AVANDRA
ADVISORY

Southern Beaches

Transport Technical Background Report

Era Advisory

25 May 2026

Version	Author	Approver	Date
Draft	Santi Fracala, Mary Haverland	Mary Haverland	23 March 2026
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Contents

1 Introduction

This Technical Background Report has been prepared by Avandra Advisory (Avandra) for the Southern Beaches Structure Plan project (the Southern Beaches Plan), to provide a review of baseline transport conditions in the area. It will inform future transport and movement outcomes for the Structure Plan, which will guide sustainable growth and investment across the Southern Beaches region in the future.

This report draws on the desktop analysis, site observation, traffic count data, and review of the policy context and previous studies, including the Sorell Active Transport Strategy (2024), the Old Forcett Road Traffic Study, the Lewisham Scenic Drive Traffic Study (2025), and the Sorell to Hobart Corridor Planning Study.

Findings are structured around an assessment of existing transport conditions considered with a people, place and movement lens, an understanding of the strategic transport network and key precincts, and a collation of issues and opportunities to inform the development of the Structure Plan.

2 Policy context and guiding principles

2.1 State and regional transport policy

The Tasmanian Planning Policies (TPPs) establish a state-wide framework for land use and transport planning. The TPPs support a hierarchy of centres and a connected transport network and require that Structure Plans give effect to these policies. The draft Southern Tasmania Regional Land Use Strategy (STRLUS) identifies Dodges Ferry as a transforming town and the other Southern Beaches settlements as transforming villages, highlighting an expectation of continued growth and a need for upgraded infrastructure and services.

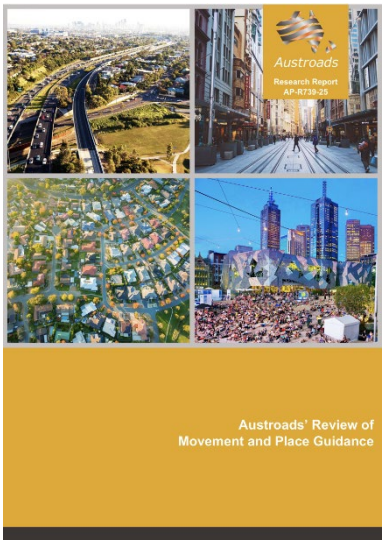
The Sorell to Hobart Corridor Planning Study (2018) identified the Arthur Highway (A9) as a critical commuter corridor and noted emerging congestion risks associated with residential growth in the Sorell LGA. The study recommended corridor preservation and investigated options for improved public transport frequency. The Sorell Southern Bypass, opened in 2023, has improved traffic efficiency through Sorell township but has not directly addressed access conditions within the Southern Beaches itself.

2.2 Local transport policy and planning context

The Sorell Active Transport Strategy (2024) identifies the Southern Beaches as a priority area for active transport investment, given the area's rapid growth and current absence of connected, safe walking and cycling infrastructure. Priority projects identified in the Strategy include a shared path connection between Sorell and Dodges Ferry (short-term), civic streetscape treatments on Old Forcett Road near the local business zone (medium-term), and a loop trail connecting Dodges Ferry to Carlton (long-term).

The Old Forcett Road Traffic Study and the Lewisham Scenic Drive Traffic Study (GHD, 2025) provide detailed assessments of the two primary collector routes serving the Southern Beaches. Both studies identify the need for speed limit review, improved pedestrian infrastructure, and road design improvements to better accommodate residential access. The Lewisham Scenic Drive study notes specific safety concerns at intersections with the Arthur Highway.

2.3 Movement and Place Framework



Movement and Place is a planning principle that recognises the dual role of roads and streets to support transport network operations for both people and goods, and as public spaces – with their own activity, built form and meaning. The scale and balance of these roles can change on different segments of a road or street; and at different times of the day, week and/or season.

Tasmania does not have a state specific Movement and Place Framework to apply this principle in planning the state road network and local street environment. As such, Austroads guidance for applying Movement and Place principles, as set out in the AP-R739-25 research report Austroads' Review of Movement and Place Guidance (Austroads, 2025), has been followed for strategic planning at a network level in this study.

2.4 Healthy Streets

At a more granular level, the street environments of key precincts within the study area have been considered using a Healthy Streets lens. Healthy Streets is a human-centred, evidence-based framework that uses 10 indicators to assess how well streets support walking, cycling and spending time.

It is applied at a granular level through tools like the Australian Healthy Streets Design Check, which scores street segments against 19 measurable metrics to identify issues, prioritise opportunities and compare design options.

This enables planners to diagnose barriers such as safety, crossings, shade or access, and develop more people-focused, healthy and attractive street environments.

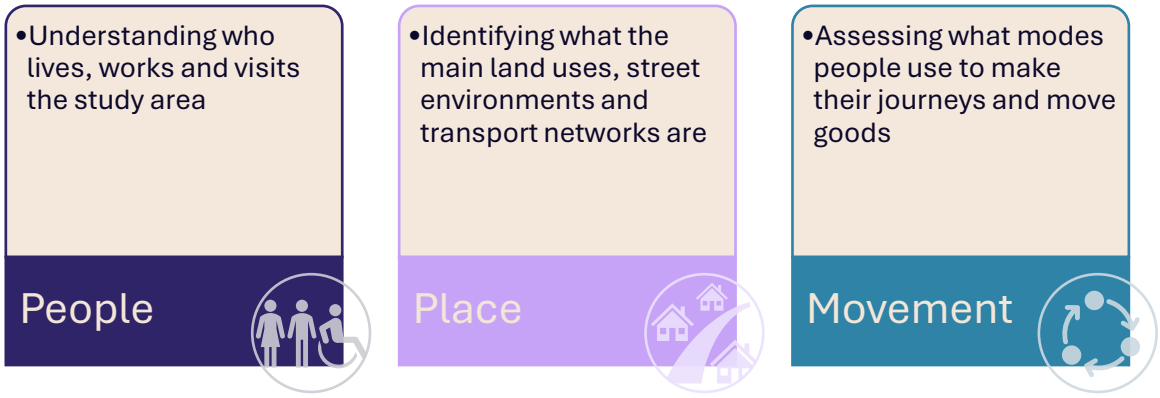
	Metric	Everyone feels welcome	Easy to cross	Shade and shelter	Places to stop and rest	Not too noisy	People choose to walk and cycle	People feel safe	Things to see and do	People feel relaxed	Clean air
1	Traffic speed	●	●			●	●	●		●	●
2	Volume of motorised traffic	●	●			●	●	●		●	●
3	Mix of vehicles	●	●			●	●	●		●	●
4	Conflict between cycles and turning vehicles	●					●	●		●	
5	Turning speeds at side-street intersections	●	●				●	●		●	
6	Ease of crossing mid block	●	●				●	●		●	
7	Priority of crossing at intersections	●	●				●	●		●	
8	Quality of the footpath	●					●			●	
9	Space for walking	●			●		●	●		●	
10	Appropriate separation of people walking from traffic	●				●	●	●		●	
11	Space for cycling	●			●		●	●		●	
12	Lighting	●					●	●		●	
13	Availability of drinking water	●			●		●	●	●	●	
14	Public seating	●			●		●		●	●	
15	Cycle parking	●			●		●			●	
16	Shade for walking	●		●			●		●	●	
17	Shade for cycling	●		●			●		●	●	
18	Reducing through traffic	●	●			●	●			●	
19	Bus stops	●		●	●		●			●	

Figure 1: How Healthy Streets metrics are combined against the ten Healthy Streets indicators

Source: www.healthystreets.com/resources (Lucy Saunders, Healthy Streets Ltd 2025)

3 Existing conditions

Existing transport conditions in the Southern Beaches have been considered using a people, place and movement approach.



3.1 Study area

The Southern Beaches study area includes the coastal communities of Dodges Ferry, Lewisham, Carlton, Carlton River, and Primrose Sands. These communities are within the Sorell Local Government Area (LGA) which is located 40 kilometres north-east of Hobart.

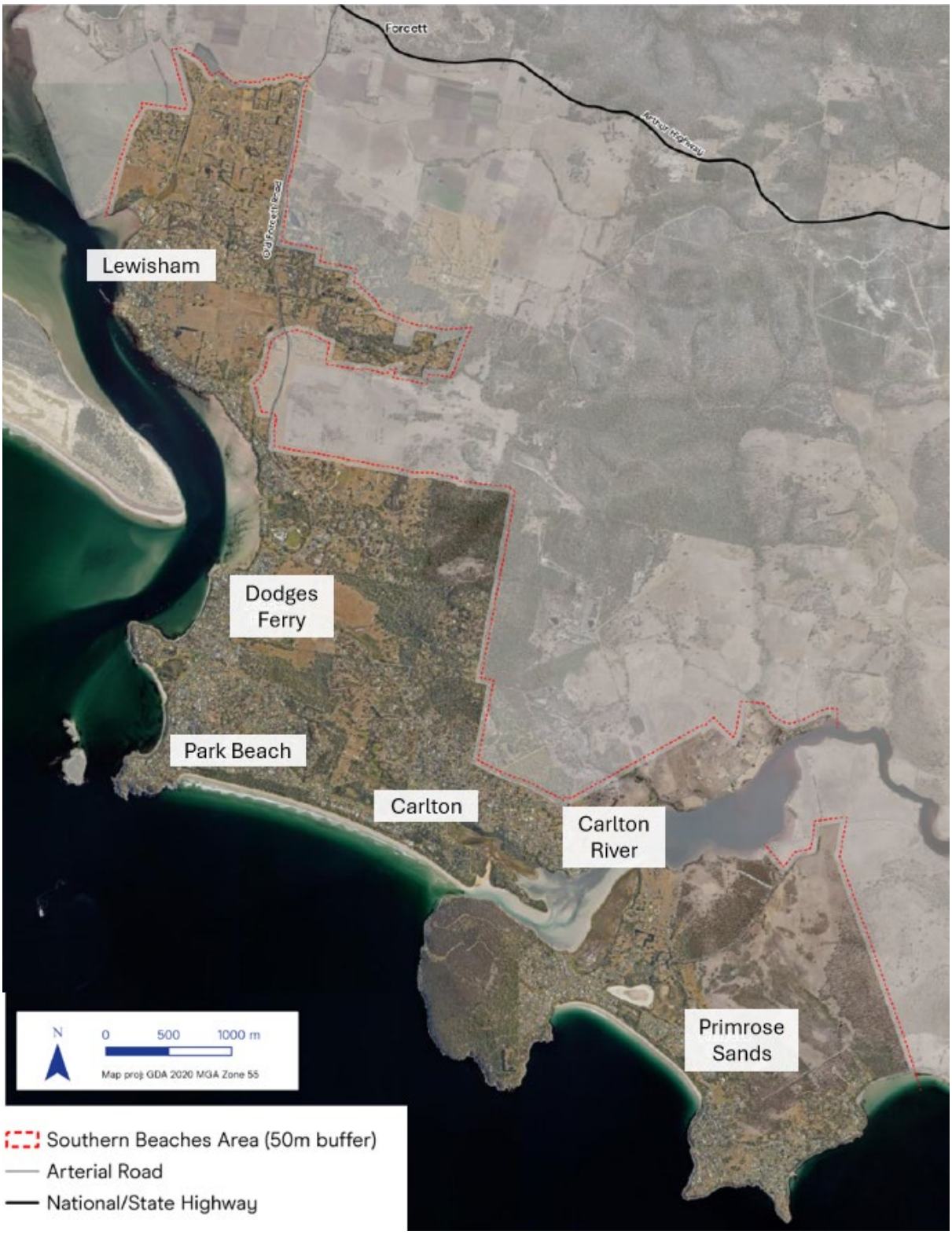
The Southern Beaches area is the largest unserviced residential area in Tasmania and is quickly transitioning from a holiday shack settlement area into a permanent residential community. It has a population of around 6,863 residents and a historical growth rate of approximately 2.5% per year (Era, 2026).

