

Consultation and Feedback Findings Summary

Brighton to Cambridge Freight Route Options Assessment – October 2024

Executive summary

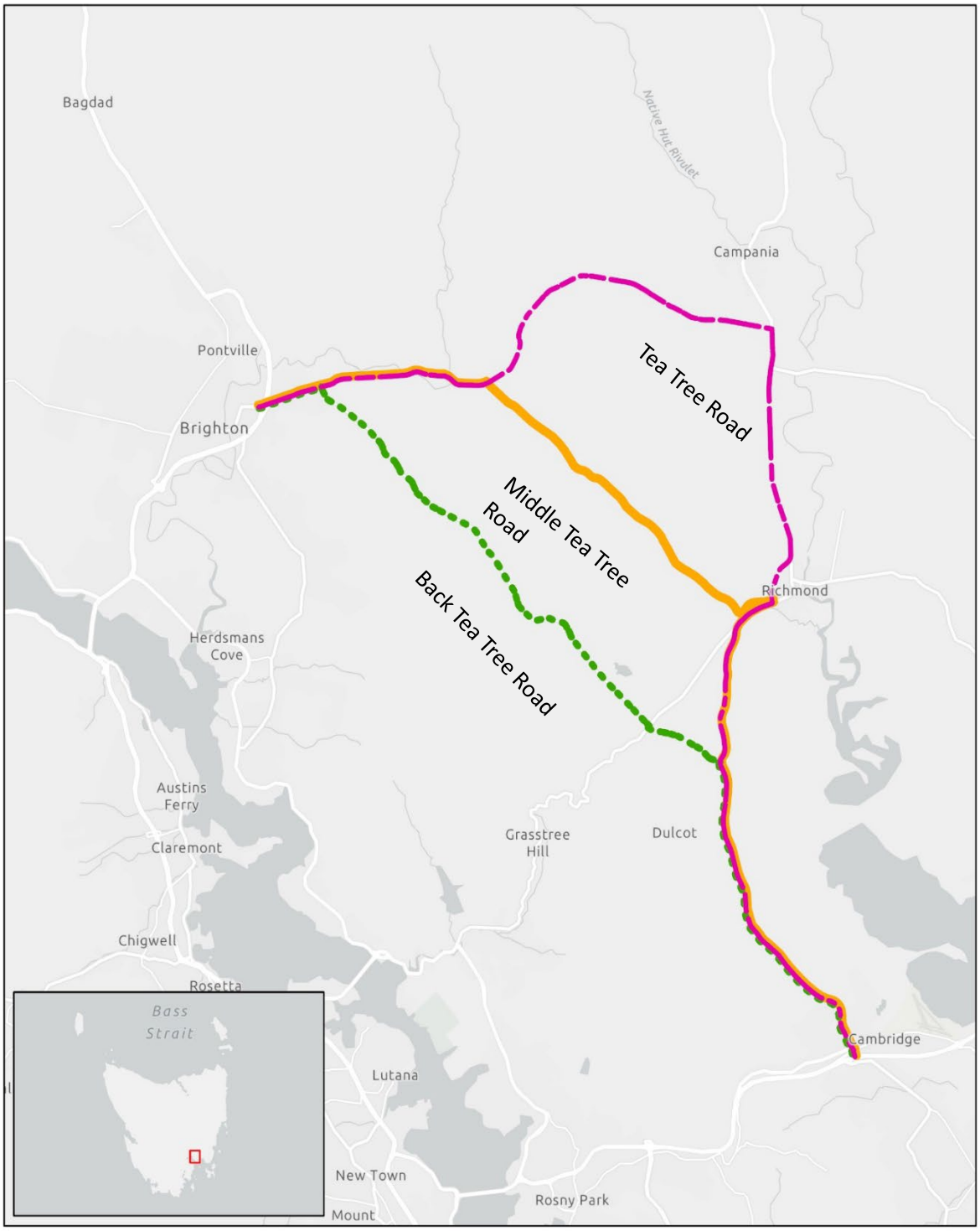
This report provides a summary of the public consultation and feedback received for the Brighton to Cambridge Freight Route Options Assessment project. The aim of the project is to investigate the feasibility of three proposed freight routes connecting the expanding industrial hubs in Brighton and Cambridge, as well as the option of maintaining the existing freight route.

