



Consultation and Feedback Findings Summary

South Arm Highway Upgrade – Acton Road Intersection Upgrade

Project overview

The Australian and Tasmanian Governments have committed \$55 million to the South Arm Highway Upgrade.

The South Arm Road and Acton Road intersection upgrade forms part of the South Arm Highway Upgrade, an initiative aimed at improving travel time reliability, reducing traffic congestion, improving traffic flow, and road safety for eastern shore communities accessing Hobart's CBD.

The Acton Road intersection upgrade has been prioritised for delivery and is expected to start construction in mid-2026.

Project benefits:



Safer intersection with traffic lights



Safer walking paths and pedestrian crossings



Bike paths



More predictable travel times



Improved bus stops












Improved access to Lauderdale Primary School

Consultation summary

The public consultation period was held over four weeks, from Thursday, 27 February 2025 to Thursday, 27 March 2025. The goal was to engage a broad range of interested parties, including key stakeholders, road users, residents and wider community members, to gather valuable feedback and insights that would assist our design development.




To maximise engagement, we used a variety of tools and methods to promote the consultation and encourage participation throughout the four-week period.

Figure 1 Public consultation advertising and activities

	Notification letter	10 nearby property owners
	Unaddressed postcard	1 postcard, 8 suburbs, 5,442 residents
	Poster	Distributed to Lauderdale businesses
	RoadsTas Facebook page	1 post
	Mercury and Eastern Shore Sun Newspapers	3 public notices
	Lauderdale Primary School newsletter	1 publication
	Community Information session	1 session: Lauderdale Primary School
	School display	Lauderdale Primary School
	Static display	Clarence City Council



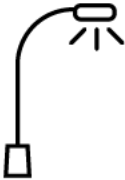

Throughout the four-week public consultation period, we received 28 formal feedback submissions, a summary of the feedback received is provided in Figure 2.

Figure 2 Volume of feedback

	Project inbox	17 emails
	Community information session	74 attendees, 8 feedback forms
	School display	2 feedback forms
	Council display	1 feedback form

Feedback summary

Table 1 Key feedback themes

	<p>Traffic flow and congestion</p> <p>Some stakeholders supported the inclusion of traffic lights, believing they would improve traffic flow and safety, particularly turning right out of Acton Road.</p> <p>Others expressed concern that the proposed use of traffic lights could increase travel times rather than improve them. A roundabout and pedestrian overpasses or underpasses were frequently suggested as a more effective alternative for managing traffic flow.</p> <p>There were also worries about traffic backing up at the Acton Road lights and impacting the Ringwood Road intersection.</p>	<p>10</p>
	<p>Pedestrian and cyclist connectivity</p> <p>Safety and accessibility for pedestrians and cyclists were key priorities and there was strong support for improved walking and cycling paths between Oakdowns and Lauderdale.</p>	<p>8</p>
	<p>Safety and design features</p> <p>Safety was a recurring focus, particularly around intersections and school zones.</p> <p>Suggestions included a roundabout instead of traffic lights, clearer signage, extending pedestrian barriers, improving the slope of the road at the intersection, improving the entrance to the sports centre school car park, and pedestrian overpasses/underpasses instead of signalised crossings.</p>	<p>22</p>
	<p>Project prioritisation</p> <p>While support for the South Arm Road and Acton Road intersection upgrade was clear, some feedback questioned the overall project prioritisation, with several suggestions to prioritise the section of South Arm Road between Oakdowns and Lauderdale due to urgent safety concerns.</p>	<p>3</p>

Key Community Requests and State Growth's Response

Table 2 Feedback items and State Growth's response

Key feedback requests	Count	State Growth response
Consider a roundabout as an alternative to traffic lights at this location.	3	Traffic lights were chosen because they are safer for pedestrians and minimise delays for traffic on South Arm Road during off-peak periods. They also provide safe and efficient access from Acton Road during peak times. Additionally, traffic lights require a smaller footprint compared to a roundabout, which minimises the impact on nearby properties.
Explore options to improve pedestrian and cyclist connectivity, including the potential for a shared path linking Oakdowns and Lauderdale.	5	The current scope of work for the intersection upgrade does not include a shared path beyond what is shown on the junction layout plan. The plan can be found on the Transport Tasmania website. However, the design of the upgrade considers potential future shared path connections. Clarence City Council has been exploring options for a gravel track between Oakdowns Parade and Lauderdale ahead of future highway upgrades, and we will continue engaging with them on this.
Assess the potential to extend the safety barrier on the school side of South Arm Road through to Ringwood Road.	3	Extending the safety barrier is currently outside the scope of the Acton Road Intersection project however, we recognise that the community is concerned about this. As a response we are assessing the feasibility of extending the barrier in this location and exploring potential options.
Consider the feasibility of pedestrian overpasses or underpasses as alternatives to signalised pedestrian crossings.	2	Traffic lights with pedestrian crossings were chosen as the most practical solution for this intersection. Overpasses and underpasses were not considered feasible due to space constraints, high costs, and ongoing maintenance requirements. Signalised crossings provide a more accessible and direct route for all users, including those with

Key feedback requests	Count	State Growth response
		<p>mobility impairments, while avoiding the safety and usability concerns often associated with underpasses.</p>
<p>Review the proposed number of traffic lights along the South Arm Highway corridor.</p>	<p>3</p>	<p>The South Arm Highway Upgrade project includes the installation of traffic lights at key locations to provide safe and efficient connections for all road users, particularly at intersections and where side streets meet the highway. This is because the predicted increase in through-traffic for this section of the road would make these movements difficult and unsafe without traffic lights.</p> <p>The new traffic lights are being installed to improve traffic flow, not slow it down. While some drivers may stop more frequently, the signals will help manage congestion, reduce delays at side roads, and create a more predictable and reliable journey. The new traffic lights will provide more flexibility for us to deal with times of high traffic volume, such as peak hour traffic, and as the area continues to grow.</p> <p>Given the expected residential and commercial growth in the area around the project, without the proposed traffic lights and increased capacity of the highway, delays and travel times are expected to increase. Traffic modelling shows that without the upgrades, traffic heading towards Hobart, between Acton Road and Pass Road, will increase by 60% in 2029 and would continue to increase.</p>
<p>Review the intersection upgrade design to confirm that traffic flow from Ringwood Road will not be negatively impacted.</p>	<p>2</p>	<p>Traffic modelling indicates that the intersection upgrade will not impact the operation of Ringwood Road. The new traffic signals will be coordinated to help manage the flow of traffic on South Arm Road. With more lanes, including two straight-ahead lanes and one right-turn lane into Acton Road, the intersection</p>

Key feedback requests	Count	State Growth response
		will also be able to accommodate more vehicles.
Prioritise the section of South Arm Road between Oakdowns and Lauderdale	3	The project delivery approach was chosen based on findings from the Rokeby Stage 3 Corridor Planning Study. This study showed higher traffic volumes between Pass Road and Oakdowns compared to the section between Oakdowns and Acton Road. Prioritising upgrades in this area will better address the project objectives of reducing traffic congestion and improving travel time reliability.

Next steps

The detailed design for the Acton Road intersection can be found on the project website and will be ready to go to tender in early 2026.

Construction is expected to commence in mid 2026 for a twelve-month period.

Contact

If you have any questions regarding this report, please contact our Stakeholder Engagement Consultant, Louella Dwyer on 0491 696 701 or southarmhighwayupgrade@stategrowth.tas.gov.au.



For more information on our projects, visit transport.tas.gov.au or scan the QR code.