

South East Traffic Solution Consultation Summary

September 2019

About the Study

The Tasmanian Government (with the support of the Australian Government) are committed to improving the liveability of Sorell and the Southern Beaches area by investing in the road corridor to improve travel times, reliability and increasing safety between Sorell and the Hobart International Airport. The project has multiple elements which include:

- Sorell to Hobart Planning Study;
- Hobart Airport to Midway Point Causeway duplication;
- Midway Point Intersection Solution;
- Sorell Southern Bypass;
- Arthur Highway Overtaking Lane;
- Planning for causeway duplication between Sorell and Hobart.

As part of these studies, a number of consultation projects occurred. This factsheet summaries the feedback received during the consultation on the Hobart Airport to Midway Point Causeway duplication, the Midway Point Intersection Solution and the Sorell Southern Bypass.



Consultation on preliminary designs







From late May to the end of June 2019 we consulted with the community, land owners, industry, local government and organisations in relation to preliminary designs for the three of the projects: Hobart Airport to Midway Point causeway; Midway Point intersection; and Sorell bypass.

The consultation process included online feedback, such as Social Pinpoint and the use of Facebook, written submissions via email and in letter form, as well as 5 drop in sessions and one presentation. The process was notified through the Department's facebook page and website, letters to adjoining land owners, public notices in local newspapers, hard copy posters across the Sorell and Clarence municipal areas and information stands at three separate locations (Ingham Chickens, Sorell Council and Tasmania Golf Club).

Who Participated?

Through Social Pinpoint 296 individual stakeholders were engaged with 281 comments and 329 surveys completed. In addition, 63 email submissions were received with 25 written submissions left at the information stands. Over 250 people attended drop in sessions with 108 written comments and 115 comments were made on Facebook.

What did we hear?

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| Alternative alignment |  | Hobart Airport to Midway Causeway |  |
| The most frequently received comment was that an alternative crossing point should be considered at either Seven Mile Beach to connect with the Southern Beaches, or from Cambridge to connect with the western end of Shark Point Road. | | Neither the loss of the 16 th fairway at the Tasmania Golf Club nor the impact on the threatened vegetation values at Milford were considered acceptable outcomes. The community felt that consideration of development on the Airport land must occur. | |
| Causeway duplication |  | Public Transport |  |
| There was a sense that without the causeway's being duplicated at the same time, that the other projects would be of limited benefit. | | The community was strong in their views that improved public transport both in terms of frequency and affordability was a priority now, and that this would alleviate congestion immediately. | |
| Midway Point Intersection |  | Sorell Bypass |  |
| There was no clear preference on the two options proposed. Flyovers were often suggested as an alternative solution | | There was general support and acceptance of the Sorell Bypass. | |

Next steps

Further detailed options are being designed, having regard to your feedback and the outcomes of initial studies.

It is anticipated that the preferred option for each location will be made available to the community in early 2020.

Keep an eye out on our website www.transport.tas.gov.au or email info@stategrowth.tas.gov.au if you have any further queries.

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