The nearest employment district is Hobart, while Sorell offers a closer retail/ shopping, the nearest public secondary school and community services hub to the Southern Beaches. Within the Southern Beaches itself, there are small-scale, local retail, primary education, health and community services, and recreation.

The Southern Beaches is primarily a domestic leisure destination. Dodges Ferry is a popular tourist resort location known for swimming, fishing and boating while Carlton Beach is a popular surf beach.

The location and layout of the Southern Beaches study area is shown in Figure 2. A summary of the transport role of the villages in the Southern Beaches is presented in Table 1, and the road network that connects these areas is described Table 2.

Figure 2: Southern Beaches study area



Source: Era Advisory, 2026

Table 1: Southern Beaches transport hubs

Township	Key transport role
Dodges Ferry	Primary hub; local business zone, primary school. Largest settlement (35% of Southern Beaches population)
Lewisham	Coastal village, main access via Arthur Highway
Park Beach	Coastal community within walking distance of Lewisham and Carlton and gateway to Carlton Beach. Main access via Carlton Beach Road to Park Beach and Carlton Beach Surf Club
Carlton	Coastal community, main access via Dodges Ferry (Arthur Highway). The fastest-growing locality (alongside Carlton River).
Carlton River	Small coastal community; limited road network
Primrose Sands	Coastal settlement; seasonal population variation. Has a strong holiday home character.

Table 2: Southern Beaches road network

Road Name	Road classification	Description
Tasman Highway/ Main Road/ Sorell Bypass (A3)	Rural Arterial	State arterial route forming the primary northern access to Sorell from Hobart. The Sorell Bypass, opened in 2023, diverts through traffic around Sorell township. Connects to Arthur Highway at Sorell and provides an alternative route to the Southern Beaches via Lewisham Road.
Arthur Highway (A9)	Rural Arterial	East-west arterial road corridor linking Hobart to Sorell and through to the Southern Beaches area
Lewisham Road/ Lewisham Scenic Drive (C340)	Rural Collector	North-south route linking Arthur Highway to Old Forcett Road via Lewisham township. Provides access to resident properties and businesses. Speed limit of 80 km/h which reduced to 50 km/h closer to the town centre
Old Forcett Road (C334)	Rural Collector	North-south road linking Arthur Highway to Dodges Ferry. Speed limits change between 80km/h (near Arthur Highway), 60 km/h (near Okines Road, and 50 km/h (near Carlton River Road).

Road Name	Road classification	Description
		South of Carlton River Road, Old Forcett Road becomes Carlton Beach Road which is a local road that continues following a north-south alignment into Dodges Ferry residential area.
Carlton River Road (C334)	Rural Collector	East-west collector road linking Old Forcett Road to Carlton River and Primrose Sands communities via Sugarloaf Road. Carries low to moderate traffic volumes but serves as the sole access route for Carlton River and Primrose Sands residents. Speed limit 80 km/h.
Carlton Beach Road	Rural Local Access	Continues south from Old Forcett Road into the Dodges Ferry residential area, ending near Carlton Beach. Carries local access traffic to the beach, surf club and nearby residences.
Primrose Sands Road	Rural Local Access	Provides sole access to Primrose Sands from the Carlton River Road junction. Carries local residential and visitor traffic. No public bus service operates on this road.
Sugarloaf Road (C349)	Rural Collector	North-south link from Arthur Highway to Carlton River and Primrose Sands.

Road classification source: Sorell Council Transport Asset Management Plan 2021, Appendix B: Hierarchy Classification TAO recommendation

3.2 Land use and settlement context

The Southern Beaches study area comprises five coastal communities set along the eastern shore of Frederick Henry Bay. The settlements are arranged in a linear coastal pattern with Dodges Ferry as the primary hub.

The area had a total resident population of approximately 6,863 at the 2021 Census and has grown at around 2.5% per annum between 2016 and 2021[1].

REMPLAN is an Australian data platform that uses Census and other data to provide population, housing and economic forecasts for specified local

New subdivision road networks will need to connect with existing, often unsealed, neighbourhood streets such as Boathouse Rise in Lewisham

[1] REMPLAN Community Profile — Southern Beaches, sourcing Australian Bureau of Statistics, 2021 Census of Population and Housing.

areas. REMPLAN projections suggest the area could accommodate an additional 960 people by 2046, driven by demand for coastal living within commuting distance of Hobart[2]. This equates to a population growth of around 0.6% per annum on average.

According to 2021 ABS Census data, 71.4% of employed residents in the Southern Beaches drive to work, compared to 65.7% across Greater Hobart. Public transport accounts for just 1.5% of commute trips. Approximately 20% of residents commute to Hobart for work. The area also experiences seasonal population increases during summer as a portion of dwellings operate as holiday homes, placing additional pressure on roads, parking and beach access points during peak periods.

3.3 Population and travel demand

Two datasets are used to describe travel demand and mode share in the Southern Beaches area. The Australian Bureau of Statistics (ABS) 2021 Census provides suburb-level data, enabling a direct profile of the Southern Beaches study area, including journey-to-work mode share, car ownership, household size and population, benchmarked against Sorell LGA and Greater Hobart. However, the Census captures only journey-to-work trips, which represents only a subset of all journeys made. The Greater Hobart Household Travel Survey (2023) addresses this limitation by recording all trip purposes and distance bands across the Greater Hobart region, providing further detail about how people travel for shopping, recreation, education and personal business, but it is not available at the suburb or LGA level and cannot be disaggregated to the Southern Beaches specifically.

Where the Survey reports on local trip patterns, Sorell LGA data is used as the closest available proxy for the Southern Beaches, on the basis that the two areas share broadly similar settlement characteristics and car-dependent travel patterns. This introduces some imprecision, as Sorell township itself has a more walkable centre and extensive public transport access than the Southern Beaches communities, meaning the Survey data may modestly understate the degree of car dependence in the study area.

The two datasets are complementary; the ABS Census establishes the baseline socioeconomic and commuting profile of Southern Beaches residents, while the Greater Hobart Travel Survey provides the behavioural and trip-purpose context against which those commuting patterns can be interpreted.

Table 3: Greater Hobart Household Travel Survey transport indicators

Greater Hobart Household Travel Survey (2023) indicator	Sorell LGA	Greater Hobart
Population	15,100	230,500
Car ownership (vehicles per household)	2.16	1.88
Drive to work	94.9 %	83.3 %

[2] REMPLAN (2024) Population Forecast — Sorell Local Government Area, accessed March 2026, www.remplan.com.au

Greater Hobart Household Travel Survey (2023) indicator	Sorell LGA	Greater Hobart
Public transport to work	4.8 %	6.9 %
Active transport to work	0.3 %	8.2 %

Source: Greater Hobart Household Travel Survey, 2023

Table 4: Australian Bureau of Statistics transport indicators

Australian Bureau of Statistics (2021) indicator	Southern Beaches	Sorell LGA	Greater Hobart
Population	6,383	16,731	247,083
Average household size (people per household)	2.4	3.1	2.4
Drive to work	71.4 %	72.9 %	65.7 %
Public transport to work	1.5 %	1.7 %	5.4 %

Source: Australian Bureau of Statistics, 2021

Where the Survey data shows that short trips (under 2 km) in Greater Hobart are most amenable to active transport mode shift, the Census confirms that Southern Beaches residents are more car-dependent than the regional average, suggesting that investment in active transport infrastructure and local trip attractors in Dodges Ferry would need to work against a stronger baseline of car reliance than elsewhere in Greater Hobart.

3.4 Surrounding Road Network

Arthur Highway is the primary access route to the Southern Beaches and, in 2023, had an annual average daily traffic (AADT) volume of 13,474 movements recorded west of Lewisham Road (the first access road to the South Beaches from the west) (Tasmanian Government, 2026). Heavy vehicles make up 13% of the AADT.

The AADT reduces further east on Arthur Highway; between Lewisham Road and Old Forcett Road, the AADT volumes reduces to 11,817 movements, and between Old Forcett Road and Sugarloaf Road the AADT volumes reduce to 5,200 movements. Without any cross-streets to absorb the traffic net loss, the differences in AADT volumes can be directly linked to Lewisham Road and Old Forcett Road, respectively.

From the above, the AADT on key north-south traffic routes towards the Southern Beaches area can be deduced as:

- 1,657 movements on Lewisham Road
- 6,617 movements on Old Forcett Road.

Old Forcett Road and Carlton River Road carry the primary traffic demand to and from the Southern Beaches. These roads function as movement corridors currently, which presents challenges with the competing needs of the catchment communities as local place activities along these routes become more prevalent.

A notable pinch point is near the Dodges Ferry local business zone on Carlton River Road, where there is an opportunity to increase active transport access and local activity at these places of interest. Mode shift of local journeys to active transport at these pinch points, helps reduce vehicular congestion as fewer local journeys are made by car. This requires urban realm improvements to create street environments that are safer, more accessible and easier to cross, more shaded and attractive for people.

Water cartage creates heavy vehicle movements on the road network in the Southern Beaches

Future development in the vicinity will put greater emphasis on the need for improved place outcomes particularly when there will be strong links to other nearby, local activity intensive, land uses. Dodges Ferry Primary School is planning to increase its student capacity, and a new swim centre is proposed to be development on the east side of Old Forcett Road near the Dodges Ferry BWS/Hotel area. Development will generate more trips overall, and with these land uses complementing each other, there will be greater linked local trips amongst these uses which will require better connectivity between these places, recognising there is also an opportunity for improving the place aspect of Old Forcett Road in itself for other nearby places of community interest including Okines Community House and Okines Beach.

Figure 3: Traffic flows on the Arthur Highway

Source: Tasmanian Government, 2026

3.5 Seasonal traffic flow

The Old Forcett Road Traffic Study (GHD, 2025) reports an estimated AADT volume of 5,221 on Old Forcett Road in August 2025. In comparison, the 6,617 movements on Old Forcett Road presented by the Tasmanian Government was collected in mid-March. This represents approximately a 21% difference in the AADT between the off-peak and peak periods.

