





FOREWORD

The Cradle Coast Region is situated on the North West and West Coast of Tasmania and comprises the nine local government areas of Burnie City, Central Coast, Circular Head, Devonport City, Kentish, King Island, Latrobe, Waratah-Wynyard and West Coast Councils.

The Region covers approximately one third of the total area of Tasmania and contains around 22.6% of the State's population. Around 75% of the population lives along the urban coastal strip between Devonport and Wynyard, with remoter settlements on the West Coast and King Island. Agriculture, mining, forestry and manufacturing are major economic sectors. Tourism is becoming increasingly important, focused on the Region's significant natural and cultural heritage areas, including wilderness World Heritage Areas, extensive forests and coastline, old mining towns and productive agricultural landscapes.

The transport system plays a critical role in strengthening the Region's natural advantages, supporting the development of new opportunities and maintaining quality of life. A strategic approach that addresses current and emerging issues, and responds to future pressures impacting on the Region's transport system, is required.

The Cradle Coast Integrated Transport Strategy, jointly developed by the Tasmanian Government and Cradle Coast Authority, representing the nine local governments, provides a coordinated and strategic framework to address transport issues over the coming twenty years. It identifies regional objectives, strategies and outcomes that will contribute to an integrated, safe, accessible and efficient transport system that meets the needs of the Region's communities and industry.

The Strategy addresses all major transport modes, including road, rail, sea and air, public passenger transport, freight movement and non-car based transport. It is informed by wide community, industry and key stakeholder consultation, and underpinned by a successful partnership approach.

The Region and its transport system are complex and dynamic. In this context, the Strategy does not aim to address every transport issue facing the Region. Its focus is on providing a solid and strategic foundation for developing cooperative transport responses as issues and needs emerge over the coming decades.

The Tasmanian Government, Cradle Coast Authority and member local governments are committed to furthering the Strategy, and will use their best endeavours to implement the Strategy as resources, opportunities and priorities allow. Collaborative mechanisms have been identified to monitor progress in implementation and ensure the Strategy remains current in relation to new and evolving initiatives and opportunities.

We encourage you to investigate the issues and strategies identified within the Strategy, which will contribute to an improved and responsive transport system for the Cradle Coast Region.

Minister for Infrastructure

Roger Jaensch Cradle Coast Authority

The Cradle Coast Authority represents the nine local governments of Burnie City, Central Coast, Circular Head, Devonport City, Kentish, King Island, Latrobe, Waratah-Wynyard and West Coast.

The Strategy is preceded by a short introduction, which describes the overriding objective of the Strategy, context for its development and future implementation processes and activities.

The Strategy focuses on four key issues: strategic transport system, transport and industry, land use and transport planning, and principles and priorities for transport investment.

Each issue is supported by a specific objective, background description and implementation plans.



The Cradle Coast Integrated Transport Strategy is a joint project between the Department of Infrastructure Energy and Resources (DIER) and the Cradle Coast Authority (CCA), representing the nine councils of the Region. It is an initiative under the Cradle Coast Partnership Agreement.

The Strategy identifies objectives and outcomes associated with key, long-term issues, and provides a framework for managing and developing the transport system over a 20-year period. The Strategy has been developed collaboratively under the auspices of a joint CCA and State Government Working Group.

Supporting activities have included consolidation of the findings of previous reports; analysis of regional characteristics and transport system issues and opportunities; a survey of transport users and providers; and stakeholder workshops.

Cradle Coast Authority

The Cradle Coast Authority was created in February 2000 by the Burnie City, Central Coast, Circular Head, Devonport City, Kentish, King Island, Latrobe, Waratah-Wynyard and West Coast local governments.

Its primary role is to identify priorities for sustainable development of the Region, its community and economy, and to broker partnerships between different levels of government, industry and community groups to address these priorities on a regional scale. The Authority is engaged in a range of initiatives including tourism, natural resource management, industry and infrastructure development.



Transport objectives

Social, economic and environmental objectives provide the context for the Strategy. The key transport objective is:

A seamless, cost effective and efficient system for moving people, goods and resources operating within broader networks that:

- improves interaction and physical connectivity;
- enables communities and industries to meet their transport needs; and
- enhances the Region's and Tasmania's economic development, and social and environmental wellbeing.

