

South East Traffic Solution



A MAJORITY LIBERAL GOVERNMENT WILL:

- Complete the Hobart Airport Interchange project
- Fix the Tasman Highway near Tasmania Golf Club
- Replace the Midway Point Roundabout with additional lanes
- Construct a Sorell Southern Bypass
- Build overtaking lanes on the Arthur Highway at Ironstone Creek
- Design the duplication of the Sorell Causeways



Infrastructure for the 21st Century

Solving the Tasman Highway peak congestion issues in the short and medium term

Under a majority Hodgman Liberal Government the economy is booming and nowhere more so than in Sorell, the Southern Beaches and the greater South-east region.

In Tasmania jobs are growing at 3 per cent a year. Since the Hodgman Government was elected in 2014, there are now 6200 more people employed in Hobart and the South-East.

As jobs are created, more people are choosing to live and to raise families in Sorell and the Southern Beaches communities of Lewisham, Dodges Ferry, Carlton Beach and Primrose Sands.

The Sorell area is leading population growth rates in Tasmania's south.

The pressure is increasing on the road network as more and more people commute between Sorell and Hobart to access jobs, education, training and other services.

Further pressure on the local road network is generated by strong growth in tourist traffic, with Sorell at the junction of the Tasman Highway and Arthur Highway, carrying through-traffic from the Great Eastern Drive from the north, and Port Arthur and the Tasman Peninsula from the South-East.

The people of Sorell and the Southern Beaches tell us their growing commute time threatens the liveability of the South-East. The Hodgman Government has heard these concerns and we will act.

A re-elected Hodgman Government will invest strongly in the South-East road network to maintain the liveability of Sorell and the Southern Beaches, by reducing commute times through a more efficient, safer road network.

The Hodgman Government's South-East Traffic Solution is a multi-level, short and medium-term vision that recognises the need to preserve the lifestyle attractions of Sorell and the Southern Beaches as commuter satellite communities.

Relevant Targets

#34: Reduce the number of deaths and serious injuries on Tasmania's roads to zero by 2050.

#40: Over the next four years, increase the long-term average investment in public infrastructure by 20%.

#42: Bring all Tasmania's primary freight and passenger roads up to a minimum three-star AusRAP safety rating by 2040.



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Projects to be constructed in the next term of a re-elected Hodgman majority Liberal Government

1. Hobart Airport Interchange (\$30 M)

The Hobart Airport Roundabout is a peak-time traffic bottleneck for commuters travelling to and from Sorell and the Southern Beaches. The Hodgman Government is co-funding a \$30 million upgrade of the Hobart Airport Interchange with the Australian Government to deliver:

- Improved commuter traffic flow;
- Reliable access and traffic flow to the Hobart International Airport;
- Increased capacity to cater for traffic growth projected to 2038; and
- Improved facilities for cyclists with connections between the Tasman Highway and Kennedy Drive.

The design work is well advanced and stakeholder and community consultations have been largely completed.

Timeframe: The project is expected to go to tender in April 2018 with construction to commence in the 2018-19 financial year.

2. Tasman Highway at Tasmania Golf Club (\$5 M)

The Tasman Highway between the Airport Roundabout and the first causeway is a two-lane, 80kph section of road with a poor crash history and is frequently subject to traffic congestion.

A re-elected Hodgman Liberal Government will widen this section of road and create turning pockets for entry and exit from the Tasmania Golf Club and construct two further lanes linking the first causeway with the northern end of the Hobart Airport Interchange.

This will result in safety and traffic flow improvements.

Timeframe: Commence design immediately and complete construction within three years.

Why Tasmania Needs This

In the 10 years from 2012 to 2022, the Sorell municipality's population will have grown more than 17 per cent (Source: Tasmanian Dept. of Treasury and Finance, December 2014, medium projection).

The population of the Sorell municipal area is increasing at a compound rate of 1.7 per cent a year, nearly three times the Tasmanian rate. Residential development approvals are averaging more than 300 per year across the municipal area (Source: Sorell Township Urban Masterplan).



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3. Midway Point Intersection solution (\$7.5 M)

The current roundabout at the intersection of the Tasman Highway and Penna Road at Midway Point is increasingly congested and queues of traffic can stretch across the entire length of both causeways on either side.

This congestion affects commuters from Sorell and the Southern Beaches as well as those commuting from Penna Road.

The single-lane approaches to the roundabout and on both causeways are frequently at capacity.

A re-elected Hodgman Liberal Government will fix this bottleneck.

We will add an extra lane in each direction at the approach to the intersection along the entire length of Midway Point between causeways.

The current roundabout will also be replaced with traffic signals.

