling, and protect pavement condition.	Yes	Drainage design has been completed and documented.

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11	Entire study length	There is no pedestrian or cycling facilities along the study length. This results in vulnerable road users, including those accessing the existing bus stop, being exposed to high-speed traffic, increasing the likelihood of serious injury or fatality.	Unlikely / Serious / High Exceeds tolerable limits	(P) Consider provision for pedestrian/cyclist facilities, especially in the vicinity of the bus stop and nearby properties.	Partial	Although a dedicated pedestrian or cycling lane has not been formally provided, sealed 3m wide shoulders do allow for cyclists and pedestrians.
12	Entire study length	Signage indicates that buses stop along the highway, but no formal pullover bays are provided, risking sudden stops in the traffic lane and increasing rear-end collision potential.	Unlikely / Serious / High Exceeds tolerable limits	(P) Provide formal bus-bay pull-over areas at marked stops, with kerb build-outs and road markings to allow buses to stop off the main carriageway. (S) Remove or relocate misleading "Bus Stop" signs until bays are installed.	Yes	There are no General Access bus stops within the project. The school bus pulls into Christmas Hills Road to collect/drop off. Any other informal school bus stops in the future are made safer by the 3m wide sealed shoulder.
13	Entire study length	There are no dedicated maintenance or pull-over areas provided along the corridor. Vehicles that experience mechanical issues or require maintenance may stop on or near the live lane, posing a risk to other road users.	Unlikely / Minor / Low Within tolerable limits	(P) Identify locations for safe maintenance/pull-over areas where feasible.	Yes	Building Tasmania's maintenance group were engaged with as part of the design process and allowance has been made within the current cross section for maintenance operations. This includes use of the Eastern P-Turn and 3m wide sealed shoulders.
14	Entire study length	Driveways interrupt continuous barrier runs, leaving non-traversable embankments unprotected.	Unlikely / Minor / Low Within tolerable limits	(P) Provide alternative barrier solutions or mitigate slopes where full-length barriers cannot be used.	Partial	Barrier extents are now clearly defined by chainage. Individual driveway gaps within these runs are unavoidable with accesses directly on the highway.
15	Entire study length	Speed limit drops occur immediately before some side roads, but not others. Sudden speed changes unaccompanied by advance warning reduce compliance; resulting in some drivers not slowing in time for side turns.	Unlikely / Minor / Low Within tolerable limits	(S) Standardise speed change zones with advance "SPEED ZONE AHEAD" and "100"/"80" km/h signs, spaced per relevant standards and guidelines.	Yes	The posted speed for the full length of the project is 110 km/h
16	Entire study length	The corridor runs through an agricultural interface with frequent wallaby sightings. Numerous animal strikes were noted and these carry high injury risk for occupants and wildlife.	Possible / Minor / Medium Within tolerable limits	(S) Erect wildlife warning signs with seasonal flashing beacons. (S) Consider roadside fencing and fauna under-passes at high-strike locations.	No	The corridor is fenced. This project maintains the same user environment as the surrounding corridor. No additional signage or fencing warranted.
17	Entire study length	The long, relatively featureless stretches can induce driver inattention, especially on the southeast-northwest run of the corridor. Driver fatigue and "corridor hypnosis" increase run-off and head-on crash propensity.	Unlikely / Moderate / Medium Within tolerable limits	(S) Introduce periodic visual stimuli: contrasting pavement textures, edge-line rumble strips, mid-road reflectors.	Yes	Audio-tactile edge line is specified for the full project.