Strategic Issues

The Strategy focuses on key regional needs and issues. It does not attempt to address every transport issue facing the Region, issues being dealt with via other processes, or matters beyond the scope of the Strategy.

Some issues raised during development of the Strategy, including port management structures, King Island shipping and aviation, and core public passenger routes, are addressed in a companion report. This report provides detailed supporting information and analysis to the Strategy.

Implementation and Stewardship

In agreeing to the Strategy, the State Government, CCA and Councils signal their commitment to work collaboratively to further the objectives and principles of the Strategy.

Many strategies and actions are not funded or programmed into organisational work plans, and some require collaboration with industry and government corporations. The State Government, CCA and Councils will use their best endeavours to implement the Strategy as resources, opportunities and priorities allow.

The implementation strategies contained within the Strategy are not listed in any order of priority. It is important that the Strategy is actively used in the ongoing management and development of the transport system. The following mechanisms will assist in achieving this:

- Every 18 months, a joint implementation report will be prepared for consideration by the Minister for Infrastructure, and the CCA.
- The Working Group will continue to meet periodically to monitor progress of the Strategy, including developments in other

Strategies to address transport issues and needs, Cradle Coast Integrated Transport Strategy

Strategic directions

Objectives over a longer, 20 year timeframe.

Agreed principles

Common principles guiding the decision making of parties within existing processes.

Operational actions

Recommended improvements to current operational activities.

Plans and processes

Identification of new plans and processes which will improve transport outcomes and management and investment decisions.

Infrastructure priorities

Identification of long term infrastructure priorities - based on key strategic gaps and emerging and potential needs.

Communication and coordination

Recommended means of improving working relationships and collaborative actions.

programmes, projects and activities that relate to or impact on the Strategy.

- DIER and the CCA will take joint stewardship of the Strategy and establish periodic and specific forums to pursue strategies advocated within.
- DIER, the CCA and Councils will collectively pursue mechanisms to administer the Strategy within AusLink or other Federal or State frameworks as appropriate, and generally pursue integrated regional transport planning.

Three years after initial agreement to the Strategy, the CCA and DIER shall review the Strategy to determine:

- if it has been successful in establishing coordinated actions and setting directions that improve transport outcomes;
- if the issues addressed and strategies advocated remain relevant;
- what the emerging transport issues and opportunities are; and
- whether a new, integrated transport strategy should be prepared.

Cradle Coast | Integrated Transport Strategy 2006

Strategic Objectives

The Strategy aims to pursue 'common ground' strategies that further social, economic and environmental objectives.

Transport

Accessibility, mobility and activity.

- Promote equitable personal access to community and commercial services.
- Provide a more interconnected passenger transport system.
- Promote improved network access for freight.

Environment

Resource use and environmental management

- Conserve nonrenewable resources; specifically fossil fuels.
- Reduce transportrelated noise and air pollution and greenhouse gas emissions.

Community

Safety and liveability

- Reduce likelihood and severity of accidents and associated costs.
- Minimise the adverse impacts of transportrelated pollution.

Economy

Job Creation

- Ensure the transport system supports and facilitates development opportunities and productivity improvements in private sector industries
- Target areas and sectors that directly facilitate the realisation of commercial opportunities.

Wealth generating industries; regional advantages

- Ensure resource industries are able to transport high volume, low value goods in a cost effective manner.
- Enhance visitor experience of touring in the Region and reinforce tourism development strategies.

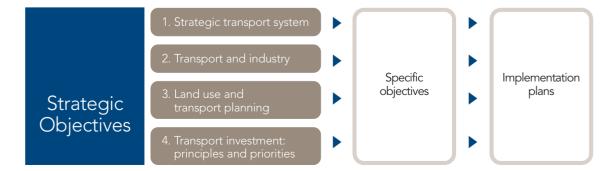
 Enable access to areas for resource processing that capitalise on infrastructure and geographic advantages.

Economic and productivity improvements

- Reduce the transport costs of end users.
- Improve corridor performance, end to end.
- Maximise long term benefits for the lowest cost.