Key concerns identified in the consultation included road safety, property and agricultural impacts, environmental protection, tourism disruption, and the need for improved infrastructure.

Stakeholder feedback on the proposed freight routes varied. Option 1 received mixed views, with some support but also concerns about road safety and property impacts. Option 2 was the least supported, with strong opposition due to potential effects on tourism, agriculture, and safety. Option 3 was generally the most favoured, seen as making use of existing infrastructure and requiring fewer upgrades. However, many stakeholders did not support any of the proposed options, showing a preference for exploring alternatives or retaining the current route.

The findings of the Options Assessment will be reviewed alongside the feedback we received to determine whether a preferred route is identified to advance to the next planning phase. Future phases of this project are subject to further funding.

Figure 1 - Map showing the three route options



Consultation summary

The public consultation period was held over four weeks, from Monday, 19 August 2024 to Monday, 16 September 2024. The goal was to reach a wide range of stakeholders, including industry groups, local councils, road users, and community members, to gather valuable feedback and insights that would be used alongside our technical studies.

We used a variety of tools and methods to promote the consultation period and encourage people to participate.

Figure 2 - How the public consultation was promoted

Notification letter	343 adjacent property owners
Unaddressed postcard	12 suburbs, 8224 residents
RoadsTas Facebook page	1 post
Mercury Newspaper	5 public notices
Community Information sessions	3 sessions: Tea Tree, Richmond, Sorell
Static Displays	4 councils: Brighton, Clarence, Sorell, Southern Midlands

We offered multiple channels for submitting feedback, to make sure everyone had an opportunity to contribute.

Formal feedback was collected through the following methods:

1. Three staffed community information sessions, supported by written feedback forms
2. Four static displays with written feedback forms
3. A dedicated project email address
4. Engage with State Growth online feedback platform

During the consultation period, we received a total of 181 formal feedback submissions.

We also received 629 votes on the Engage with State Growth quick poll. Out of the 629 votes, 258 of these were unique users, indicating a high number of duplicate votes.

While we received 101 interactions (likes, comments, shares) on Facebook, these were not considered in the formal feedback submissions.

Figure 3 - Consultation reach, communication activities and volume of feedback



Feedback summary

Stakeholder feedback on the proposed routes were mixed, with varying levels of support expressed across all feedback channels:

- **Option 1 (Back Tea Tree Road)**: Received 42.5 per cent support but also 24 per cent opposition due to concerns about road safety and property impacts. In the quick poll, 27 percent supported this route.
- **Option 2 (Middle Tea Tree Road)**: Had the least support, with only 3.5 per cent in favour. Opposition was strong, mainly due to concerns about tourism impacts, agricultural operations, and road safety. The quick poll reflected this, with just 4.6 per cent showing support.
- **Option 3 (Tea Tree Road)**: The most favoured route, with 49 per cent support and no opposition, as it offers existing freight capacity and may require fewer upgrades. In the quick poll, 26.3 per cent of voters supported this route.

From all feedback received, 5 per cent of stakeholders didn't have a route preference and expressed support for any of the routes, while 44 per cent opposed all route options. Similarly, the quick poll indicated that 42 percent of unique voters did not prefer any proposed routes, showing a strong inclination toward exploring alternative routes or maintaining the current route.

The results of the consultation identified several overarching key themes for consideration in any future development of a preferred freight route. These themes are summarised below.

Existing Infrastructure and Future Developments



Community members were concerned that current roads, already strained by heavy freight, may worsen with further development. Suggestions included lowering speed and load limits on Back Tea Tree and Middle Tea Tree Roads. While some argue these roads are unsuitable for freight, others believe formal upgrades to Back Tea Tree Road could be beneficial.

