



25 May 2020

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Huntingfield masterplan & bicycle connections

Thank you for the opportunity to comment on the draft master plan for the proposed 470 lot residential development at Huntingfield.

It's great to see a shared path has been included within the development area to get people around safely on bikes and foot, but there is no mention of how the development connects to the broader Kingborough area for people wanting to ride or walk for transport and recreation.

The Tasmanian Government has the opportunity with this development to build cycling infrastructure physically separated from traffic that gives people of all ages the ability to ride to provide a healthier place to live, and one that doesn't contribute unduly to traffic congestion on local roads.

The Huntingfield site is perfectly located to create protected cycle paths to major attractors in the area.

The Kingston shopping centre and Blackmans Bay local shops are about 3–4 kilometres from the proposed development, both have primary schools in the town centres and Kingston has the high school on the edge of its centre.

Huntingfield also has a few schools but they are non-government, and there will undoubtedly be demand for the government schools in Kingston and Blackmans Bay.

This 3–4 km distance is perfect for riding for transport as it transforms a 45-minute walk to a 10–15-minute bike ride on easy-to-ride gradients.

Giving school students a safe path to school helps ease traffic congestion in two ways: it stops parents having to drive to schools for drop-off and pick-up and frees up parental travel choices to take public transport or ride to work as they don't have to do the school run.

By providing safe bicycle paths to and secure, easy-to-use bike parking at a central hub it opens up the catchment of passengers for public transport. If Turn up and Go bus services were run from Kingston's centre then more people may be induced into riding in to catch the bus.

The Huntingfield development is also likely to have retirees who will appreciate the ability to ride to local shops and services for exercise as well as saving money on petrol.

Where should protected cycleways be built?

The obvious links for Huntingfield to Kingston and Blackmans Bay are along Coffee Creek–Channel Highway and Algona Road respectively.

The Coffee Creek fire trail through the Peter Murrell Reserve and up through the Huntingfield industrial estate was nominated as the best site for investigation of a shared path in the Tasmanian Government's recent Margate to Kingston corridor study. Once at the Fork in the Road roundabout the path could also link across to the Channel Highway.

Channel Highway's road reservation between Huntingfield and Kingston is very wide for a two-lane local road and there's ample space for either a bi-directional separated cycleway or even separated cycleways on both sides of the road.

Algona Road's reservation is also wide, with land to build a shared path alongside the road for cycling and walking, although there could be a need for engineered pathways along the drop-offs from the road and cutting through embankments.

Neither connection is mentioned in the Huntingfield master plan even though both would provide residents of all ages and abilities the means to get to shops, services, schools and main Kingston bus hub and high school.

Recommendations

- The internal path of 3 metres is the minimum recommended width for shared paths. If it's to be used by 470 households to get around the neighbourhood for riding, walking, running, dog walking and children's play, a 4 metre width would be more comfortable, especially for the spine running through the centre of the site which would be the main access route for people riding.
- The Tasmanian Government should fund the design and construction of a sealed shared path along the Coffee Creek track and separated cycleway along Channel Highway so Huntingfield residents of all ages and abilities can use bicycles to get to shops, services, schools and public transport.
- A commitment to funding the design and construction of an Algona Road path.