Financial responsibility and coordinated planning

- Recognise the appropriate role of government and business in planning, funding and providing transport infrastructure and services.
- Coordinate transport plans with broader government, community and industry strategies.



Strategic issue 1 Strategic Transport System

Background

The efficiency and effectiveness of the Region's transport system is significantly affected by interaction across modes, and is largely directed by commercial realities and economies of scale. The Region's transport system operates as a hierarchy with some corridors, nodes, services and infrastructure providing core functions. The efficiency, connectivity and seamless operation of these regionally significant corridors, nodes, services and infrastructure provides the framework of the transport system.

By focusing on those elements of the transport system that are central to the Region's transport task, the Strategy aims to maximise benefits to the community.

Characteristics

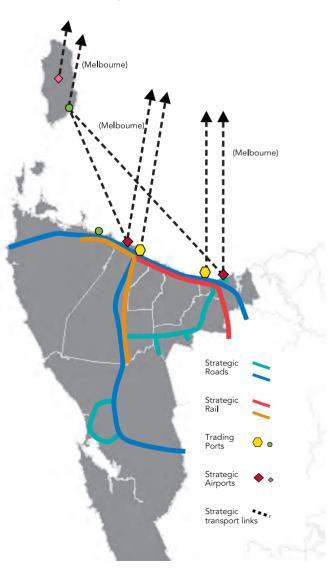
The Region's strategic transport system consists of a network of linear infrastructure, ports and airports, and a range of transport services and modes. Collectively, these elements cater for the transport and access needs of the Region's communities and industry within the context of state, national and global transport systems.

Key characteristics of the Region's transport system are:

- Major road and rail corridors along the North-West Coast linking major population centres, ports and industrial areas.
- Dual marine and air ports associated with Burnie and Devonport.
- Highways linking the West Coast to the North-West Coast and Hobart.
- Metropolitan bus services centred on Burnie and Devonport.
- Regular public passenger services linking major towns with the urban areas, and the north and south of the State.
- The importance of air and sea services and infrastructure to King Island.
- Minor port facilities at Stanley and Port Latta and minor airports at Smithton and Strahan.

Tasmania's State Road network is based on a hierarchy, which provides a strategic approach to road planning, investment, construction and maintenance. The hierarchy applies to State Roads only and consists of five categories, in decreasing order of priority, from Category: 1 (Trunk Road), 2 (Regional Freight Road), 3 (Regional Access Road), 4 (Feeder Road) and 5 (Other Roads) (for an expanded definition, see Supporting Information Report, pp 77).

Strategic transport system and linkages, Cradle Coast Region



Specific Objective

To enhance and better use transport corridors, nodes and services that provide a core function to people and businesses interacting within the Region, between regions, and with interstate and international destinations.

Passenger Transport and Accessibility

Implementation Plans

- Centrally located bus stops within major cities and towns; improved pedestrian and cycle links; a high level of comfort and security for users.
- More flexible and responsive use of passenger transport to cater for the access needs of rural and remote communities, including better use of community transport services.
- Provision of safe and convenient road conditions for cyclists along the Bass Highway separated, wherever practicable, from arterial traffic through wide sealed shoulders and on-road cycle lanes.
- Development of off-Highway cycle routes and paths, where appropriate.
- Encourage the uptake of an additional WAT license in Devonport and investigate the feasibility of introducing further WAT vehicles into the Region.

Linear Transport Infrastructure

- More informed decision making about road and rail maintenance expenditure levels based on factual information and assessment of long term costs and benefits.
- Identify all significant road and rail corridors within a functional hierarchy to improve integrated planning.
- Incrementally develop State Roads in accordance with functional design targets, with priority given to Category 1-3 roads.
- Identify priority road projects on the Category 2-3 roads between Burnie and Queenstown.
- Work with industry to identify bridge strengthening/replacement projects that enable more productive use by road freight.
- Clarify the State Government's role in rail freight planning and investment in consultation with regional industry users.
- Improve community awareness of social, economic and environmental benefits of higher productivity vehicles.