Environmental and Heritage



Feedback suggested a strong desire to protect the area's natural and cultural landscape. Community members were worried that new freight routes could harm wildlife habitats, heritage sites, and the scenic and rural character of the region.

Community and Resident Impact



Residents feared increased noise, pollution, and safety risks from heavy freight traffic could lower property values and reduce quality of life. There was also a call to enhance infrastructure for active transport like cycling, walking, and public transport.

Agricultural Operations



Increased traffic may disrupt local agricultural activities, creating safety risks for slow-moving farm machinery and livestock. Increased freight may threaten agricultural businesses like vineyards and orchards that rely on a quiet rural environment.

Economic Impact



While improved freight routes might boost regional growth, concerns remained about potential harm to local tourism and businesses along the proposed routes, particularly those depending on the area's rural charm.

Regional Tourism



There were concerns that heavy traffic could harm the Coal River Valley's appeal as a tourist destination, affecting wine tourism and deterring visitors, potentially leading to a decline in tourism revenue and impacting local businesses.

Table 1 - Summary of key themes and level of feedback received

Key theme	Key issues and opportunities	Feedback count (number of times the key theme was raised and via what channel)			
		Option One Tea Tree Road, Back Tea Tree Road, Malcolms Hut Road, Richmond Road/Cambridge bypass	**Option Two** Tea Tree Road, Middle Tea Tree Road, Colebrook Road and Richmond Road/Cambridge bypass	**Option Three** Tea Tree Road, Colebrook Road, and Richmond Road/Cambridge bypass	**All of project**
Existing infrastructure and future developments	**Issues** Key issues included traffic congestion from current freight use, deteriorating road conditions, concerns about disruptions from future developments, limitations of the road's ability to handle increased freight efficiently, and inadequate load limits for heavier freight demands.	20 emails Eight Feedback forms One phone call 14 Social Pinpoint comments	19 emails Two feedback forms Two phone calls 10 Social Pinpoint comments	One email One Social Pinpoint comment	11 emails One feedback form Two phone calls Seven Social Pinpoint comments
	Opportunities Opportunities included efficient freight movement with minimal delays, well-maintained roads that support smooth transport, positive impacts on regional	11 emails Four Social Pinpoint comments	Two Social Pinpoint comments	11 emails Five feedback forms	Nil

	growth, roads that effectively accommodate freight needs, and adequate load limits for current and future freight demands.	Two feedback forms		Four Social Pinpoint comments	
Environmental and heritage	**Issues** Environmental concerns included potential impacts on wildlife and habitat disruption, risks to endangered species from nearby development, concerns about unsuitable environmental conditions for development, and negative effects on heritage buildings.	One phone call Three emails Two feedback forms Three Social Pinpoint comments	Two emails Six Social Pinpoint comments	Nil	Nine emails One feedback form Five Social Pinpoint comments
	Opportunities Opportunities included implementing protection measures for wildlife, aligning conservation efforts with sustainability goals, minimising environmental impact and preserving heritage sites.	One email	Nil	Nil	Nil
Community and resident impact	**Issues** Issues raised included threats to the area's character from increased noise and traffic, potential declines in property values, reduced quality of life, safety	21 emails Three phone calls Eight feedback forms	20 emails Three phone calls	Three emails One phone call	19 emails Two feedback forms 18 Social Pinpoint comments

	concerns on certain roads, and limited active transport infrastructure.	12 Social Pinpoint comments	19 Social Pinpoint comments		
	Opportunities Opportunities included improving roads that are in bad condition, addressing road safety concerns and promoting active transport options like walking and cycling.	Nine emails Two feedback forms Seven Social Pinpoint comments	One email	Nine emails Five feedback forms Two Social Pinpoint comments	Nil
Agricultural operations	**Issues** For agricultural areas, increased traffic raised concerns about the safety of livestock crossings and the movement of farm machinery, which could lead to accidents.	Two emails One phone call Two feedback forms One Social Pinpoint comment	Seven emails One phone call Two feedback forms Five Social Pinpoint comments	Nil	13 emails One Social Pinpoint comment
	Opportunities Planned roads could provide safer crossings for livestock and safe passage for farm machinery, benefiting agricultural operations.	Nil	Nil	Nil	One
	Issues	One email	One email	Nil	Eight emails

