

# South East Traffic Solution – Hobart Airport Interchange to Midway Point Causeway

September 2021



## About the South East Traffic Solution (SETS) program

The Tasmanian and Australian Governments 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 increase safety between Sorell and the Hobart International Airport.

The South East Traffic Solution (SETS) is a staged program that includes a series of road upgrades and improvements between the Hobart Airport roundabout and the Arthur Highway south of Iron Creek. It includes:

- Hobart Airport Interchange.
- Hobart Airport Interchange to Midway Point Causeway.
- Causeway duplications.
- Midway Point Intersection Solution.
- Sorell Southern Bypass.
- Arthur Highway Overtaking Lane.

This update summarises feedback received during consultation on Hobart Airport Interchange to Midway Point Causeway and outlines the status and next steps for these works and other projects.

This program is jointly funded by the Tasmanian and Australian Governments.



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## Consultation on preliminary designs

In mid-2019 we consulted with the community, landowners, industry, local government and other organisations about preliminary designs for Hobart Airport Interchange to Midway Point Causeway as part of the broader SETS program.

The consultation process included online feedback via Social Pinpoint and Facebook, and written submissions as well as feedback from five drop-in sessions.

The consultation was advertised on the Department's Facebook page and website. Letters were sent to adjoining landowners, public notices were placed in local newspapers, and posters were placed in the Sorell and Clarence municipal areas along with information stands at Ingham Chickens, Sorell Council and Tasmania Golf Club.

## Consultation on revised design

A revised design was created following the initial consultation, with this design presented to the community in December 2019 for further review and feedback through the Department's Facebook page and website.

Through all stages, consultation and engagement has been ongoing between the Department and adjoining landowners, about the project design, as well as accommodation works required for their properties.

## Who participated?

The community participated as follows:

- 296 individual stakeholders engaged via Social Pinpoint with 281 individual comments provided
- 329 individual stakeholders completed surveys
- 63 submissions were made by email
- 25 submissions were made in writing and left at information stands
- 250+ individual stakeholders attended drop-in sessions
- 180 of those who attended drop-in sessions subsequently completed written submissions
- 115 comments were made via Facebook.

What did we hear?	Our response	
<p>Alternative road construction</p> <p>The most frequently received comment was that an alternative crossing point should be considered, from Seven Mile Beach to the Southern Beaches, or from Cambridge to the western end of Shark Point Road.</p>		
<p>Public Transport</p>		
<p>The community was strong in their views that improved public transport frequency and affordability was a priority now, and that this would alleviate congestion immediately.</p>	<p>Public transport has been considered with increased bus services, planning for a park and ride facility at Midway Point and improved bus stops to be provided as part of the Midway Point Intersection Solution project.</p>	
<p>Shared Pathway – Active Transport</p>		
<p>There was a desire to see improved accessibility for pedestrians and cyclists.</p>	<p>A shared pathway will be provided on the northern side of the road corridor, and is planned to link with a shared pathway on the northern side of the Midway and Sorell causeways.</p>	
<p>Adjoining property impacts</p>		
<p>The two options initially proposed for the Hobart Airport Interchange to Midway Point Causeway were not considered acceptable by the community due to adverse impacts to environmental values and adjoining properties. The community requested another option be developed.</p>	<p>A new design was developed and provided for public consultation in December 2019. This design has a smaller footprint at the Pittwater Road intersection minimising the impact on adjoining properties.</p> <p>To achieve this smaller footprint the speed limit is 80 km/h, allowing the duplicated highway to follow the existing highway alignment and traffic lights rather than a large roundabout .</p> <p>The revised design limits acquisition from adjoining properties, and includes additional signage to businesses directly impacted. The traffic lights improve access to Pittwater Road, properties and businesses; and provide a safer centralised location for all turning movements.</p>	

## Current Status

The proposal was submitted to Clarence City Council in August 2021 and a permit was issued on 6 September 2021. The permit was appealed in mid-September. It is expected to be resolved by the end of 2021.

## What's Next?

Approval as a controlled action under the EPBC is required and is underway. Further information is required from the Department to address this permit process.

It is anticipated that the project will go to tender in February 2022, with works commencing in May 2022.

### Further information

Please email [info@stategrowth.tas.gov.au](mailto:info@stategrowth.tas.gov.au) if you have any further queries.