Road Use and Safety

- Improve road safety through local, community-driven solutions and processes.
- Focus on user safety in all road projects, including consideration of the needs of all road users in project planning and design.
- Improved knowledge of practical means of implementing safety objectives on rural roads.

Marine and Aviation

- Concentration of future West Coast airport infrastructure at Strahan.
- Transfer of Smithton airport to a commercial owner.
- Review ownership of the port access road on the eastern side of the Port of Devonport from local government to State ownership in exchange for other assets.
- Improved infrastructure and arrangements for container movements by rail from the eastern section of the Port of Devonport.

Strategic issue 2 Transport and Industry

Background

Industry is a key driver of the Region's transport task. The transport system should:

- enhance the ability of industries to access natural resources;
- provide for the transport of high-volume, low-value goods in a cost effective manner;
- act as the link between exporters and overseas markets;
- enhance visitors' experience of touring in the Region and reinforce tourism development strategies; and
- provide access to resource processing areas that capitalise on infrastructure and geographic advantage.

There are direct flow on effects to other areas of the economy from transport strategies that target the needs of wealth generating industries that are most directly affected by the transport system.

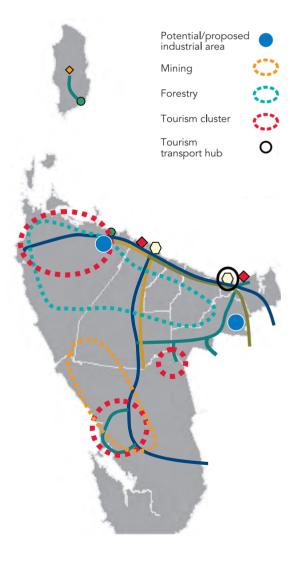
Characteristics

The Region has a diverse range of wealth generating industries, including:

- Agricultural production and processing, particularly dairy, vegetable and crop. The Region contains the majority of Tasmania's prime agricultural land; is the State's primary vegetable growing area; and supports an important dairying industry.
- ◆ Forestry and forest processing. The Region contains large areas of State and private native and plantation forests. Forest processing sites include Smithton, Hampshire, Somerset, Wesley Vale and Burnie. Forestry Tasmania has established a wood merchandising/processing yard at Smithton. The transport implications for the Region of a proposed pulp mill at Bell Bay need to be considered when appropriate.
- Mining. The State's mining activity is concentrated in the Region, with mines at Savage River, Henty, Corinna, Rosebery, Renison, Mt Lyell and near Trial Harbour.
 Smaller mines/quarries are located in Smithton, Railton, Ridgley, Calder, and Nook. Major mineral processing sites include Australian Bulk Minerals (Port Latta) and Cement Australia (Railton).

- Specialised manufacturing. Major manufacturing firms include Australian Weaving Mills, Tascot Templeton Carpets, Caterpillar Elphinstone and Vestas.
- Natural and cultural-based tourism.
 The Region contains some of Tasmania's major tourist centres including Cradle Mountain,
 Strahan, Burnie/Devonport, and Stanley.
 The Region has a natural advantage in the touring and nature-based tourism markets.

Major transport and industry networks, Cradle Coast Region



Cradle Coast | Integrated Transport Strategy 2006

Specific Objective

A transport system that is responsive to emerging industry trends and growth opportunities, and which enhances the competitiveness of industry, particularly the forestry, mining, tourism and resource processing sectors, within which transport is a critical element.

Implementation Plans

Forestry and Mining

- Improved planning and investment in the forestry freight network, catering to increased plantation harvesting activity and processing operations through:
- Identification of current and future plantation areas and harvesting timeframes:
- Identification of existing and future haulage routes;
- Development of a strategic forestry road/rail network for harvested timber; and
- Costing, evaluation and prioritising of infrastructure investment works.
- Assessment of transport needs and solutions at the earliest stages of development of new mining activities.