Economic impact	Local businesses are worried about disruptions from construction or traffic changes, which could impact the local economy. Increased freight traffic may also affect the region's tourism appeal, and consequently the region's economy.		Five Social Pinpoint comments		One feedback form Four Social Pinpoint comments
	Opportunities Opportunities exist for local business growth through roads that support a balanced flow of freight and tourism, benefiting the economy and improving community connections and efficiency.	One Social Pinpoint comment Five emails	Nil	Nil	Two emails
Tourism	**Issues** Key issues included concerns about the safety and efficiency of mixing freight and tourist traffic, the potential reduction in regional appeal due to increased freight traffic, the risk of harm to the tourism industry from freight traffic or development disruptions, and road condition or safety issues on routes commonly used by tourists.	Two emails One feedback form One Social Pinpoint comment	Seven emails One phone call Two feedback forms Six Social Pinpoint comments	Nil	15 emails Two feedback forms 12 Social Pinpoint comments
	Opportunities No feedback suggested opportunities under the key theme of tourism.	Nil	Nil	Nil	Nil

Engage with State Growth online platform summary

The Engage with State Growth platform received the following engagement from Monday, 19 August 2024 to Monday, 16 September 2024.

1,919	1,267	885	707	280	63
Views	Visits	Visitors	Contributions	Contributors	Followers

Participants were able to provide feedback via a quick poll and an interactive map, which are further summarised below.

Quick poll

The feedback from the Engage with State Growth quick poll shows that the consultation participants' preference is Option 4 – "None are preferred," as shown in Figure 4 and Figure 5 below. Figure 4 shows the total number of votes (629), while Figure 5 reflects the unique votes (258), removing multiple submissions from the same IP address.

The quick poll question was – Which freight route would you prefer to see used?

