



12 May 2020

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### West Tamar Hwy Launceston–Legana Corridor Study

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Dear Sarah

Thank you for the opportunity to comment on the West Tamar Highway Corridor Study.

For people wanting to ride a bicycle between Legana and Launceston to access work, education, shopping or services the infrastructure is unfortunately not up to the task for anyone other than confident riders.

The West Tamar Highway is a known cycling route for recreational road cyclists. These types of bicycle riders are what's known as "Strong and Fearless" and make up about 1–2 % of the population, according to oft-cited Roger Geller research from the US.

They will appreciate wide sealed shoulders to give them more space from passing traffic and a smooth road surface, but are not necessarily looking for an off-road or separated lane, unless it's wide and high enough quality to allow them to keep riding at speed.

Wide, sealed shoulders will also benefit general road safety so should be implemented to improve the overall safety of the road rather than just being for cyclists.

The road cyclists are a different group of users than people who may want to get exercise from a more relaxed, shorter ride or who are riding for transport to save money or contribute to a low-carbon, low-pollution environment, as well as getting daily exercise.

This second group is made up of "Enthusied and Confident" and "Interested but Concerned" riders and represent about 60% of the population, according to Geller. The Enthusied and Confident riders will ride on painted bicycle lanes, but the Interested but Concerned riders prefer protected cycleways. They may tolerate painted lanes for short connections if the traffic speed is slow and the road design is traffic calmed.

While there is a protected path out of Launceston to Tailrace Park, riders are then left to brave the road or narrow footpaths for the northern part of their journey.

Comments on the interactive social pinpoint map on the Department of State Growth website highlight the problems with the road for all types of cycling, with inconsistent shoulder width and road surface quality being dominant problems.

### **Building a protected cycleway**

If it's possible to acquire a route through farmland with convenient access to the shopping centres and schools in the region, it could link the current Tailrace path to Legana and provide an off-road protected cycling route.

A direct route close to shops and schools would be preferable to a meandering route following the river which is also then open to possible flooding. One of the benefits of cycling is its convenience, infrastructure should reflect that by providing passage along the shortest distance as possible between major attractors.

To provide a cycling corridor that would be useful for all riders it would need to be wide to allow for fast riding (at least 3 metres but preferably 4 metres) and sealed to ensure it was useable all year round and by all bicycle types. This means the existing path between Tailrace and Launceston would need to be widened and sealed to the same standard.

Good lighting is also important to ensure women feel confident using the path year-round.

It's roughly 13 kilometres between Legana and Launceston which is just outside the traditional 10 km radius for likely bike journeys, however, the availability of electric bicycles means that Legana residents could reach Launceston within 30 minutes on an e-bike, especially if there was dedicated, high quality cycling infrastructure.

At 6 km from the city centre, Riverside is perfectly situated for transport cycling on all types of bicycles, it just needs a sealed, well-lit path with safe and convenient connections to residential areas, schools and shopping centres.

There is potential for a cycleway to cater to local trips between residential areas and schools, sportsgrounds and shopping centres in Riverside as well as connecting the suburb to the north and south.

Yours sincerely



**Alison Hetherington**

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