Tourism

- Continued implementation of the *Cradle Coast Touring Route Strategy* through reinforcement of the role and function of identified touring routes and hubs in transport planning.
- Implementation of the associated Cradle Coast Authority Touring Routes and Facilities audit.
- Improved understanding of trends in tourist vehicle road use, including volumes, types and routes, and the consequences for road design.
- Improved management and control of commercial activities and infrastructure development that impacts on scenery adjacent to major tourist routes.
- Improved, strategic provision of roadside facilities, including lookouts and rest areas, which enhance visitor experience of the Region and better cater to visitor needs.
- Consistent advice to tourism operators to promote the location of tourism activities to:
 - reinforce synergies; and
 - limit impacts on major arterial roads.

Industrial Areas

- Integration of transport implications and requirements throughout the planning and assessment process associated with the development of industrial sites in the Devonport, Latrobe and Kentish local government areas.
- Capitalise on the transport benefits of Port Latta for major industry, and further assess transport infrastructure options and requirements.

Strategic issue 3 Land Use and Transport Planning

Background

Transport networks provide for movement between activities, whilst the adequacy of a transport network influences settlement patterns and the location of economic enterprises.

Accessibility for individuals, families and communities is a key objective of any transport system. Accessibility means the ability to reach a location within an acceptable amount of time, money and effort.

The majority of the Region's population lives along a linear coastal strip on the North-West Coast, which contains the Region's core urban areas. However, the Region also contains important rural and remote settlements to which the provision of efficient and cost-effective transport services is important.

Appropriate land use planning is required to maintain and improve the strategic functions and efficiency of key corridors and infrastructure.

Characteristics

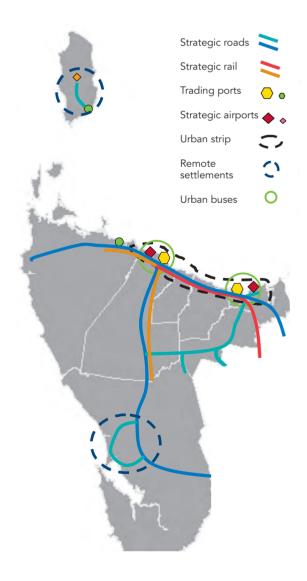
The Region's land use and transport system has the following characteristics:

- ◆ 75% of the population is located along a linear, coastal strip linked by a Category I Highway. The strip is characterised by the 'twin cities' of Devonport and Burnie, a development pattern that may inhibit the economies of scale associated with the development of major regional services and institutions.
- A large number of small, inland rural settlements with strong connections to the main urban system.
- Remote settlements on the West Coast and King Island.
- Strategic transport corridors and infrastructure, including major trading ports, arterial roads, airports and a main line railway.
- All areas and industries have access to commercially provided land, sea and air freight services.
- The regular public bus services in the two main urban regions have significant spare capacity.

While most commercial and residential activity is located within the Region's urban areas, a significant percentage of primary income is produced in the rural and remote areas.

Economic activity within these rural and remote areas is dependent on the efficient operation of the urban transport network; for example, access to ports.

Transport network and settlement patterns, Cradle Coast Region



Specific Objective

To provide for an integrated land use and transport planning system that:

- caters for the needs of all transport users in urban, rural and remote localities:
- · is socially, economically and environmentally sustainable;
- actively 'manages' settlement patterns and forms to encourage the right activities in the right locations; and
- promotes safe and efficient freight movement through the location of industry in areas with appropriate transport services and infrastructure.

Strategic Infrastructure

Implementation Plans

- Planning around major transport nodes (e.g. ports) should preserve adjacent land for compatible use and development and limit sensitive or conflicting activities.
- Category 1-3 roads located outside townships will be protected from new accesses that compromise safety and efficiency.
- Sensitive uses will be setback or modified to prevent impacts from 24-hour road and rail freight operations.

Funding

- Utilise development contributions from the initiator and users of new activities generating demand for public transport infrastructure.
- Total transport costs will be assessed by local and State governments when considering major land use changes.

Settlement and Activity Location

Land use strategies and planning schemes should:

- Consolidate residential activities in existing urban areas and encourage higher density housing in areas close to commercial & community services.
- Provide rural residential housing in areas close to towns and which do not generate demand for transport infrastructure or service improvements.
- Locate retail, high-density employment and high intensity entertainment activities in urban centres with good public transport access, cycling and pedestrian linkages.