Figure 4 - Quick Poll summary - Total votes

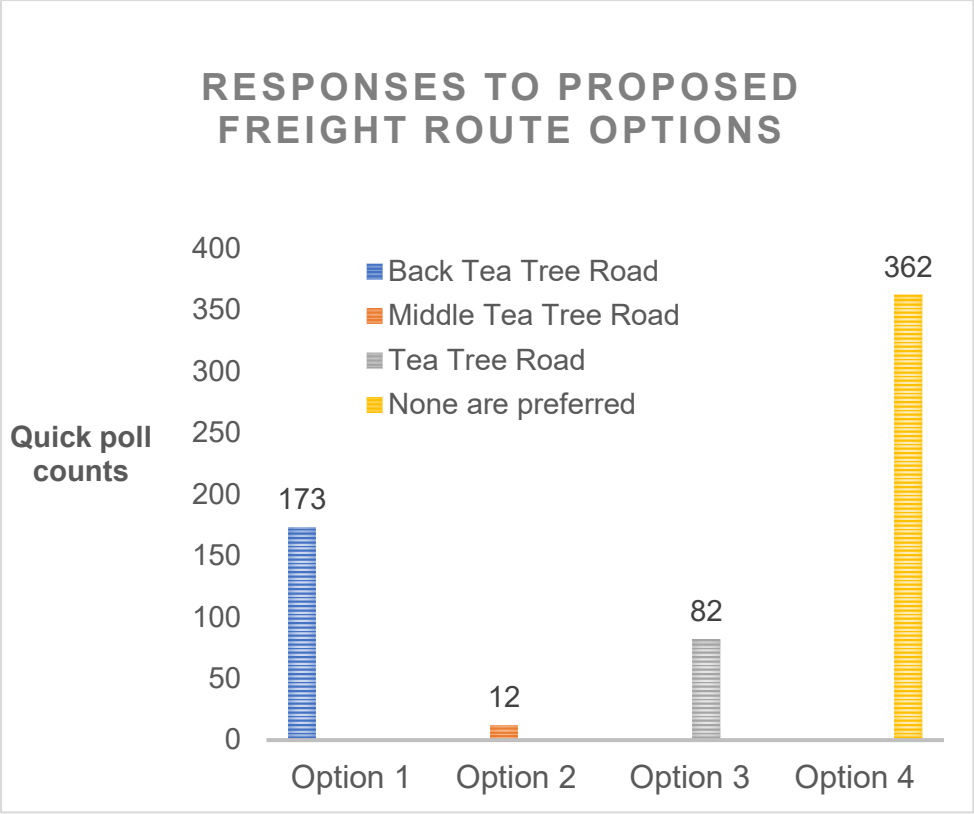
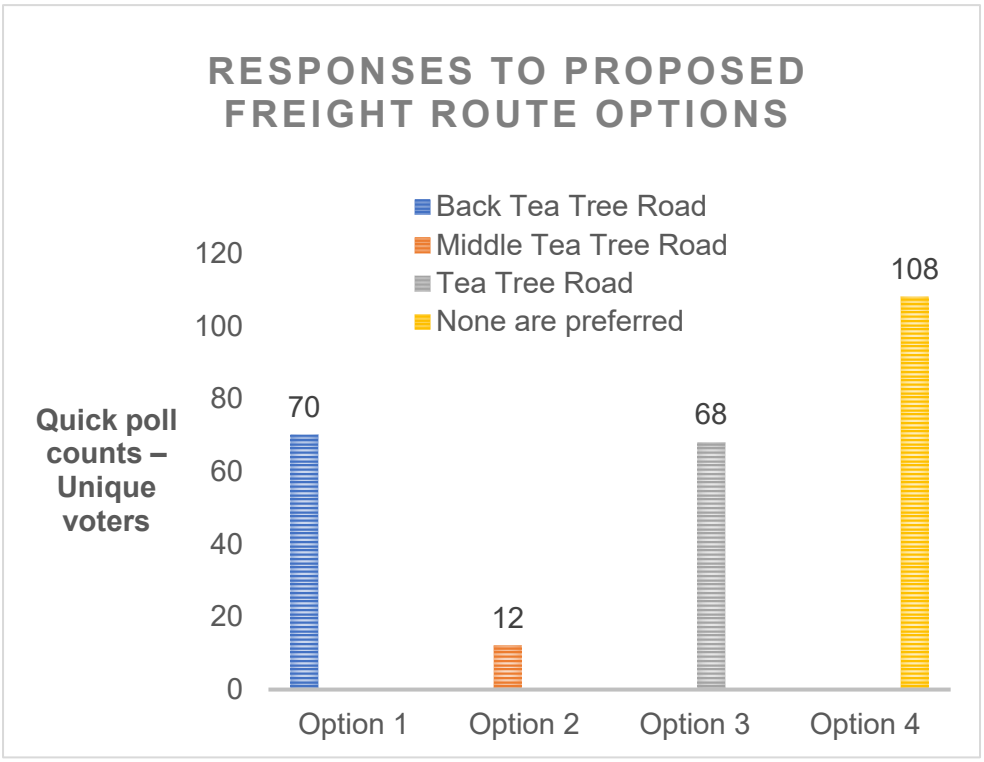


Figure 5 - Quick Poll summary - Unique votes



Interactive map

We received 78 comments on the interactive map, which are grouped by the comment/feedback location in Table 3.