Similarly, a comparison of AADT on Arthur Highway in June and November in 2022 shows higher traffic flows in November; around 14% higher.

The Arthur Highway is a main arterial road running between LGAs and therefore would not be as sensitive to seasonal traffic patterns as observed on local routes directly linking into the Southern Beaches, which means seasonal patterns having a lesser effect on Arthur Highway compared to Old Forcett Road. AADT comparisons are presented in Table 5.

Table 5: Seasonal traffic flow

Location	AADT in off-peak	AADT in peak	Net difference
Old Forcett Road	5,221 (August 2025)	6,617 (March 2023)	1,396 (21%)
Arthur Highway	13,006 (June 2022)	15,078 (November 2025)	2,072 (14%)

3.6 Road safety

There have been 44 crashes in the Southern Beaches in the three years from 1 January 2022 to 1 January 2025. Of these, 36 crashes were minor and eight were serious. There were no fatal crashes during this time period.

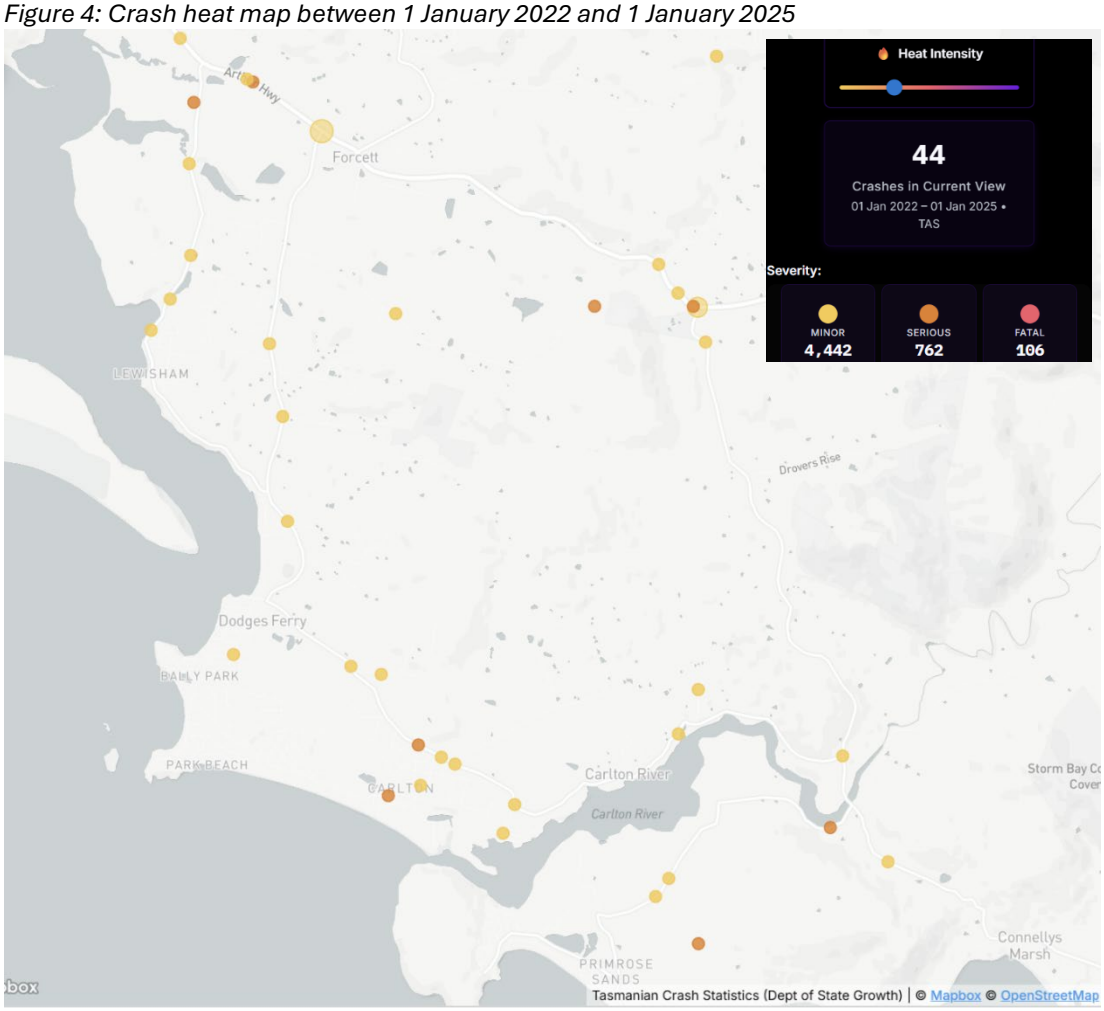
Most of the crashes only involved cars or motorcycles, with only three pedestrian crashes and one bicycle crash. The bicycle crash and one pedestrian crash were serious, which is disproportionate to their mode share. Both serious crashes occurred on local roads in the vicinity of the Carlton Beach Surf Club. It is recognised that minor walking and riding crashes are commonly underreported.

Two serious vehicular crashes occurred on the Arthur Highway in the vicinity of intersections with Lewisham Road and Sugarloaf Road, with the remaining four serious vehicular crashes scattered on the road network in the study area.

There were also small clusters of minor vehicular crashes at the intersections of Old Forcett Road and Sugarloaf Road with the Arthur Highway.

In the main activity centre precincts of Dodges Ferry Shopping precinct on Carlton Beach Road, Dodges Ferry community and recreation precinct on Old Forcett Road and Primrose Sands precinct on Primrose Sands Road, there was only one minor car crash in each precinct in the last three years.

Figure 4: Crash heat map between 1 January 2022 and 1 January 2025



3.7 Public transport

The public bus operator in this area is Kinetic, under contract to The Department of State Growth and with a bus depot on Old Forcett Road in Dodges Ferry. Existing bus routes operate between Southern Beaches/ Sorell and Hobart CBD via Midway Point, Cambridge and Rosny Park.

The bus service coverage of the settlements varies across the Southern Beaches, with bus stops locations as follows:

- Dodges Fery – bus stop on Carlton Beach Road
- Lewisham – bus stop on Lewisham Scenic Drive/ Mary Street
- Carlton – bus stop on Carlton River Road and Carlton Beach Road/ Ridge Road.

Currently, there are no public bus routes to/from Carlton River and Primrose Sands.

On weekdays, there are seven services per day per direction with each service taking approximately 60 minutes. On weekends, the frequency reduces to 4-5 services per day per direction. Details of the service frequency is presented in Table 6.

Table 6: Public transport bus services

Bus routes	Direction	Weekdays	Weekends
731, 732, X31, X32, X33, 734, 736, and 737	Southern Beaches to Hobart	6:40am, 7:00am, 7:40am, 9:40am, 12:40pm, 2:40pm, 5:20pm	7:40am, 9:55am, 2:10pm, 3:10pm
	Hobart to Southern Beaches	8:30am, 10:00am, 2:00pm, 2:00pm, 3:30pm, 6:30pm, 7:40pm	8:45am, 1:00pm, 2:00pm, 4:30pm, 6:30pm

3.8 School buses

The Southern Beaches only has a primary school and secondary school students must travel out of the study area each day to attend schools in Sorell and Greater Hobart.

Kinetic operates the school bus services for Dodges Ferry Primary School and students travelling to high schools in Sorell and Hobart. School bus routes in the morning period cover Carlton/ Carlton River and Primrose Sands catchments while there are more services and coverage in the afternoon period across Dodges Ferry, Carlton/ Carlton River and Primrose Sands.

Long-distance school bus services also operate from Dodges Ferry to high schools and colleges in Hobart including those listed below. This means that high schools and college students from the Southern Beaches have bus access to out of area schools on student-only services via Kinetic.

Schools in Hobart with bus services from/ to the Southern Beaches include:

- St Mary's College
- The Friends' School
- Dominic College
- MacKillop Catholic College
- Eastside Lutheran College
- St Michaels Collegiate School
- Mount Carmel College
- The Hutchins School
- Rosny College
- St Virgil's College
- Guilford Young College.

Dedicated routes serve MacKillop Catholic College and Eastside Lutheran College directly with morning departures from the Southern Beaches. Services to other Hobart schools operate via a transfer at Sorell Park & Ride on the Arthur Highway, where students connect to onward school bus routes into the city.

Students from Primrose Sands and Carlton River must travel to the Arthur Highway transfer point using the Dodges Ferry Primary School buses first, which means journey times to Hobart high schools from the most outlying parts of the study area can exceed 90 minutes per direction.

3.9 Community transport

Community transport services are provided by Community Transport Services Tasmania (CTST) and Area Connect.

CTST is a not-for-profit organisation providing community transport across Tasmania. They provide door-to-door transport for people over 65, with a disability, or unable to travel independently. Services are provided by trained volunteer drivers and support journeys to medical appointments, shopping, social activities and local outings.

Area Connect is operated by CTST and funded by the Tasmanian Government and is targeted to regional and outer-suburban areas. It provides flexible community transport for access to jobs and training and timetabled bus connections where access is limited or unavailable, including a Primrose Sands to Sorell connector service. One timetabled service a day is provided on Tuesdays and Thursdays, departing Primrose Sands at 9.30am and returning from Sorell at 2pm.

3.10 Active transport

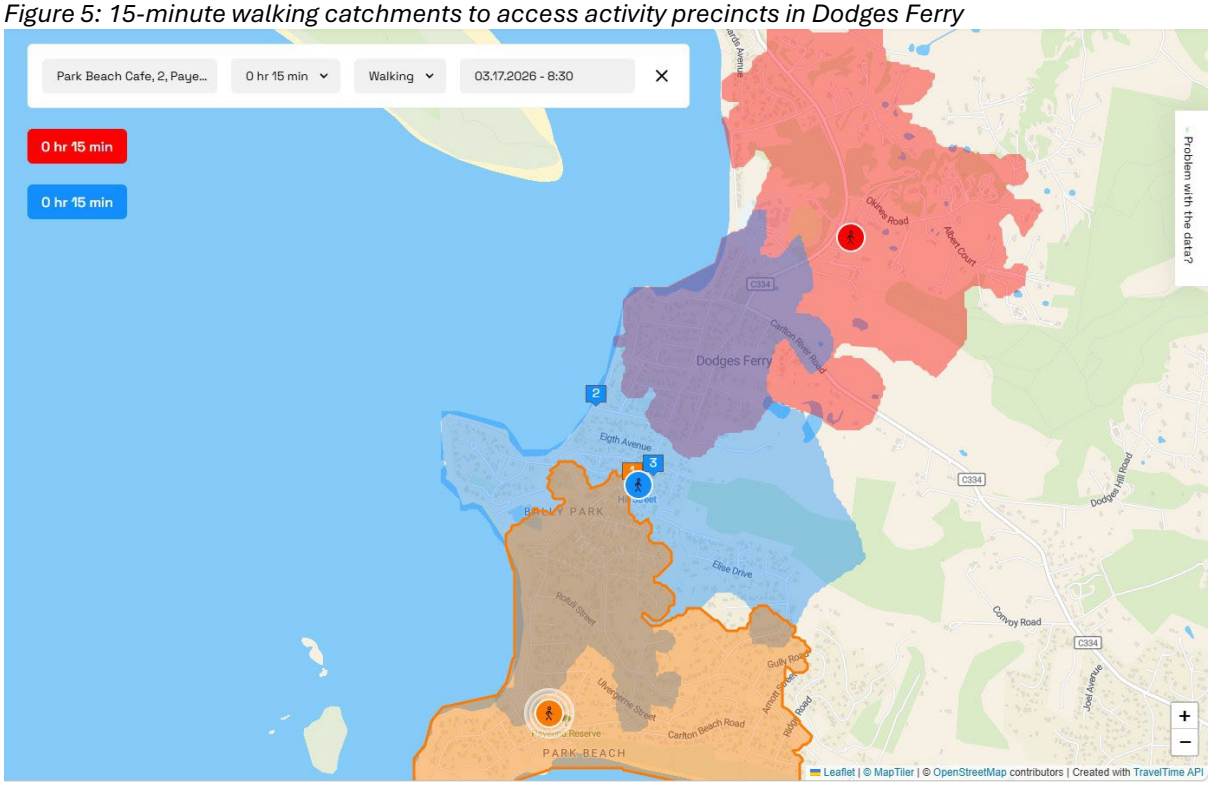
Southern Beaches communities have limited infrastructure that support safe, active transport which is separated from vehicular traffic. Notably, most roads in the region do not have kerb and gutter (with the exception of some roads in Dodges Ferry) and, as such, footpaths are generally level with the roadway.

