

Tasman Highway Sideling Road Upgrade Project

Consultation Update

October 2021



About the project

The Tasman Highway Sideling Road Upgrade Project involves upgrading about 15 kilometres of the Tasman Highway between Corkerys Road intersection (500 m south-east of the Sideling Lookout) and Minstone Road, Scottsdale.

Stage 1 of the project will be delivered in two sections:

- Section 1: 500 m south-east of the Sideling lookout to Whish-Wilson Road
- Section 2: Whish Wilson Road to Minstone Road

During July, August and September 2021 the project team consulted with Dorset Council, Launceston City Council, the community, landowners, businesses and organisations regarding the development of the concept design.

The consultation process included written submissions via email, face to face meetings, telephone calls and a public consultation at Dorset Council Chambers. The public was notified of the public consultation through the RoadsTas facebook page, the Department of State Growth website (www.transport.tas.gov.au), letters which were posted or emailed to adjoining landowners and organisations, public notices in The Examiner and the North East Advertiser and hard copy posters in Scottsdale business windows.

This report summarises the feedback received during the consultation period and outlines the next steps for this project.

Consultation Summary

Dorset Council and Launceston City Council were briefed on the project in July and August 2021 by the project team via face to face meetings. Businesses and organisations were briefed on the project through a project introduction letter in September 2021, invitation to the public consultation letter in September 2021 and followed up with phone calls as required. Adjacent landowners were briefed on the project through a mail out of a project introduction letter in July 2021, followed by a permit to enter notification letter and form in August 2021 and an invitation to the public consultation in September 2021. A project contact name, phone number and email address was provided on all correspondence to encourage stakeholders to make contact should they have any questions.

The public consultation was held at the Dorset Council Chambers, 3 Ellenor Street, Scottsdale, from 8 September – 22 September 2021. The purpose of the public consultation was to present and gather feedback on the high-level concept design for Stage 1: Section 1 and Section 2.

The public consultation was staffed from 12:00 – 6:30 pm on 8 September 2021. The public consultation materials included a Frequently Asked Question brochure and four A3 posters. The four posters contained the following:

1. Information sheet outlining the project background, staged approach, project benefits.
2. Location map of Stage 1, Section 1 and 2
3. Section 1 typical cross section
4. Section 2 typical cross section

At the completion of the staffed public consultation the plans were moved into the Dorset Council reception area where they remained for viewing until the completion of the consultation period.

Feedback forms and a suggestion box was available for public comment during both the staffed and static consultation periods.

The initial staffed consultation was well attended by a total of 43 individuals, asking a range of questions, with many taking feedback forms to complete and submit later. 15 feedback forms were collected during the static display period, however many stakeholders also provided feedback through phone calls.

A total of 66 individual stakeholders made inquiry and provided feedback regarding the project during the consultation period, while approximately 15 stakeholders made inquiries requiring follow-up communication.

Stakeholder and Community Feedback

The following key issues and themes were raised during the public consultation, feedback forms, face to face meetings, emails and phone calls with Dorset Council, Launceston City Council, the community, landowners, businesses and organisations:

- Strong community sentiment that the provision of overtaking options including passing lanes, overtaking lanes, slow vehicle lanes and stopping bays/pull off areas for trucks/slow moving vehicles is needed.
- Disappointment that the upgrade will follow the current road alignment. There was an expectation that the two hairpin bends may be bypassed

- Support for closing the road during construction for certain periods to allow for a shorter construction time frame.
- Support for straightening out more of the curves in the road
- A need to clear dangerous trees from the road verge to avoid debris impacting road users
- Consideration of motorcycles in the design and placement of safety barriers
- Bus stop pull off areas required in the eight informal bus stop locations
- Opposition to B-double trucks using the road.

State Growth Response to Feedback

The below table summarises what we heard during the public consultation and how we responded to the feedback during the design process.

What we heard	What we did
Provision of overtaking options	Providing overtaking opportunities along the road is challenging due to the steep terrain in Section I. Two short passing bays have been included in the design to enable slow moving vehicles to move out of the way of following vehicles.
Disappointment that the upgrade will follow the current road alignment	Various alternative alignment options have been explored and found to be unviable due to the steep terrain.
Support for closing the road for certain period during construction to enable a shorter construction time frame	Opportunities to close the road during construction will be reviewed with the contractor engaged to undertake delivery of the project.
Support for straightening out more of the curves in the road	Significant realignment is outside of the project scope however safety improvement such as widening the road and sealing the shoulders will make for a safer and more comfortable journey.
A need to clear dangerous trees from the road verge to avoid debris impacting road users	Dangerous vegetation will be removed accordingly during the construction phase.
Consideration of motorcycles in safety barriers and design	Motorcycle safe barriers have been considered in the design.

Bus stop pull off areas required in eight informal bus stop locations	These areas have been identified and will be addressed in the design of Section 2.
Opposition to B-double trucks using the road	The road has been designed to ensure it can be safely used by all road users, including B-double trucks.

Next steps

This report concludes the stakeholder activities for the concept design of Stage 1, Section 1. Section 1 was advertised as a Construct Only Tender on the 30 October 2021. Tenders close on 26 November 2021 with the expectation of awarding the contract for construction in December 2021. A second public consultation for Section 2 is recommended to present the concept design to the community for feedback in early 2022.