Table 2 - Engage with State Growth interactive map comments by location

Project location	Percentage of comments on interactive map
Back Tea Tree Road	22 %
Malcolms Hut Road	5 %
Grasstree Hill Road	4 %
Middle Tea Tree Road	31 %
Tea Tree Road	7 %
Richmond Road	12 %
Colebrook Road	3 %
Cambridge Road	1 %
Other	15 %

Stakeholder feedback on the proposed routes were mixed, with varying levels of support expressed across all feedback channels:

- **Option 1 (Back Tea Tree Road)**: Received 42.5 per cent support but also 24 per cent opposition due to concerns about road safety and property impacts. In the quick poll, 27 percent supported this route.
- **Option 2 (Middle Tea Tree Road)**: Had the least support, with only 3.5 per cent in favour. Opposition was strong, mainly due to concerns about tourism impacts, agricultural operations, and road safety. The quick poll reflected this, with just 4.6 per cent showing support.
- **Option 3 (Tea Tree Road)**: The most favoured route, with 49 per cent support and no opposition, as it offers existing freight capacity and may require fewer upgrades. In the quick poll, 26.3 per cent of voters supported this route.

From all feedback received, 5 per cent of stakeholders expressed support for any of the routes, while 44 per cent opposed all options. Similarly, the quick poll indicated that 42 percent of unique voters did not prefer any proposed routes, showing a strong inclination toward exploring alternative routes or maintaining the current route.

Community feedback

To better understand the points raised, the feedback that the community raised about each option has been split into four sections, as outlined below:

- **all of the options**
- **route 1** - Tea Tree Road, Back Tea Tree Road, Malcolms Hut Road, Richmond Road/Cambridge bypass
- **route 2** - Tea Tree Road, Middle Tea Tree Road, Colebrook Road and Richmond Road/Cambridge bypass
- **route 3** - Tea Tree Road, Colebrook Road, and Richmond Road/Cambridge bypass.

Table 4 - Summary of feedback submissions

Community feedback item
Feedback across all of the options
Impact on Local Businesses: Some believed improved freight routes will benefit the economy, while others feared that increased traffic, noise, and congestion will negatively impact tourism and hospitality businesses. **Environmental & Heritage Concerns:** Many worried about the potential impact on the region's natural beauty, wildlife, and heritage sites. Several sites listed in the Tasmanian Heritage Register are located along the three proposed routes. These sites will require careful consideration and approval if any of the routes are selected for development. **Alternative routes:** Several community members proposed considering the Flagstaff Gully Link Road as an alternative route to avoid impacting rural and tourist areas. Some

feedback suggested investing in rail infrastructure to handle freight, reducing the problem on road networks.

Agricultural Impact: Concerns about the safety of farm machinery and freight traffic interacting on rural roads.

Road Suitability & Safety: Feedback highlighted concerns about road conditions being unsuitable for heavy vehicles, suggesting upgrades to accommodate freight safely.

Freight Efficiency & Monitoring: Support for routes improving freight efficiency, but also calls for better monitoring and enforcement of regulations to ensure compliance.

Cycling and pedestrian infrastructure: There were requests for dedicated cycling lanes along the proposed routes to ensure the safety of cyclists who frequently use these roads. Suggestions included adding footpaths, especially near tourist attractions and residential areas, to improve pedestrian safety.

Conflict with tourist traffic: A key concern was the potential conflict between heavy freight vehicles and tourist traffic, particularly on scenic routes popular with visitors. Increased freight traffic could impact the region's appeal, making it less attractive to tourists.

Feedback on Route 1

Community Impact: Residents were worried about increased noise, vibration, and safety issues related to heavy vehicle traffic. There were specific concerns about the impact on property value and quality of life.

Road Suitability: Concerns about the road width and poor alignment, with necessary upgrades needed to support heavy vehicles.

Agricultural Operations: Issues regarding slow-moving farm equipment interacting with fast-moving freight traffic.

Intersections: Calls for extensive upgrades to the intersections of Malcolms Hut Road and Back Tea Tree Road at Grass Tree Hill Road, and the intersection of Malcolms Hut Road and Richmond Road.

Freight Efficiency: Some feedback highlighted that this route was the most efficient for freight and will bring economic benefits.

Support: Many stakeholders supported Option 1 due to its shorter route and potential for future road improvements. This option was seen as the most efficient with fewer disruptions to residential towns, compared to other routes.

Feedback on Route 2

Speed Limit: Suggestions to reduce the speed limit to 80 km/h.