Primary school children on the Southern Beaches can ride to school where there are suitable safe routes and crossings

The Old Forcett Road Traffic Study and Lewisham Scenic Drive Traffic Study (2025) have assessed conditions on these two key collector routes serving the Southern Beaches. Both studies report on the lack of connected pedestrian infrastructure, safety concerns related to narrow shoulders and high speeds, and pressure from growing development in surrounding areas. The Sorell Active Transport Strategy contains maps illustrating the current extent of the active transport network across the Southern Beaches, which have been reproduced in Appendix A of this report.

The 15-minute walking catchment of Park Beach, Dodges Ferry shopping and the Dodges Ferry community and recreation precincts are shown in Figure 5 below. The catchment is predominantly residential and shows the potential for people to access key destinations within Dodges Ferry by walking. The cycling catchment is even larger.

Figure 5: 15-minute walking catchments to access activity precincts in Dodges Ferry



3.11 Parking

Car parking is typically informal and small-scale located around beach access, community access and trip attractors. There are no kerbside time restrictions or paid car parking in the Southern Beaches.

The effects of overflow parking demand is that congestions extends into residential streets and access paths near foreshore reserves which creates safety conflicts between vehicles and people. Parking is commonly shared between land uses rather than dedicated, and there is no formal parking management strategy for the area.

Limited car parking at Park Beach is shared by café and beach visitors with demand commonly overspilling into adjacent residential streets

4 Strategic Network

Journeys within the Southern Beaches have been reviewed to understand the mix of regional and local trips.

4.1 Regional journeys

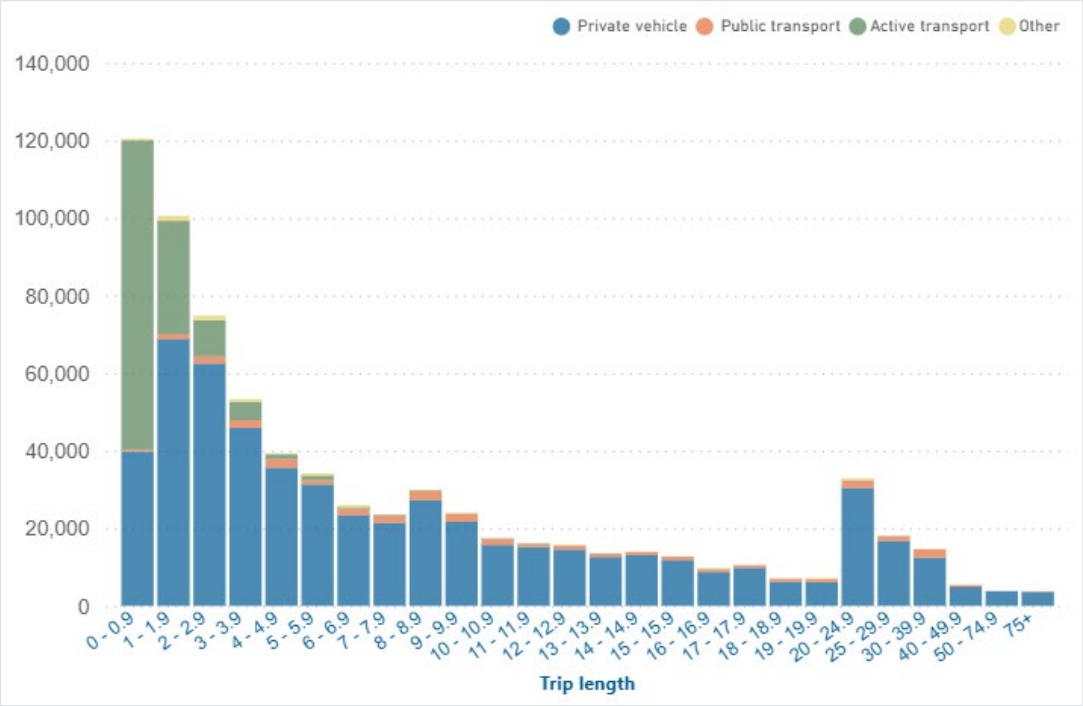
According to the Greater Hobart Travel Survey (2023), trip volumes across Greater Hobart decline steadily with distance with a clear dominance of private vehicle across all distance bands. A secondary spike is evident at 25–29.9 km which could corelate with the commute distance between the Southern Beaches area and Hobart. This reinforces that long-distance car commuting is a significant travel pattern in this area.

Travel by active modes is most common in the first two distance bands (0-0.9 km and 1-1.9 km), showing that walking and riding occurs for very short trips. Active transport drops off sharply beyond 2km and is negligible from 4km onwards.

Public transport is not commonly used across any distance bands, including short trips where it could be expected to be used. This highlights that public transport is not functioning as a meaningful mode share alternative to private vehicle at any distance.

Private vehicle is the most common mode share across all distance bands, and the mode of travel used for trips that are 4km and beyond.

Figure 6: Trips by distance range



Source: Greater Hobart Travel Survey, 2023

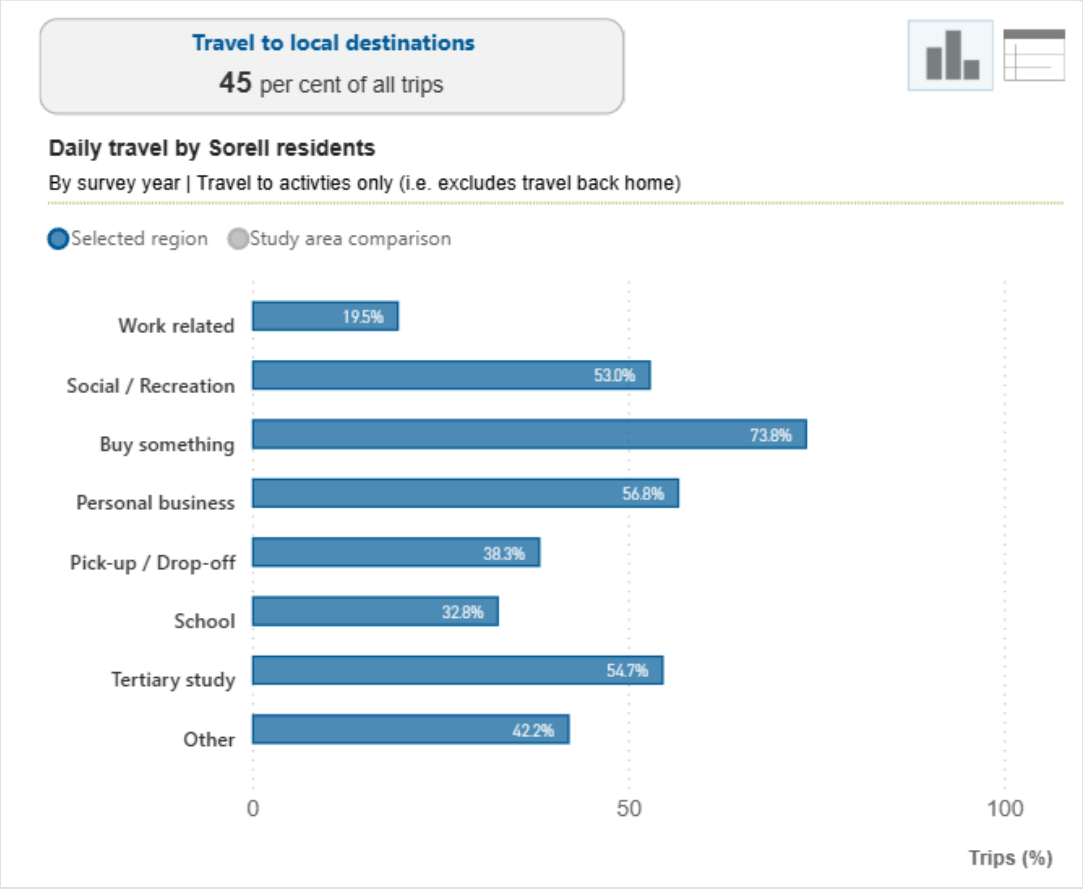
4.2 Local and access journeys

The Greater Hobart Travel Survey (2023) shows that 45% of all trips made by Sorell residents are to local destinations. The most common daily trip purpose for Sorell residents is buying something (73.8% of residents make purchase-related trips on a given day), followed by personal business (56.8%) and tertiary study (54.7%).

Social and recreation trips account for 53.0% of daily travel. Work-related trips represent the smallest share of daily travel at 19.5%, consistent with the area's character as a residential community with employment predominantly located outside the LGA.

Since the survey was conducted, a Medicare Urgent Care Clinic and a Study Hub have opened in Sorell providing secondary health services and a local space for residents studying through TAFE or university. This may divert a small proportion of journeys to Sorell that would have previously travelled to Hobart.