Transport and Industry

Transport and industry planning should:

- Protect and promote industrial areas with good access to the road and rail network (e.g. Hampshire) for activities that have a significant transport task.
- Ensure general industrial areas cater for, and give preference to, industrial activities that have a legitimate need for land, freight movement and separation from other land uses.
- Ensure suitable areas are available at a regional level for major processing industries that have an existing or planned access to the strategic road or rail network as well as other economic infrastructure.

Consistent Tools

Consistent mechanisms will be developed to:

- Protect strategic marine and air ports, road and rail assets;
- Provide certainty for future transport corridors; and
- Protect airports from incompatible activities.

Communication

 Land use and transport planners will convene periodic forums to analyse regionally significant issues and trends, and develop a regional planning statement/strategy to inform planning schemes.

Strategic issue 4 Transport investment: principles & priorities

Background

Transport services and infrastructure are a derived demand. The largest investment in the Region's transport system is made by the people and businesses who own the private and commercial vehicles that provide transport services and meet transport needs.

Generally, the Region's transport infrastructure is adequate for the transport task.

The next twenty years will see changes to both the issues that determine investment priorities and the investment process itself. Investment processes will be influenced by a focus on transport outcomes; community concerns regarding safety, the environment and liveability; a whole of transport system approach; creative transport solutions based on demand management, land use and logistics; and community demands for objective and transparent decision-making,

Characteristics

Strategic transport corridors and infrastructure within the Region include:

- trading ports at Burnie, Devonport, King Island and Port Latta;
- major arterial roads;
- a main rail line; and
- major airports at Wynyard, Devonport and on King Island.

This infrastructure is essential to ensuring a safe and efficient transport task.

Private, semi-government and government organisations have different roles and responsibilities in providing and maintaining transport services and infrastructure. For example:

- Private roads, driveways, transport depots and garages are provided by individuals and companies.
- Public roads, footpaths and cycleways are provided by a mixture of DIER, local government, Parks and Wildlife Service and forestry.
- The Crown owns the land on which the rail network is located, and is responsible to oversee the lease.
- Trading ports strategically managed by

TasPorts

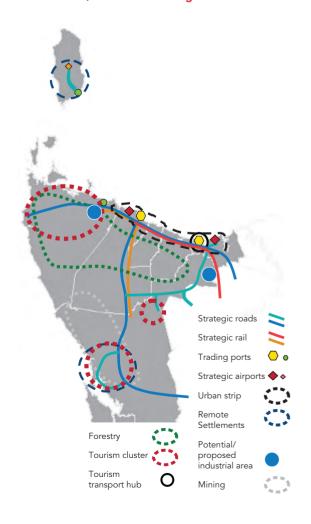
 Airports, owned by local government, private operator, TasPorts and DIER.

Changing institutional relationships have altered the extent of government provision of transport infrastructure and services, however both State and local government still play a significant role in transport planning and development.

Land use planning processes should ensure that transport investment is maximised by protecting infrastructure from encroachment.

Whilst its actual effect is unclear, AusLink signals a change in the way transport planning and investment decision making will be undertaken in Tasmania and the Region.

Strategic system informing transport investment, Cradle Coast Region



Specific Objective

To undertake transport investment that:

- consolidates and improves strategic transport corridors and inter-modal linkages to increase transport efficiency;
- reflects stakeholder and community needs, including the needs of transportdependant industries; and
- is creative and outcome focused.

Land Transport

Implementation Plans

- Land transport investment should:
- Reinforce the existing land transport corridor hierarchy and incrementally develop State roads in accordance with the targeted design standards for different categories and as specific needs emerge.
- Investigate inter-modal infrastructure needs, particularly road/rail.
- Target industry development opportunities.
- Target weak links, including under-strength bridges on strategic roads.

Rail Extensions

- Significant scope exists for rail extensions that expand the market for rail operators and reduce user costs.
- Public contributions to projects may be justified where it is demonstrated there are significant social, economic, transport system or industry development benefits; and the nature of the initial capital investment means the infrastructure cannot be wholly provided commercially.