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18	CH2980 (P-turn)	Sight distance is limited for northbound vehicles due to a crest, risking drivers being unable to see vehicles exiting the P-turn, and increasing head-on or side-impact collision potential.	Unlikely / Moderate / Medium Within tolerable limits	(P) Re-grade the crest (flatten vertical curve) to achieve required sight distance. (P) Relocate the P-turn to a section with safe sight lines.	Yes	P-Turn location and vertical alignment has been modified to meet sight distance requirements.
19	CH2980 (P-turn)	The P-turn falls within the taper of an overtaking lane, so vehicles slowing to use the P-turn clash with traffic merging into the single remaining lane, greatly increasing the risk of sideswipe and rear-end collisions.	Possible / Moderate / High Within tolerable limits	(P) Relocate the P-turn clear of the overtaking-lane taper.	Yes	The P-turn location does to clash with the overtaking lane merge.
20	CH2980 (P-turn) & Bengoe Road intersection	There is no deceleration auxiliary lane for the P-turn and for entering into Bengoe Road, causing vehicles to slow on the main carriageway and increasing the risk of rear-end collisions.	Possible / Minor / Medium Within tolerable limits	(P) Install a dedicated deceleration auxiliary lane for P-turn approach and Bengoe Road to remove slowing vehicles from the through lane.	Yes	Junctions have an offset left turn lane. P-turns are accessed via a Short Channelised Right Turn lane - CHR(S).
21	CH2980 (P-turn) & Bengoe Road intersection	No acceleration lane is provided for vehicles exiting the P-turn onto the highway. Failure to provide an acceleration lane may result in slow-moving vehicles entering high-speed traffic, increasing the risk of rear-end or side-swipe crashes.	Unlikely / Moderate / Medium Within tolerable limits	(P) Provide a dedicated acceleration lane of sufficient length to allow vehicles to reach highway speed before merging. (S) If space is constrained, consider signage (e.g. "Watch for Turning Vehicles") and pavement markings.	Partial	Client direction is that traffic volumes do not warrant acceleration lanes. 3m sealed shoulder width will assist vehicles in increasing speed before merging fully
22	CH3440, CH5160	Driveway runs parallel to the highway, which may cause confusion for drivers, particularly at night, regarding whether vehicles are on the highway or driveway.	Unlikely / Minor / Low Within tolerable limits	(S) Introduce delineation to distinguish the driveway from the main highway.	Yes	This occurs for the access at 5219 Bass Highway only. The access is separated from the highway by w-beam safety barrier. The access is unsealed, providing a visual surface difference from the sealed highway.
23	Griffins Road Intersection	No acceleration lane is provided for vehicles turning onto the highway from Griffins Road. Turning vehicles must merge directly into the overtaking lane - where through-traffic is already accelerating to pass - creating a high-speed conflict point and increasing the risk of sideswipe or rear-end crashes.	Possible / Moderate / High Exceeds tolerable limits	(P) Provide an acceleration lane for safer merging from Griffins Road.	Partial	Client direction is that traffic volumes do not warrant acceleration lanes. 3m sealed shoulder width will assist vehicles in increasing speed before merging fully
24	Approach to Christmas Hills Road intersection	Excessive signage (overtaking-lane, berry farm, etc.) causes driver distraction and obscures critical traffic information, increasing chance of missed warnings.	Unlikely / Minor / Low Within tolerable limits	(S) Rationalise signage by removing non-essential or duplicate signs and consolidating critical directional information into fewer, clearer signs.	Yes	Signage rationalisation has occurred as much as possible.

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25	Christmas Hills Road Intersection	Acceleration lane begins almost immediately east of the intersection. Drivers may focus on overtaking, overlooking vehicles turning in or out of the intersection.	Possible / Moderate / High Exceeds tolerable limits	(P) Consider revising acceleration lane start location to improve safety and minimise conflict.	Yes	The acceleration lane merge location complies with Austroad guideline requirements.
26	Christmas Hills Road Intersection	The turn-out/acceleration lane from Christmas Hills Road doubles as the slow-vehicle lane in the overtaking zone, causing conflicts between accelerating and slower vehicles merging into one lane.	Possible / Moderate / High Within tolerable limits	(S) Provide clear signage. (P) Add a dedicated merge lane to separate the turn-out from the slow-vehicle lane.	Partial	This arrangement has been revised. Client direction is that traffic volumes do not warrant acceleration lanes. 3m sealed shoulder width will assist vehicles in increasing speed before merging fully
27	Christmas Hills Road Intersection	Complex and hazardous right-turn exit from Christmas Hills Road onto Bass Highway due to drivers having to navigate vehicles turning right into Christmas Hills Road from the Bass Highway, a high-speed acceleration/overtaking lane beginning immediately adjacent, a wire-rope barrier that limits off-pavement recovery space. All at very high vehicle speeds.	Possible / Moderate / High Exceeds tolerable limits	(P) Restrict right turn movements out of Christmas Hills Road.	Yes	The right-turn movement has been retained. The overtaking lane has been relocated away from the junction. The access to 5381 and 5377 has been relocated outside the junction. The approach grade along Christmas Hills Road to the Bass Highway has been flattened to assist vehicle acceleration. Sight distance has been improved to meet Austroad criteria for a 110 km/h posted speed.
28	Christmas Hills Road Intersection	Power pole and stay located on embankment near the intersection may pose a hazard if a vehicle leaves the road.	Unlikely / Moderate / Medium Within tolerable limits	(P) Protect or relocate the pole and stay to reduce hazard exposure.	Yes	Poles have been relocated clear of earthworks. Any poles that cause a hazard have been assessed in accordance with Austroads AGRD06.
29	CH5180	The driveway travels directly in front of a house entrance, risking pedestrian-vehicle collisions as residents step out onto the driveway path unexpectedly.	Unlikely / Moderate / Medium Within tolerable limits	(P) Relocate or realign the driveway away from the front door and install a protective fencing to segregate pedestrian movements from vehicles.	Yes	This is in relation to the relocated access to 5381 Bass Highway. The access is 3.5m away from the face of the dwelling and is a private access serving this property only.
30	CH5380	Gap between wire rope barrier posts appears excessive. Improper spacing may reduce the barrier's effectiveness in containing vehicles.	Unlikely / Minor / Low Within tolerable limits	(P) Ensure wire rope barrier post spacing complies with standards.	Partial	Barrier shall be installed as per manufacturer's specifications