Figure 7: Daily travel by Sorell residents



Source: Greater Hobart Travel Survey, 2023

4.3 Street environments

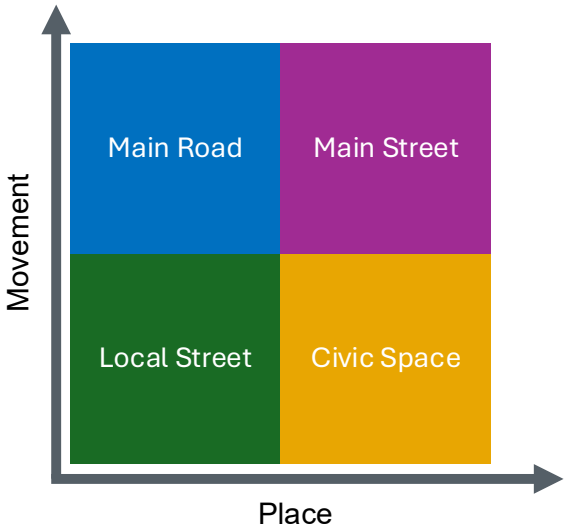
The dual role of roads and streets for both journeys and placemaking are represented by four groups of street environments, as illustrated in Figure 8:

- **Main Road** – a street environment with a relatively high strategic movement function and low place intensity. These roads and streets are core to the efficient movement of people and goods on the network. Whilst their place activity levels are less intense, they can have significant meaning to local people.
    - Main Road street environments include the Arthur Highway, and segments of the Old Forcett Road and Carlton River Road where they provide movement across the region and access to activity centres in the Southern Beaches.
- **Main Street** – A street environment with a relatively high strategic movement function and high place intensity. Commonly at the heart of a community, balancing the functions of these roads or streets is a common challenge and trade-offs and compromises may be required.
    - Main Street street environments in the Southern Beaches include segments of the Old Forcett Road in the Dodges Ferry Community and Recreation Precinct and Carlton Beach Road in the Dodges Ferry Shopping Precinct.
- **Civic Space** - A street environment with a relatively low strategic movement function and high place intensity. These are places for people in our community hubs, tourist and leisure destinations, with a priority on access and a high quality placemaking.
    - Civic Spaces in the Southern Beaches include the boat jetties at Primrose Sands and Lewisham, streets with playgrounds such as Boat Park, and beach access and car parks at Park Beach and Carlton Park Beach Surf Life Saving Club.
- **Local Street** - A street environment with a relatively low strategic movement function and low place intensity. Whilst activity and movement levels are less intense, they are the largest group of roads and streets in the Southern Beach road network and where most people live and play.

A single road corridor, such as Carlton Beach Road, will have different strategic street environments (including Main Road, Main Street and Local Street) as the journey mix (of regional and local trips) and built form and street activity changes (from residential areas through to commercial and retail shops within the Dodges Ferry Shopping Precinct).

The balance and priority of movement and place objectives align with different street environments. For example, parking and access are priorities in civic spaces such as beach access streets and shopping precincts; whilst journey times and reliability are a priority for the movement of goods and people on main roads such as the Arthur Highway. Universal design outcomes for safety and sustainability are an equal goal across all street environments.

Figure 8: Movement and Place street environments

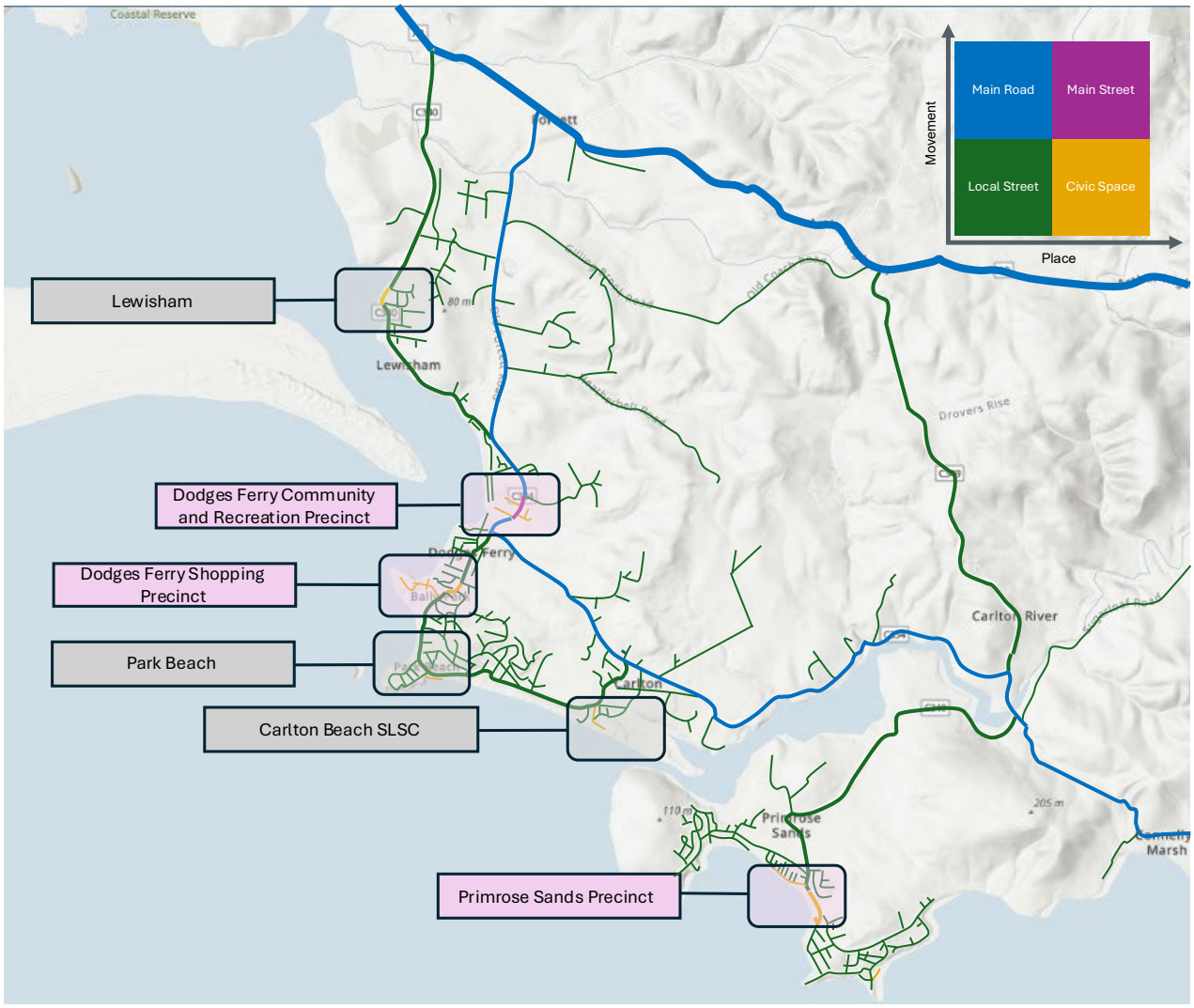


Source: Austroads Review of Movement and Place Guidance, 2025

From the assessment of trip types (regional and local) using the road network and consideration of the activity, built form and meaning of local segments of these road corridors, the existing strategic street environments of the study area network has been mapped and is illustrated in Figure 9.

From this identification and understanding of the street environments within the Southern Beaches transport network, the key precincts within the network are identified and the context of performance issues and opportunities for journeys, both now and in the future, can be considered.

Figure 9: Strategic street environments and precincts



5 Key precincts

The key activity hubs within the study area include:

- **Dodges Ferry Shopping Precinct** – centred on the segment of Carlton Beach Road from Lukeekah Street to Webb Street.
- **Dodges Ferry Community and Recreation Precinct** – includes Old Forcett Road from Okines Road to Carlton Beach Road
- **Primrose Sands Precinct** – on Primrose Sands Road between the Esplanade and Grevillea Street

A Healthy Streets assessment of the existing main street environment within these precincts has been made to understand the existing issues and opportunities for people making local journeys to, and within, these destinations.

The assessment has been made using the Australian Healthy Streets Design Check, which scores street segments against 19 measurable metrics to identify issues and prioritise opportunities. Each metric is weighted for its role in each of the 10 Healthy Streets Indicators as shown in Figure 1. The metrics which have a greater influence on human health and people's willingness to walk, cycle and spend time in the street have higher weighting. The 10 Healthy Streets Indicators then each contribute equally to the overall score.

A total score out of 100 is given to each assessed street. This forms a baseline to diagnose barriers such as safety, crossings, shade or access, and later develop design options that will achieve more people-focused, healthy and attractive street environments.

Local suburban streets in Australia typically score in the low range of 25-45; with scores increasing to the mid range of 45-60 for main streets in town centres that have invested in continuous footpaths, plantings, seating, safer crossings and lower speed zones.

5.1 Dodges Ferry shopping precinct (Carlton Beach Road)

The Dodges Ferry local business zone, centred on Carlton Beach Road and Old Forcett Road, contains the primary cluster of local retail and services for the Southern Beaches area, including a supermarket (Hill Street Grocer), pharmacy, post office, bakery, cafes and other shops. Within walking distance of this precinct is the Boat Park on Dodges Ferry Boat Ramp, accessed from Tiger Head Road.

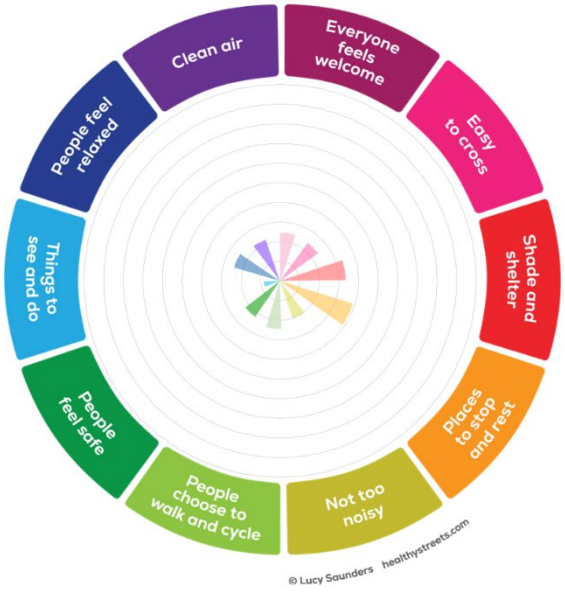
Large turning radii on to the side street from Carlton Beach Road means vehicles do not need to slow down for people crossing the road. People also share bus stands and places to sit with parked cars.

Anecdotally, this area generates the highest volume of short, local trips in the Southern Beaches and presents the greatest opportunity for active transport mode shift. The current streetscape prioritises vehicle movement and provides limited pedestrian amenity, shade or safe crossing points.

Figure 10: Location of Dodges Ferry shopping precinct

The current layout of Carlton Beach Road has a Healthy Streets Score of 24 out of 100, as shown in Figure 11. Whilst there are a number of benches providing places to stop and rest, there is limited infrastructure that would encourage people to cycle, limited space for walking on the western side of the street, and large turning radii from Carlton Beach Road to side streets means that turning speeds at intersections are likely to be higher. Limited shade for walking and cycling further reduces the score for things to see and do on the street.