Marine and Aviation

Sea and air port infrastructure investment should be made commercially and driven by demand whilst:

- building on the comparative advantages and characteristics of different ports;
- providing for long term investment that avoids a duplication of infrastructure across ports; and
- maintaining the frequency and flexibility of existing interstate air links.

Land Transport Maintenance

• Improved life-cycle costs and asset information to enable more informed decision-making about maintenance investment levels and priorities.

Investment Process

Investment processes for major projects should:

- Use cost benefit analysis and assessment techniques which fully incorporate economic, safety, environmental and community impact considerations;
- Fully analyse the benefits of non-infrastructure solutions;
- Be made publicly available; and
- Focus on the best way of achieving outcomes across the whole of the transport system.

Emerging needs and strategic gaps

Generally, the Region's port, airport, road, rail and intermodal infrastructure adequately caters for the transport task. However, there is a need to better capitalise on this infrastructure. For example, improvements to regionally significant arterial roads linking the main urban industrial area on the North West Coast to the far North West Coast and the West Coast, to cater for increased use by freight, tourist and general road users.

There is also significant scope for rail infrastructure investment projects aimed at expanding the market for rail operators and reducing costs to users.

The consultation process identified emerging needs and strategic gaps in transport infrastructure. Over the next twenty years, these strategic gaps and needs are likely to relate to the following:

- Higher levels of road maintenance expenditure by road authorities to maintain service levels.
- Continued growth in the use of major arterial roads by freight, tourist and general road users will generate a need for incremental improvements to meet road hierarchy design standards, particularly to Category 2-3 roads.
- There is significant under-investment in the main rail line connecting ports and major industrial areas. Increased rail freight may see

- demand for an improved alignment that avoids coastal towns.
- Demand for new arterial freight rail lines and roads is likely to be linked to major new industrial activities that have a significant transport task.
- Resource industries in the Region and the potential for value-added resource processing industries provide the opportunity to expand the rail freight task.

Identification of these strategic gaps and needs is aimed at highlighting opportunities to improve the transport infrastructure serving the Region. The gaps and needs identified do not represent an exhaustive, comprehensive or preferential list.

In addition, the identification of these gaps and needs does not:

- signal any specific commitment to individual projects by Councils, the CCA or the State Government:
- diminish the role of small scale, local projects in improving transport outcomes; or
- impact upon the identification of other and/or future infrastructure issues, priorities and projects for the Region.

Identifying regionally significant multi-modal priorities will help to ensure that investment planning maximises benefits to the transport system.

Emerging needs and strategic gaps identified through the consultation process

Key regional roads

Freight, tourist and general road use continues to grow fastest on major arterial roads.

Improvements to regional freight road, Smithton – Burnie/Devonport

The Bass Highway plays a critical role in connecting Circular Head communities to the urban areas of Burnie/Devonport, and for freight transport. Suggested improvements include overtaking lanes, curve realignments, road widening and junction improvements. Concerns related to the 'Sisters Hills' section of the Highway are being addressed under a joint Tasmanian and Australian Government funded project to upgrade this section of the Highway. The project focuses on six priority projects, covering around 13km of the Highway at 10 different locations, and provides important safety and efficiency benefits. The priority projects were identified by a joint working group comprising the Tasmanian Government, Burnie, Waratah/Wynyard and Circular Head Councils, Cradle Coast Authority, RACT and the local community.

Improvements to regional freight road, West Coast – Burnie/Devonport

Critical role in connecting West Coast communities to urban services in Burnie/Devonport, for freight transport and tourist access. Improvements that bring the road to a Category 2-3 design standard will improve safety and efficiency.

Emerging needs and strategic gaps identified through the consultation process

Land transport and industrial areas

New arterial freight rail lines and roads are likely to be linked to major new industrial activities which have a significant freight task.

Road and rail infrastructure, major processing industries, Port Latta

In terms of major industrial activities, Port Latta has infrastructure, land use and locational (e.g. on main rail line and close to Bass Hwy) advantages.

Road and rail infrastructure, major processing industries, Dulverton

The Dulverton area is suited to major processing industries due to its location and access to economic infrastructure. New industrial/processing activities in both areas may generate the need for road and rail improvements and new infrastructure connections.