Poor road condition: Many feedback items highlighted the road is in poor repair due to heavy traffic and would require significant upgrades.

Impact on Tourism & Local Businesses: Concerns about heavy traffic negatively impacting tourism and businesses, especially vineyards and cellar doors along Middle Tea

Tree Road and Richmond Road. This route also passes the main tourist attractions along the Richmond Road. **Impact on adjacent and local residents:** Adjacent and local residents were worried about increased noise, vibration, and safety issues related to heavy vehicle traffic. There were specific concerns about the impact on property value and quality of life. **Agricultural Operations:** The interaction between freight traffic and slow-moving farming equipment was another key issue. Stakeholders were worried that an increase in fast-moving vehicles on rural roads could create dangerous situations for both farm operators and freight drivers, particularly during peak farming seasons. **Heritage Concerns:** Concerns about historic homes along the route, emphasising the need for sensitive planning.
Feedback on Route 3
Freight Suitability: Seen as the most suitable freight route with minimal upgrades needed, as it's already partially on the B Double network. **Cost-Effectiveness:** Expected to be the lowest-cost option as the community believes this route will require fewer upgrades to meet freight standards. **Traffic Impact:** While many consider this route the most suitable option, concerns have been raised about its length and the potential for continued congestion in Richmond, as well as negative impacts on Richmond Road.

Stakeholder sentiment

Stakeholder sentiment refers to the overall attitude or feelings of stakeholders towards the project. It helps gauge support, identify concerns, and guide decision-making to ensure project success.

Note that the summary in Table 2 includes feedback received via email, phone, written forms and the Engage with State Growth interactive map, but does not include data from the Engage with State Growth quick poll, due to individual respondents making multiple submissions and skewing the data.

The percentages in the table below are calculated out of the total number of feedback submissions received that clearly showed they were supportive or against a route. If a clear preference or objection towards a route wasn't indicated, the data isn't included in the table below.

Table 3 Stakeholder sentiment for proposed routes

Support – Percentages calculated out of 59 pieces of feedback		**Against** – Percentages calculated out of 87 pieces of feedback	
Route 1	42.5 %	Route 1	24 %
Route 2	3.5 %	Route 2	32 %

Route 3	49 %	Route 3	0
All	5 %	All	44 %

State Growth response to feedback

Community feedback on the proposed route options included in the Brighton to Cambridge Freight Route Options Assessment project has highlighted key concerns, including potential impacts on local businesses, tourism, heritage sites, road safety, and the region's natural landscape. The Department of State Growth acknowledges the concerns raised and will continue working with the community to address these concerns if a preferred route is identified and progresses through to a design phase.

If a preferred route is selected, and if further funding becomes available for a design phase, community input will be carefully considered to make sure the design balances the needs and preferences of people living and working near the road and those using it to carry freight. This will include efforts to preserve the character of the region, improve road safety for all road users, and work closely with property owners to understand their needs and where possible, manage direct impacts.

Alternative route suggestions and other considerations raised through the consultation process will also be evaluated, ensuring that if a final design is developed, it will be both functional and responsive to community concerns. Ongoing updates will be provided as the project progresses.

Next steps

The Options Assessment Report is expected to be completed in mid-2025, at which point the project webpage and Engage with State Growth page will be updated.

The Department of State Growth will review the feedback from key stakeholders and the community, along with the findings of the Options Assessment, to help determine if there is a preferred route at this stage of the planning process.

If a preferred route is identified, further funding will have to be provided for this project to complete additional stakeholder engagement, planning, and design work. This additional planning and design work will further inform the Tasmanian Government on the projected cost of the preferred route, and the projected timeline for the construction of the preferred route.

Contact

If you have any questions regarding this report, please contact our Stakeholder Engagement Consultants, Louella Dwyer on 0491 696 701, Kristie Giblin on 0488 227 427 or email brighton-cambridge@stategrowth.tas.gov.au.

For information about this project, visit www.transport.tas.gov.au/brighton_to_cambridge