Figure 11: Carlton Beach Road (Lukeekah Street to Webb Street) Healthy Streets design check

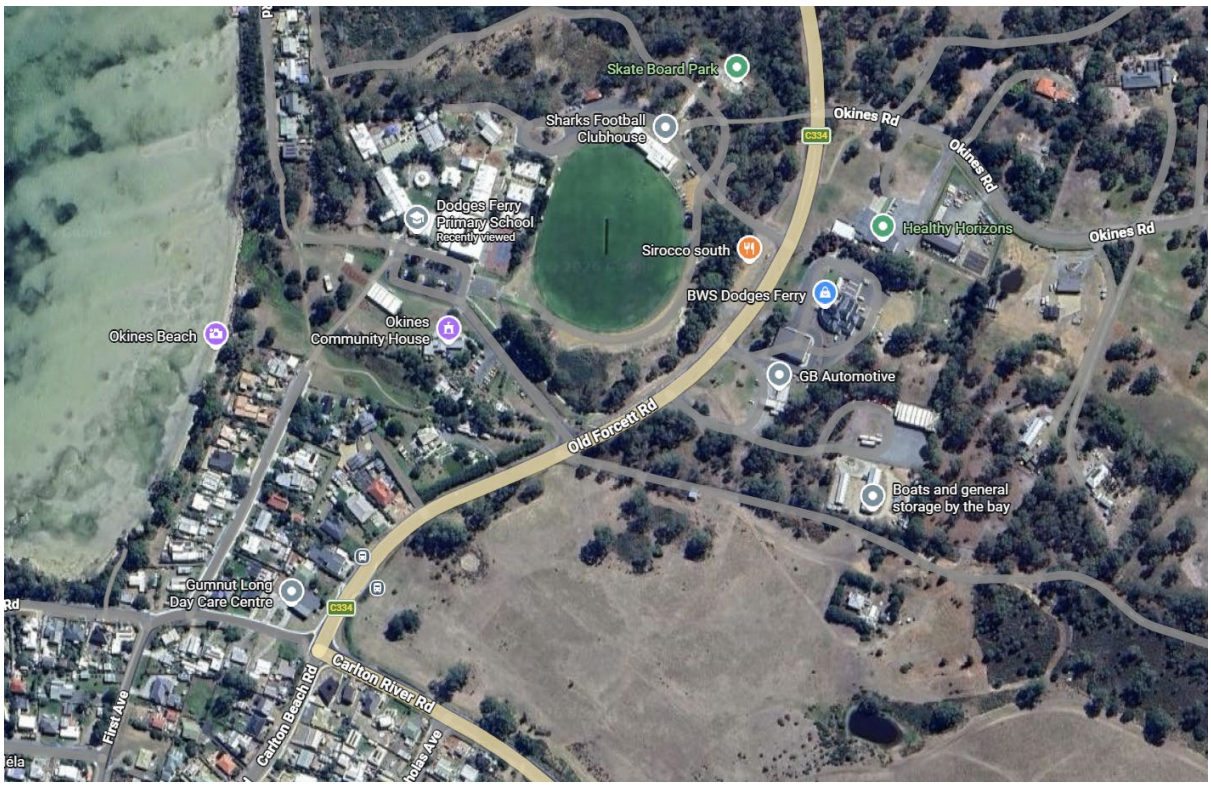


	Existing Layout Score
Healthy Streets Score	24
Everyone feels welcome	25
Easy to cross	24
Shade and shelter	33
Places to stop and rest	39
Not too noisy	20
People choose to walk and cycle	25
People feel safe	22
Things to see and do	8
People feel relaxed	25
Clean air	22

5.2 Dodges Ferry community and recreation precinct (Old Forcett Road)

Dodges Ferry Primary School is located on Old Forcett Road and is the sole primary school serving the Southern Beaches catchment. A new aquatic centre is proposed on the eastern side of Old Forcett Road, adjacent to the Dodges Ferry Hotel and opposite the school and the Sharks Football Club. Together, these uses form a significant community precinct with high pedestrian trip generation potential.

Figure 12: Location of Dodges Ferry community and recreation precinct

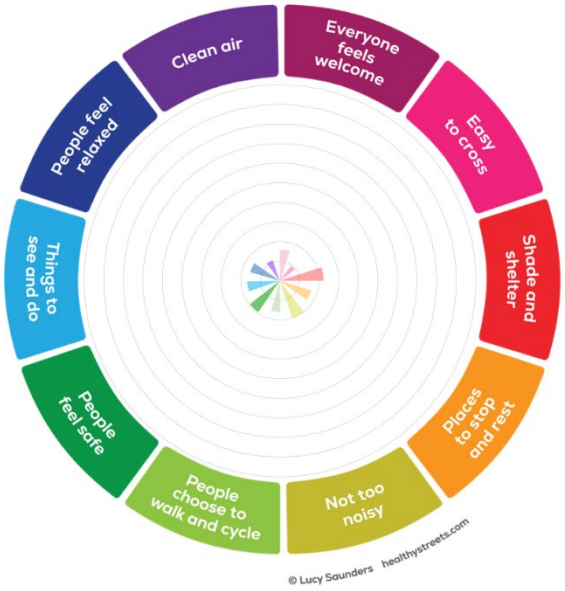


Lack of pedestrian and cycling infrastructure and crossing points detracts from people walking and cycling to nearby amenities such as school, football club, hotel, gym and future swimming pool.

The current road environment on Old Forcett Road does not provide safe or comfortable conditions for people walking or riding to these facilities, particularly for children and families, with the Healthy Streets score for Old Forcett Road being a low 16 out of 100 (the lowest assessed)

Whilst the vegetation abutting the unsealed footpaths provide some shade and shelter; the high speed and volumes of traffic (and large percentage of heavy vehicles), difficulty in crossing the streets (including side streets) and lack of walking and cycling infrastructure do not create an environment that is conducive to local activity.

Figure 13: Old Forcett Road (Okines Road to Carlton Beach Road) Healthy Streets design check layout



	Existing Layout Score
Healthy Streets Score	16
Everyone feels welcome	16
Easy to cross	10
Shade and shelter	22
Places to stop and rest	17
Not too noisy	20
People choose to walk and cycle	16
People feel safe	19
Things to see and do	17
People feel relaxed	16
Clean air	11

5.3 Primrose Sands precinct

The Primrose Sands General Store and Community Centre on Primrose Sands Road forms the informal activity centre of Primrose Sands. The general store provides fuel, groceries, takeaway food and basic postal services, functioning as the primary daily service stop for residents. The Community Centre includes a hall, fenced playground, exercise equipment, BBQ facilities, a basketball court and BMX track.

The General Store and service station is located next to the beach access to Primrose Sands and across the road from the community centre, public toilets and playground.

Given the absence of public transport (with only a limited Area Connect community service twice a week), this area is entirely car-dependent beyond the local services. The sealed footpath on the southern side of Primrose Sands Road between Tamarix Road and Grevillea Street is the only sealed footpath in the area. Drainage swales on the eastern side of the road and on both sides north of Grevillea Street make walking and cycling particularly difficult.

The Healthy Streets design check score for Primrose Sands Road in this precinct is 22 out of 100. The lower traffic volumes and activity make the street quieter and the air cleaner; and lighting, traffic calming and footpath buffers help people fill safe when walking. However, the lack of shade, seating, water fountains and things to see and do mean there are less places to stop and rest and is less welcoming.

Figure 14: Location of Primrose Sands Precinct

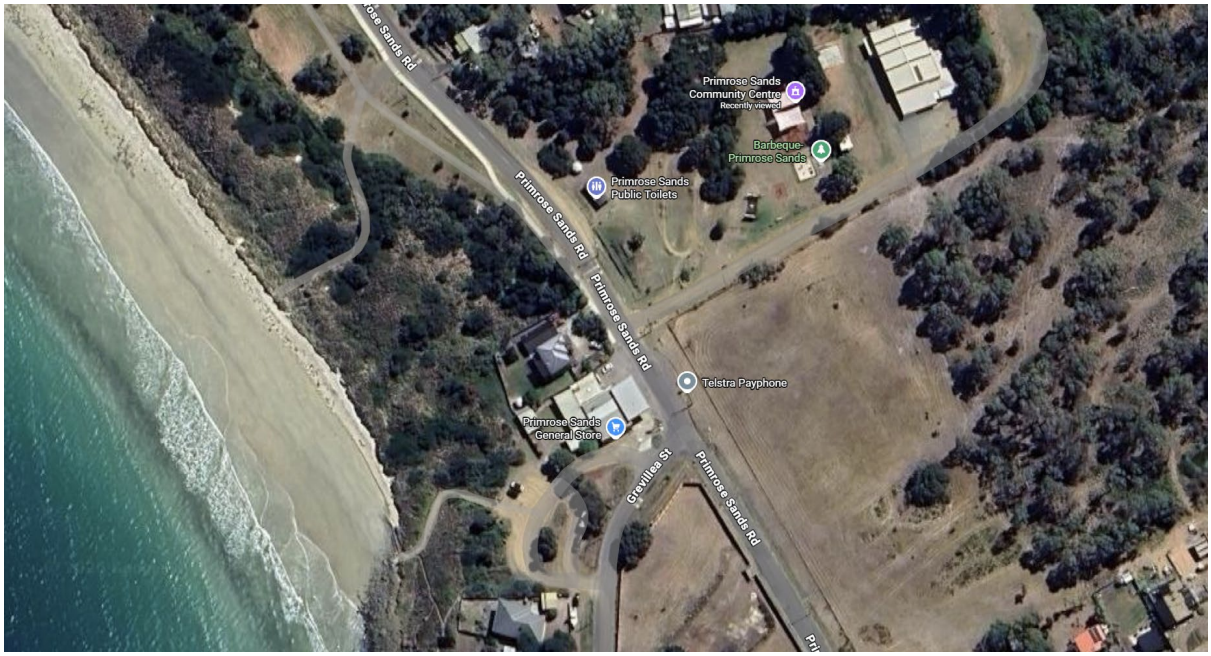
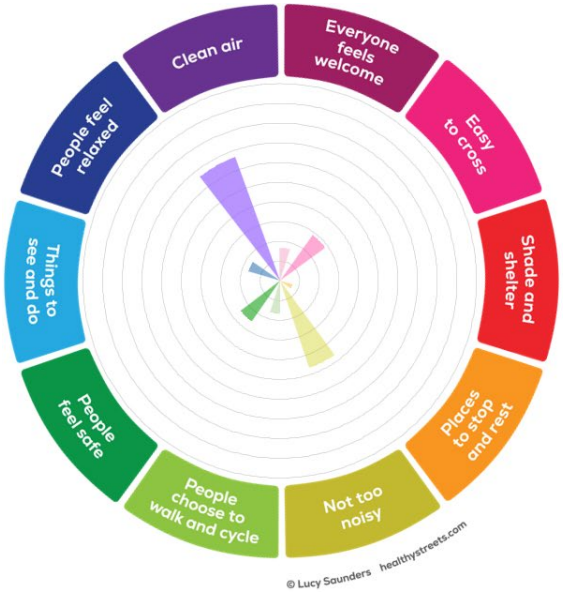


Figure 15: Primrose Sands Road (Esplanade to Grevillea Street) Healthy Streets design check layout



	Existing Layout Score
Healthy Streets Score	22
Everyone feels welcome	17
Easy to cross	29
Shade and shelter	0
Places to stop and rest	7
Not too noisy	47
People choose to walk and cycle	17
People feel safe	25
Things to see and do	0
People feel relaxed	17
Clean air	67

5.4 Other community precincts

Other destinations and neighbourhood scale precincts throughout the study area include beach access and boat jetty locations on the foreshore, parks, playgrounds and green spaces, and dispersed businesses, retail and tourism activities.