These measures will significantly improve traffic flows for commuters using Penna Road, as well as those travelling to and from Sorell and the Southern Beaches.

Timeframe: Completed in the next term of the Hodgman majority Liberal Government.

4. Southern Sorell Bypass (\$9 M)

A transport corridor has been identified as a bypass of Sorell (Sorell Township Urban Master Plan). This corridor has been reserved between the Arthur Highway at the south-eastern boundary of Sorell and the Tasman Highway near the intersection with the industrial subdivision adjacent to the Sorell Rivulet.

A re-elected Liberal Government will activate this corridor for the benefit of commuters seeking the option to bypass the Sorell township in order to connect with the Arthur Highway to the Southern Beaches or Tasman Peninsula.

The estimated final cost of this project is \$9m including associated roadworks and interchanges.

Timeframe: Procurement complete and works commenced in the next term.

Our record in Government

Within the first nine months of coming to office we conducted an audit of roads and based on that report have mapped out a plan to rebuild Tasmania's critical road infrastructure.

We have made significant inroads to address the neglect of critical infrastructure experienced under 16 years of Labor and the Greens.

We are already investing \$827 million to build better roads right around Tasmania.

We secured joint investment from the Commonwealth for the Hobart Airport Roundabout and we invested in the Tasman Bridge ramps.

We listened to Tasmanians who said they wanted a safer Midland Highway to reduce the unacceptable road toll.

We have a budget in balance and the Government is net debt free for the first time ever meaning we can afford to invest in infrastructure for the future – something Labor and the Greens could not do.



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5. Arthur Highway overtaking opportunity (\$5 M)

Residents of the Southern Beaches, as well as those from the Forestier and Tasman Peninsulas, frequently experience delays and frustration due to slow-moving tourist traffic and agricultural vehicles between Sorell and the Southern Beaches turnoffs at Lewisham Scenic Drive and Old Forcett Road.

A suitable overtaking opportunity has been identified on the Arthur Highway for a climbing lane on the uphill section to the south-east of Ironstone Creek Rivulet (1.5km from Sorell township).

A re-elected Hodgman Liberal Government will construct this overtaking opportunity.

Timeframe: Works completed in the next term of the Hodgman Liberal Government.

6. Planning for duplication of Tasman Highway between Hobart and Sorell (\$500,000)

The Southern Beaches towns of Lewisham, Dodges Ferry and Carlton are less than 25km from the Hobart CBD in a straight line. However, the distance by road is greater at 38km. This commute can take well over an hour at peak times and residents tell us travel times are increasing every year as the population grows and tourist traffic increases.

The removal of key bottlenecks at the Hobart Airport Interchange and Midway Point will bring travel-time benefits. However, the single-lane, 80kph causeways across Pittwater will continue to act as a limitation on traffic flows and lengthen travel times. In order to leverage full value from short term capital investments, a longer-term strategic analysis is required to analyse solutions for increased road capacity in light of projected population increases.

A re-elected Hodgman Liberal Government will invest \$500,000 to complete a comprehensive feasibility and design study for the Tasman Highway between Sorell and Hobart, including duplication of the Sorell Causeways and McGee's Bridge.

The study will investigate the cost/benefits of a major project to widen both causeways and duplicate McGee's Bridge to dual-lane. The 460-metre McGee's Bridge cost \$18.7m to construct. Current estimates for the entire project works would exceed \$100 million in 2017 dollar terms.

Timeframe: The feasibility study would be conducted in the first two years of a re-elected Hodgman Government.



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Projects to be constructed in the medium term (2021 to 2024)

1. Duplicate the Tasman Highway between Sorell and Hobart (estimated cost \$100M+)

This major project will duplicate all the current single lane sections of the Tasman Highway between the Hobart Airport and Sorell (including causeways and McGee's Bridge) to fully capture the value of the other individual projects.

This will complete the Tasman Highway as a four-lane link between the Tasman Bridge and the township of Sorell.

Timeframe: Feasibility, planning and design for these major projects will be carried out over the next term, with construction planned to commence in the following term of a Hodgman majority Liberal Government.

2. Bus and high-occupancy vehicle priority lanes

A re-elected Hodgman Government will investigate the most appropriate areas for the establishment of future dedicated traffic lanes for buses and high-occupancy (T3) and emergency services vehicles between Sorell and Hobart.

