## About the 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 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 to Western Causeway;
* Planning for Causeway duplication;
* Midway Point Intersection Solution;
* Sorell Southern Bypass;
* Arthur Highway Overtaking Lane.

This update summarises feedback received during consultation on Hobart Airport to Western Causeway, Midway Point Intersection Solution and the Sorell Southern Bypass, and outlines the current situation and next steps for these and other projects.

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

### Consultation on preliminary designs

In mid-2019 we consulted with the community, land owners, industry, local government and other organisations about preliminary designs for Hobart Airport to Western Causeway Midway Point Intersection Solution and Sorell Southern Bypass.

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 land owners, 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.

We undertook further community consultation in December 2019 for the Hobart Airport to Western Causeway Duplication which were included in further design.

### 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 submissions and 115 comments made on Facebook.

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| **What did we hear?** | **Our response?** | |
| Alternative alignment |  |  |
| 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. | Our policy is to develop existing road corridors in preference to creating new ones. Providing an alternative road alignment from 7 Mile Beach to the Southern Beaches may alleviate traffic congestion in the short term, however due to predicted growth in the population centres of Midway Point and Sorell the Tasman Highway would still need to be upgraded to four lanes. | |
| Public Transport |  |  |
| 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. | Public transport has been considered with 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. | |
| Shared Pathway – Active Transport |  | CyclingWalk |
| There was a desire to see improved accessibility along the road corridor. | Shared pathways have been included in the current designs. | |
| Hobart Airport to Western Causeway |  |  |
| The two options initially proposed for the Hobart Airport to Western Causeway were not acceptable as one resulted in adverse impacts to the environmental values at the Milford property, and the other resulted in the loss of the 16th hole at the Tasmania Golf Club. Better options needed to be developed. | A new design has been developed and was provided for public consultation in December 2019. This design has a smaller footprint at Pittwater Road intersection minimising the impact on the the Tasmania Golf Club and Milford property environmental values.  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 . | |
| Causeway Duplication |  |  |
| There was a sense that without the causeways being duplicated the other SETS projects would be of limited benefit. | The planning for duplicating the western causeway and McGee’s Bridge has been brought forward in response to the community feedback. | |
| Midway Point Intersection Solution |  |  |
| There was no clear preference on the two options proposed. Flyovers were often suggested as an alternative solution. | Option 2 was selected as the preferred design as it minimises the impacts on businesses. | |
| Sorell Southern Bypass |  |  |
| There was general support and acceptance of the Sorell Bypass. | Design is progressing as scheduled. | |

## Current Status

### Hobart Airport to Western Causeway

The design includes traffic lights at Pittwater Road and an 80 km/h speed limit. This facilitates duplicating the highway with a reduced footprint so that the Tasmania Golf Club, with some changes, can continue to operate as an 18 hole golf course, and the impact on the environmental values of the Milford property is minimised.

The traffic lights will give priority to traffic on the Tasman Highway and will provide safe access to the highway from Pittwater Road.

A shared pathway will be provided on the northern side of the road corridor. This is planned to link with a shared pathway on the northern side of the Western Causeway.

Construction is programmed to start in January 2021.

### Midway Point Intersection Solution

The highway through Midway Point will be duplicated with traffic signals replacing the current roundabout at a realigned Penna Road opposite Southern Drive. Traffic lights and additional traffic lanes will move traffic through the intersection more quickly while providing safe access to the highway from Midway Point.

There will be a slip lane from the Tasman Highway into the newly aligned Penna Road to enable easy access to Midway Point.

The re-alignment of Penna Road enables the shops and service station to remain operating.

The shops will continue to be accessible from the Tasman Highway and Southern Drive.

A fully accessible bus stop will be provided to the east of the proposed traffic lights near the shops and linking to the shared pathway.

Provision has been made for a future Park and Ride facility on the northern side of the highway.

A shared pathway will continue on the northern side of the highway to Penna Road where pedestrians and cyclists will divert along Fenton Street before joining the shared pathway on the northern side of the Western Causeway.

Access to properties on the southern side of the highway will be left in and left out only. Turning facilities will be provided at various locations on the highway, including at the traffic lights, to minimise additional travel distance for those road users

Construction is programmed to commence in October 2020.

### Causeway Duplication Planning

Planning is continuing on the duplication of the causeways. The duplication of the Western Causeways and McGees Bridge has been prioritised as this is the busiest causeway with vehicle numbers decreasing beyond Midway Point.

Early duplication of the Western Causeway will maximise the benefits of the other SETS projects.

Early planning indicates duplication on the northern side of the existing causeway is preferable.

A shared pathway will be provided on the northern side of the causeway, with fishing retained on the southern side of McGees Bridge.

The current waterway opening at McGees Bridge will be maintained.

The Orielton lagoon is a sensitive ecosystem and the design and construction will consider the appropriate management to minimise impacts on the environmental values.

### Sorell Southern Bypass

Design is continuing for the Bypass. The Bypass will allow Southern Beaches and Tasman Peninsula traffic to avoid driving through Sorell to connect with the Arthur Highway.

The Sorell area is leading population growth in Tasmania’s south, increasing at nearly three times the rate of the State as a whole. This increased population has benefits for Sorell businesses and the reduction of through traffic will improve customer access to businesses.

The Bypass will be a single carriageway and traffic modelling has confirmed that this will meet growth forecasts for the next 20 years.

Existing property accesses will be maintained.

The speed limit will be 80 km/h.

### Arthur Highway Overtaking Lane

This project was completed in February 2020.

This project will improve safety on the highway through reducing delays and driver frustration by increasing overtaking opportunities.

### Hobart Airport Interchange

The Design and Construct contract has been awarded to Hazell Bros.

Stakeholder consultation on the Contractors revised design commenced in February.

Site Survey and investigations began in March and will continue intermittently through April 2020.

Construction is scheduled to start in June 2020 for completion in May 2022.

## What’s Next?

### Proposed construction time frame

Arthur Highway Overtaking Lane Oct 2019 to Feb 2020 completed

Hobart Airport Interchange June 2020 to May 2022

Midway Point Intersection Solution Oct 2020 to March 2022

Hobart Airport to Western Causeway Jan 2021 to May 2022

Sorell Bypass or Western Causeway Sept 2021 to March 2023

### During Construction

To effectively stage the work, keep traffic flowing and keep our workers and all users safe there will be some changes to traffic lanes and intersection arrangements

Lane closures and reduced speed limits will be in place during the works. Road users will need to allow extra travel time for the duration of works.

Traffic management at worksites along the Tasman Highway will be coordinated to minimise delays.

### Further information

Please email info@stategrowth.tas.gov.au if you have any further queries.