The street environments supporting these locations include civic spaces and local streets with localised transport, access and car parking issues and opportunities.

5.4.1 Lewisham Boat Ramp

There is a public toilet, car parking and open space near the Lewisham Boat Ramp with existing local activity and access from Lewisham Scenic Drive. This creates a section of potential civic space on the main road street environment of Lewisham Scenic Drive that could be enhanced to make people feel more comfortable walking and cycling to the area.

5.4.2 Park Beach

Park Beach Road provides access to the western end of Carlton Beach and has public toilets and car park. Further beach car parking is provided at the end of Payeena Street, which also services two local cafes. Expansion of the Payeena Street car park is restricted by the Payenna Reserve on its southern boundary. Car parking in this precinct commonly spills over into the local residential streets. There are few footpaths on these local streets, but pedestrian crossings and traffic calming improvements improve the amenity of Carlton Beach Road as it sweeps around the corner from Payeena Street to Park Beach Road.

5.4.3 Carlton Beach Surf Life Saving Club

Carlton Beach Surf Life Saving Club is the only surf life-saving club in southern Tasmania and operates seasonally from its clubrooms at the eastern end of the Park Beach / Carlton Beach frontage. The club is a key community safety and recreation facility for the Southern Beaches. Seasonal visitor volumes generate significant informal parking demand on Carlton Beach Road and nearby residential streets during summer, creating safety conflicts between vehicles and beach users.

Parks, playgrounds, bus stops, the beach and boat ramps are important neighbourhood destinations, accessed from local roads such as Tiger Head Road and Carlton Beach Road

6 Issues and opportunities

This desktop review of data and documentation on the Southern Beaches, accompanied by a site inspection of the key precincts, has highlighted the main transport issues and opportunities linked to future growth in the area. These are summarised in Table 7, and each transport issue is further categorised as:

Service and supply

Journey time and reliability

Network

Environment and health

Table 7: Transport issues and opportunities in the Southern Beaches

Issues	Opportunities
Street environment	
S1 – Dodges Ferry shopping precinct Carlton Beach Road is an underperforming main street due to limited walking and cycling space, wide intersections with side streets that prioritise vehicular turning, and minimal shade or amenities that support comfortable, active street use.	Upgrade Carlton Beach Road to make it a healthier street including: - raised, continuous pedestrian crossings with side streets at Signal Hill Road and Webb Street - cycle paths on Carlton Beach Road - speed limit reduction to 40km/h through the commercial centre - tighter kerb radii at intersections - street tree planting for shade - provision of water fountain - formalise parking at rear of shops to maintain active frontage with the street
S2 – Dodges Ferry community and recreation precinct Old Forcett Road in Dodges Ferry carries through-traffic volumes and speeds that are incompatible with both the existing and future planned commercial and community activity concentrated along this corridor. The streetscape provides no safe mid-block crossings, no footpath and limited cycling infrastructure, and no tree shading.	Upgrade Old Forcett Road to make it a healthier street including: - raised pedestrian crossing at the primary school and Hill Street desire line - continuous shared path (minimum 3m) with priority crossing treatments at side streets - speed limit reduction to 40km/h through the local business zone and school frontage - tighter kerb radii at intersections - street tree planting for shade - lighting along the corridor - places to sit

Issues	Opportunities
S3 – Primrose Sands precinct Primrose Sands is a highly car-dependent community, with the main street having a sealed footpath only between Tamarix Road and Grevillea Street on the western side of the street. This creates difficult walking and cycling conditions, making local destinations including the general store, community centre and playground hard to access.	Upgrade Primrose Sands Road to make it a healthier street including: - provision of a footpath on the eastern side of Primrose Sands Road from the community centre to north of Grevillea Street - speed limit reduction to 40km/h through the local business zone - street tree planting for shade - increased lighting along the corridor - places to sit
S4 – Improved amenity of Old Forcett Road and Lewisham Scenic Drive Primary collector routes and main roads serving the Southern Beaches with poor residential access and local amenity.	The Old Forcett Road Traffic Study and the Lewisham Scenic Drive Traffic Study (GHD, 2025) identified the need for speed limit review, improved pedestrian infrastructure, and road design improvements to better accommodate residential access.
S5 – Heavy vehicle movements Heavy vehicle movements, including water tanker deliveries servicing properties that are not connected to reticulated water supply, generate conflicts with active transport users and residential amenity on local roads	Identify a preferred location for a permanent eastern water filling station to reduce individual tanker trip volumes on local roads. This should be identified as a priority infrastructure action in the Structure Plan.
S6 – New subdivision roads New subdivisions in the Southern Beaches need to integrate new sealed roads with existing, commonly unsealed, road networks.	Identify connecting infrastructure requirements to integrate new local streets with existing neighbourhood networks.
Traffic	
T1 – Traffic congestion The Sorell Southern Bypass has improved traffic efficiency through Sorell township but has not directly addressed access conditions within the Southern Beaches itself.	Ensure capacity at intersections with the Arthur Highway at Lewisham Scenic Drive, Old Forcett Road and Sugarloaf Road, and the Sorell Bypass Roundabout, functions for traffic growth from the Southern Beaches

Issues	Opportunities
T2 – Arthur Highway intersection safety The Lewisham Scenic Drive study notes specific safety concerns at intersections with the Arthur Highway.	Work with the State Government to investigate safety improvements at the Lewisham Scenic Drive, Old Forcett Road and Sugarloaf Road intersections with the Arthur Highway.
Active transport	
A1 – Active transport network The existing active transport network is fragmented. The network reflects the area's origins as a collection of holiday shack settlements where active transport infrastructure was not a planning priority. As the population has transitioned to permanent residency, the infrastructure has not kept pace with the needs for residential living.	The Sorell Active Transport Strategy (2024) identifies three priority projects: - a shared path connecting Dodges Ferry to Sorell along Old Forcett Road (short-term, high priority) - a foreshore trail linking Dodges Ferry to Carlton (medium-term) - formalisation of the Lewisham foreshore connection (long-term). Establishing local funding programs would help support the implementation of infrastructure. This is in addition to working with the State Government to progress recommendations to upgrade the Arthur Highway.
A2 – Provision of footpaths Where footpaths exist they are often discontinuous, as provision has been linked to timing of individual developments. Gaps occur at precisely the highest-demand points such as approaches to schools, shops and beach access. Without a network-wide upgrade program, fragmentation will worsen as the population grows.	Establish a development contributions framework requiring new subdivisions and significant developments to fund or deliver active transport infrastructure in their vicinity. This directly addresses the patchwork network caused by uncoordinated development and ensures growth funds the network upgrade.
A3 – Precinct walking catchments Residents within 800m of the Dodges Ferry local business zone (equivalent to a 10-minute walk) and within 2km by bike (equivalent to a 10–15 minute ride) represent the realistic active transport catchment for local services. However, the current poor quality of the walking and cycling environment on Old Forcett Road	Improving the walking environment on Old Forcett Road would extend the effective pedestrian catchment to its full 800m potential. Improving cycling infrastructure would extend the catchment to 2km, capturing most of Carlton and large parts of the residential areas along Old Forcett Road.

Issues	Opportunities
effectively shrinks this catchment below its potential.	
A4 – Lewisham scenic foreshore route The foreshore between Lewisham, Dodges Ferry and Carlton is the most valued landscape in the Southern Beaches and an underutilised active transport opportunity. The corridor exists informally in parts but is not continuous or formally maintained.	Formalise and upgrade the foreshore trail as a continuous active transport and recreational route linking Lewisham to Carlton. This would reduce short car trips between settlements, provide a high-quality recreational cycling and walking route, and support tourism.
A5 – Bicycle parking There is limited formal bike parking at key trip attractors limiting the practical utility of cycling as a mode for local trips.	Provide secure, covered bike parking at the local business zone, primary school, swim centre, Carlton Beach SLSC, Primrose Sands General Store and Lewisham foreshore.
Public transport (buses)	
B1 – Off peak bus services Services are heavily oriented around commuter peak times which limits mobility by public transport throughout the day. Coverage in the middle of the day and evening periods is limited, with gaps of 2-3 hours between services on weekdays.	The Structure Plan should set out a clear position for improved Kinetic bus services, including extended weekday midday coverage, a late afternoon or evening weekend return service, and improved peak frequency. These improvements require working with the State Government to support but can be supported by the Structure Plan's growth projections and mode shift aspirations.
B2 – Bus network coverage Carlton River and Primrose Sands have no public bus service, leaving residents entirely car-dependent for all non-school trips. As the fastest-growing communities in the study area, continued growth without public transport access will compound car dependence and traffic demand on Carlton River Road and Old Forcett Road.	Advocate to provide at least minimum-frequency bus coverage for Carlton River and Primrose Sands. A demand-responsive transport model should be investigated as a cost-effective alternative to fixed-route services to supplement the Area Connect service, given the dispersed settlement pattern. Any future growth approved for these communities should be accompanied by improved transport access as a Structure Plan condition.

Issues	Opportunities
B3 – Local bus services All services require travelling via Sorell, meaning no direct or local connections between Southern Beaches villages.	Investigate an expansion of the CTST service to provide a local Southern Beaches connector service or demand-responsive model linking the major villages (Lewisham, Dodges Ferry, Carlton) independently of the Sorell–Hobart corridor to improve local mobility for residents without cars and reduce short car trips between settlements.
B4 – Access to Sorell Park and Rise Journey time to Hobart on public transport (approx. 60 minutes) is around double that in a car (approx. 35 minutes), making bus an unattractive alternative for most commuters.	The Sorell Park & Ride should be formalised and promoted as a multi-modal hub, for example, covered and secure bike parking, a bus shelter with real-time departure information, clear wayfinding. This would improve the attractiveness of a bike-to-bus-to-Hobart commute, reducing the number of cars travelling the full distance and making better use of the existing Park & Ride infrastructure.
B5 – Bus stop improvements Lack of bus stop infrastructure provides an uncomfortable waiting environment.	Work with the State Government to upgrade bus stops to provide at least hard stands, timetable, shelter, seating and rubbish bins. Formalise safe car parking and pick up and drop off spaces near bus stops.
School transport	
S1 – School bus services in new areas Primrose Sands and Carlton River have no public transport, leaving school-age residents entirely dependent on school buses. There is no fallback transport option outside school service hours	Any residential growth approved for Carlton River and Primrose Sands should be accompanied by improved student and community transport as a Structure Plan condition.
S2 – Direct school bus services There are no secondary schools in the Southern Beaches. Journey times to Hobart high schools from Carlton River and Primrose Sands can exceed 90 minutes each way: students must first travel to the Arthur Highway transfer point on the primary school bus before connecting to onward school services.	Work with the State Government to investigate a direct school bus route from Carlton River and Primrose Sands to the Arthur Highway transfer point, reducing the multi-leg journey and overall travel time for secondary students from the outlying communities.