Ports and industry

The Region's major export commodities are well handled through existing port infrastructure. Major new resource and extraction activities may generate a need for new port infrastructure.

Road and port infrastructure associated with scheelite mine, Grassy

The existing port at the site was built to cater for previous mining operations. It is likely that any new mining operations would generate a need for new port and land infrastructure linkages.

Rail freight

There has been under investment in the main rail line connecting ports and major industrial areas.

Rail connection, Smithton to Wiltshire main line

The Smithton area contains critical processing industries and forest resources. The rail line currently terminates 15 km short of Smithton. The opportunity exists to extend the line closer to Smithton or the forestry areas to the south to improve rail freight options and reduce traffic on the Bass Highway.

Rail loops or duplication, Cement Australia, Railton to Devonport Port

The Cement Australia to Devonport Port rail line carries the largest freight tonnage of the main rail line. Increased freight has led to congestion and delays in handling; a series of passing loops or a double rail line would increase freight capacity and enhance the ability of rail to compete with road transport.

Forest harvesting

Expansion of plantations require increased investment in strategic rural arterial roads and road/rail log transfer yards.

A possible northern Tasmanian pulp mill will require the transport of higher volumes of forest resources by road and/or rail.

Improvements to local road network to cater for plantation forestry and transport of timber to Hampshire mill

The area south of Burnie to Waratah is a large plantation area. Most timber will be transported using private roads to access State roads. There may be a need to improve local roads east and west of the Hampshire mill, located in the centre of the area, to cater for the transport task.

Transport network impacts of a northern Tasmanian pulp mill

Gunns is investigating the establishment of a pulp mill at Bell Bay. Meeting the resource inputs required to support a pulp mill will create additional transport movements to the pulp mill site by either road or rail. There is a need to strategically manage the transportation of logs across the entire northern area into the longer term.

Tourism clusters

The Region has two major tourism clusters at Cradle Mountain and Strahan, and one emerging cluster at Stanley.

Road improvements, Arthur River - Smithon loop

Smithton and Arthur River are recognised as an emerging tourism cluster. The long term potential exists to create a loop at the end of this journey, avoiding the need for tourists to travel the same route twice. A loop could form part of the long-term development of tourism in the area, including improved access to the Tarkine and Western Explorer route.

Emerging needs and strategic gaps identified through the consultation process

Tourism clusters

Road infrastructure and design improvements that strengthen inter- and intralinkages within these clusters can enhance transport efficiency.

Integrated transport hub, Cradle Mountain

Continued implementation of the *Cradle Tourism Development Plan*, including development of a visitor village, sewerage and water infrastructure and transport improvements. The Plan provides for an integrated transport hub that includes centralised carparking with transport and visitor service options into the World Heritage Area.

Road and traffic improvements, Strahan

Suggestions include upgraded town entrance based on safety and aesthetic concerns, upgraded junctions, parking facilities and pedestrian and cycle paths. The Esplanade provides a focus for tourism and commercial activity. Improvements that enhance mobility, safety and amenity in the area for vehicular and pedestrian traffic would be advantageous.

Rail link at Hampshire mill to transport woodchips to Burnie Port

The Hampshire mill south of Burnie is a major regional destination for forest products. An infrastructure gap prevents wood chips from being transported out of the mill by rail. A short rail connection and loading facilities would enable woodfibre to be transported to Burnie Port.

Weak links and gaps

Over the next 20 years, there is scope to target:

- road and rail linkages;
- rail connections to east Devonport Port;
- productivity improvements to Categories 2–4 roads; and
- under-strength bridges on strategic roads.

Devonport Port container transport

The Port's main container berths on the eastern side have only road access. The western side, which handles bulk resources, has road and rail access. The potential exists to improve the efficiency of moving containers by rail and reduce the amount of road freight.

Bass Highway alignment north of Latrobe

Over the past two decades, the safety and efficiency of this section of Category 1 Highway has declined significantly. There is a need to identify and protect the most suitable long term alignment between Latrobe and Port Sorell Main Road.

Overview of key emerging needs and strategic gaps in regional transport infrastructure, Cradle Coast Region