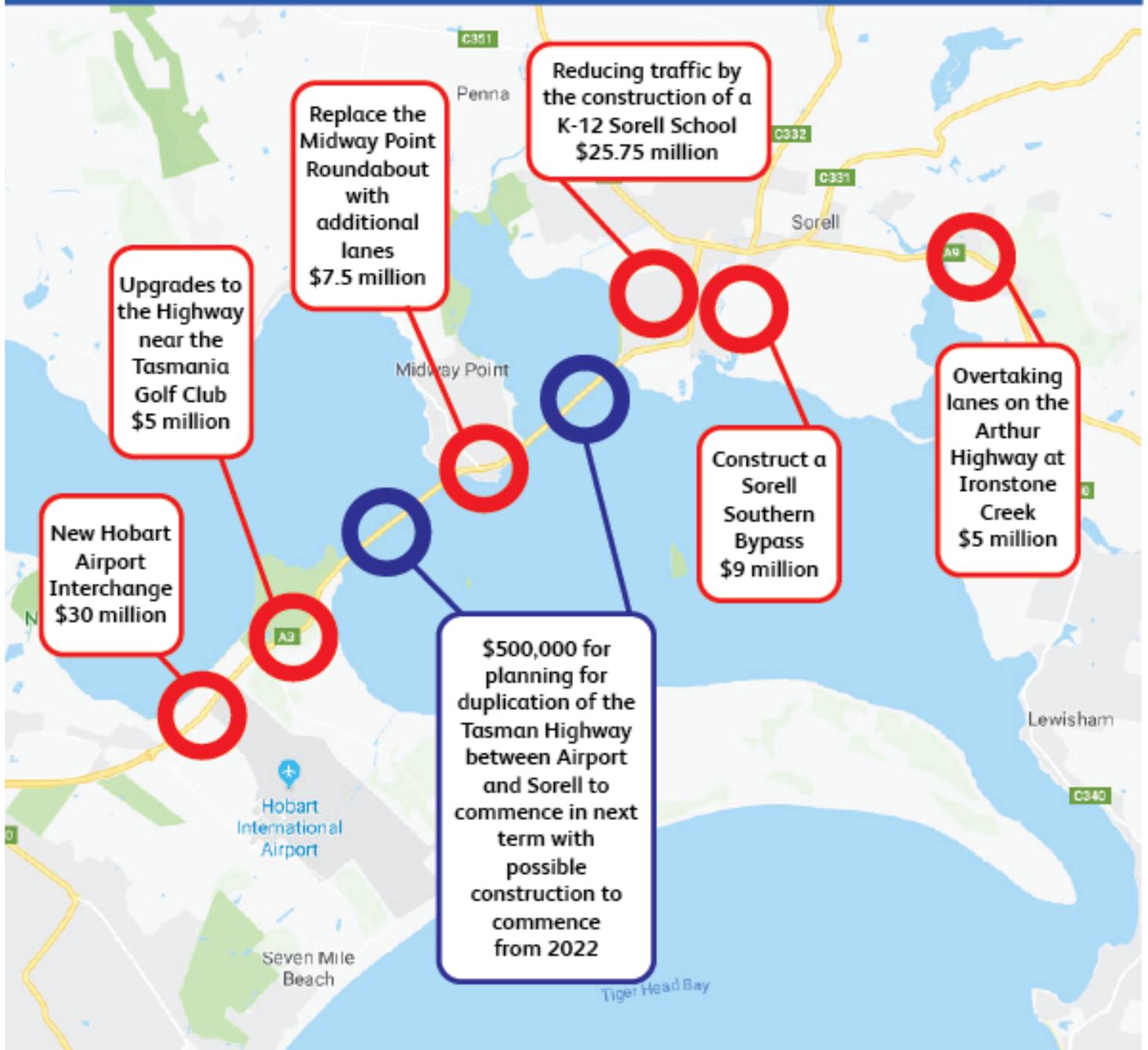
With the construction of additional traffic lanes and a higher capacity road network between Sorell and Hobart, options to provide priority measures for buses, emergency vehicles and high-occupancy vehicles (at least three occupants) will be analysed.

Timeframe: 5 years

Labor Green Record

Despite undertaking a Sorell and Midway Point Traffic Management Study in 2006, formally declaring that a Sorell bypass was "a long-term project" in 2008 and that the Sorell community was growing at one of the fastest rates in the State, the previous Labor, and Labor-Green Governments, did nothing to plan for, let alone invest in major infrastructure improvements to address the issue over their 16 years of Government.

South East Traffic Solution



Solving the Tasman Highway peak congestion issues in the short and medium term through our long-term vision.

A re-elected Hodgman Liberal Government will invest strongly in the South-East road network to maintain the liveability of Sorell and the Southern Beaches by reducing commute times through a more efficient, safer road network.

Our South-East Traffic Solution is a multi-level, short and medium-term plan that will support the growth of the South-East region while preserving the lifestyle attractions of Sorell and the Southern Beaches as commuter satellite communities.