Issues	Opportunities
S3 – Dodges Ferry School travel plan The Dodges Ferry Primary School expansion and proposed swim centre will increase the number of students and parents generating trips on Old Forcett Road during the AM and PM peaks. The current road environment does not safely accommodate the resulting mix of school drop-off traffic, pedestrians and cyclists.	A school travel plan should be prepared for Dodges Ferry Primary School in conjunction with the school expansion, identifying safe walking and cycling routes, setting targets for active and sustainable travel, and specifying the road infrastructure improvements needed on Old Forcett Road. The Structure Plan should identify this as a requirement linked to the school expansion approval.
Community transport	
C1 – Future community transport services There is an increasing proportion of older residents in Southern Beaches generally; and current locations with low/no public transport, such as Primrose Sands, are characterised by an older population profile.	Plan for an increase in the number of people requiring on-demand and community transport services in the future.
C2 – Promotion of community transport It can be difficult to find information and book community transport services.	Coordinate community transport information with other transport service information on a central digital site, such as Sorell Council website.
Parking and access	
P1 – Car parking strategy Car parking across the Southern Beaches is typically informal and unmanaged. There is no formal parking management strategy for the area.	Prepare a Southern Beaches Parking Management Strategy as a Structure Plan action, addressing seasonal demand peaks, beach access nodes and the local business zone.
P2 – Formalise car parking at beaches Seasonal overflow parking at Park Beach, Carlton Beach and Primrose Sands generates safety conflicts between vehicles and pedestrians, extends into residential streets and blocks access paths near foreshore reserves.	Formalise parking areas at each major beach access with defined bays, clear entry/exit points and pedestrian priority zones between car parks and beach access. Introduce seasonal restrictions on narrow sections of Carlton Beach Road where parked vehicles reduce the road to single-lane width.

Issues	Opportunities
P3 – Precinct car parking The Dodges Ferry local business zone car parking layout places car parking between the road and building frontages, prioritising vehicle access and reducing the pedestrian quality of the street environment.	Future development should be required to deliver parking to the rear of buildings or in consolidated shared car parks, with activated frontages facing the street. This would incrementally improve the pedestrian environment as redevelopment occurs, without requiring a comprehensive car park redesign upfront

7 Findings

The Southern Beaches is a rapidly growing and highly liveable coastal region with strong community assets, active local centres and an emerging residential identity.

General traffic activity on the network reflects both the area's accelerating residential growth and its popularity as a coastal destination. The Arthur Highway, via Lewisham Scenic Drive and Old Forcett Road, carries most of the movements to and from the region, with seasonal volumes increasing by up to 21% on Old Forcett Road and 14% on the Arthur Highway during peak periods. There has been a small cluster of minor severity vehicle crashes at the intersections with the Arthur Highway at Sugarloaf Road and Old Forcett Road.

Access to Sorell and Greater Hobart depends almost entirely on the Arthur Highway and the Tasman Highway, reinforcing the importance of reliable journey times and safe, efficient connections for commuters, freight, school travel and access to essential services. As growth continues in the Southern Beaches and South East region, these corridors will experience increasing demand, elevating the need for well-planned local networks that reduce pressure on the arterial system.

Many local destinations sit within realistic walking and cycling distance of surrounding neighbourhoods, including the Dodges Ferry shopping precinct, the community and recreation precinct on Old Forcett Road, and the Primrose Sands local centre. This creates a strong foundation for healthier, more sustainable everyday travel patterns as the region continues to grow.

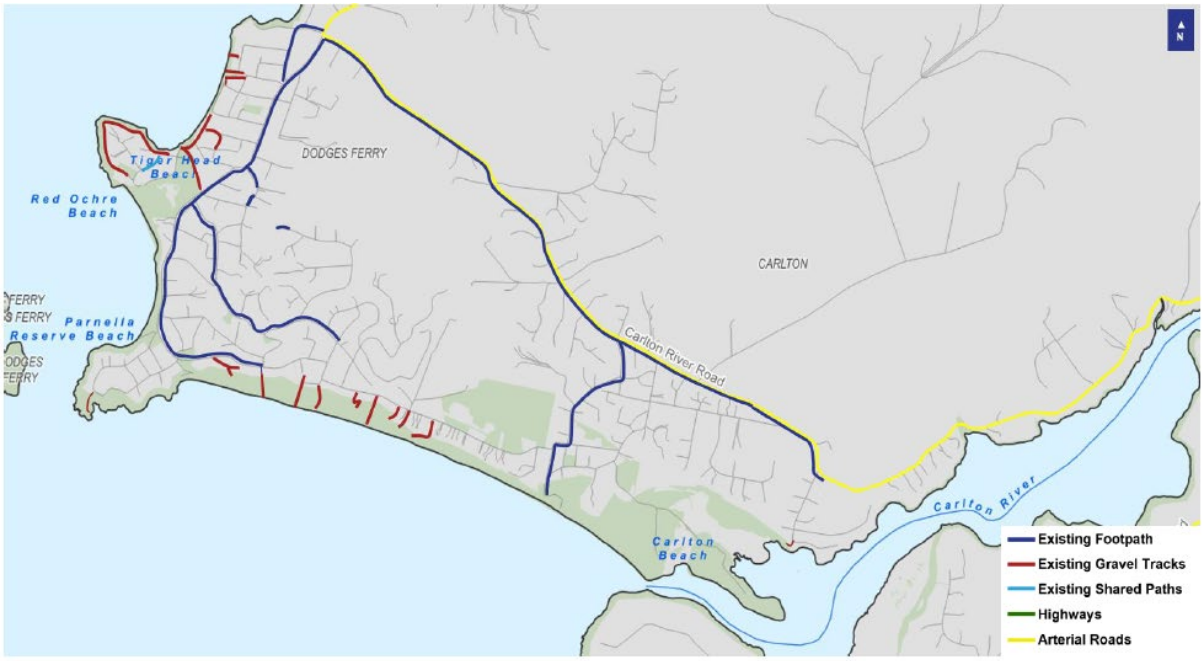
Within local centres, walking and cycling networks remain fragmented and inconsistent with the area's shift from holiday settlements to permanent residential communities. Healthy Streets assessments of key precincts show low scores for the main streets in these centres, between 16 and 24 out of 100, highlighting opportunities to improve crossings, footpaths, shade, cycling infrastructure and local amenity. Improving these environments will expand walkable and cyclable catchments and support meaningful mode shift.

Public transport coverage is limited, particularly for Carlton River and Primrose Sands, leaving many residents with no alternative to driving. Community transport services fill some gaps but is limited to qualifying residents and can be hard to find or book. Seasonal visitation further amplifies parking and access pressures near beaches, foreshore areas and civic spaces.

Growth presents a significant opportunity: new development can be designed to integrate with existing transport networks, deliver missing walking and cycling links, and connect more residents to public and community transport. Coordinated subdivision design, upgraded local streets, and funding for active transport will help ensure that new neighbourhoods improve, rather than strain, the transport system.

Appendix A – Existing Active Transport Network

Figure A1: Existing active transport network within Dodges Ferry and Carlton/ Carlton River

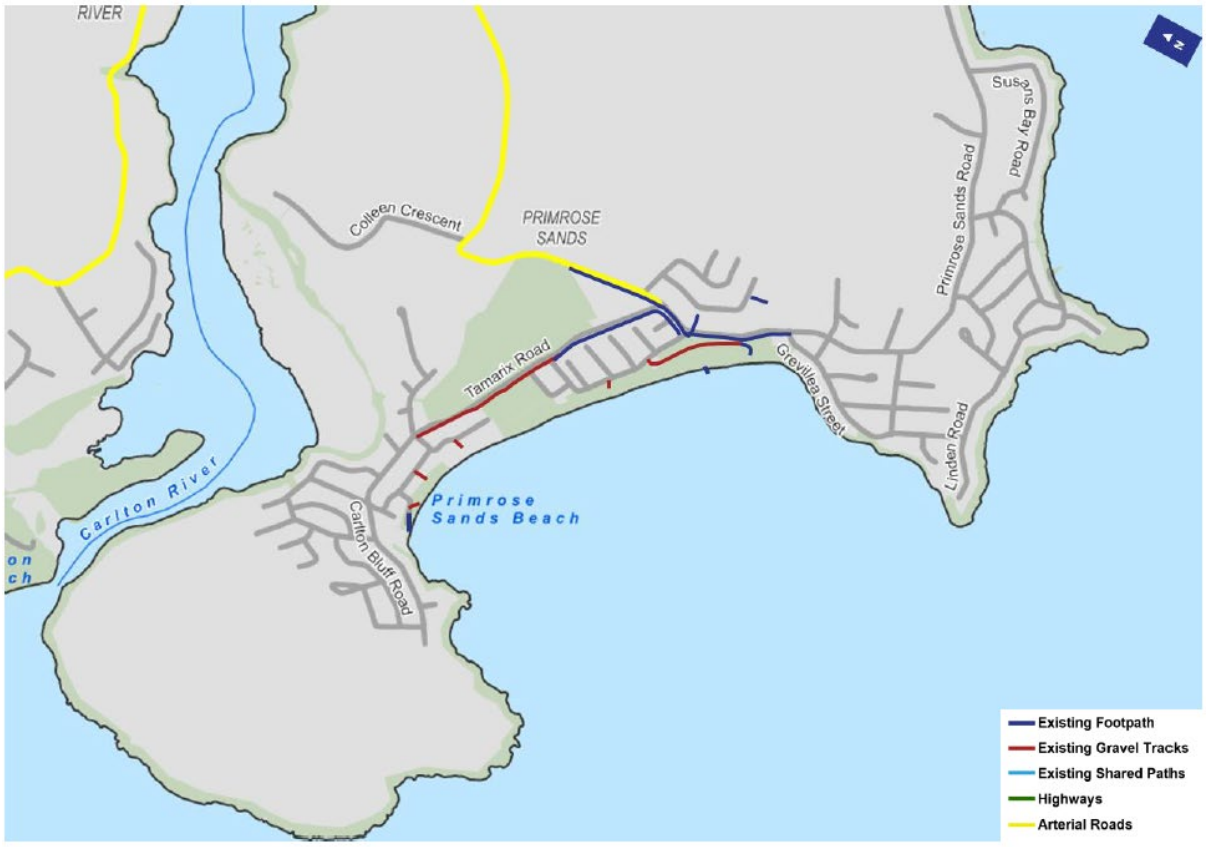


Source: Sorell Active Transport Strategy, 2024

Figure A2: Existing active transport network within Lewisham

Source: Sorell Active Transport Strategy, 2024

Figure A3: Existing active transport network within Primrose Sands



Source: Sorell Active Transport Strategy, 2024

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