



16 August 2021



West Tamar Highway Improvement Opportunities

Thank you for the opportunity to comment on opportunities to improve the West Tamar corridor for people riding bicycles in terms of safety, connectivity and travel time reliability.

Safety

One of the central planks of road safety is looking after vulnerable road users. The Safe Systems and Movement and Place approaches to road design are increasingly pointing to the need to separate people on bicycles from traffic. Ideally this would be physical separation on any road with speeds higher than 40 km and frequent traffic volumes.

The West Tamar Highway has already had some improvements to make riding easier for those confident cyclists who ride fast and far and prefer to be on the road for this reason. However, they represent a small group of the population, with the majority of the community preferring to be separated from traffic.

The corridor study's background notes on cycling improvements are still concentrating on that small group of confident cyclists, instead of catering to the much larger group of less confident riders who would like an off-road path and/or lane physically separated from moving traffic.

Connectivity

There is currently an off-road path from the city centre to Tailrace Park. The planning study should look at where there is land in the corridor, already owned by the crown or could be acquired nearby, to extend the off-road corridor to Legana, especially connecting to all the schools along the way and the planned new primary school at Legana.

This route could be a mix of off-road path, widening paths on existing quiet roads, some sections of separated on-road path, new path on acquired land and widening or sealing existing paths in the highway corridor.

We need a cycling corridor to be identified so all levels of government can work to progressively develop it to ensure more people north of Launceston have the choice of riding



for transport. Such a corridor should recognise that it is infrastructure for transport and so should not meander but rather provide the most direct routes possible between sites.

One of the outcomes of the corridor study should be the commitment to plan and build a shared pathway between Legana and Launceston.

Travel Time Reliability

The beauty of providing separate corridors for active travel modes like cycling is that users have consistent travel time reliability as they are not held up by other users to the extent that car drivers are.

If paths are sealed and well-lit for winter and night-time riding it ensures people can rely on them in all weather. When you have gravel paths that are likely to get muddy or unlit paths, it can deter some riders, especially women.

An adequately wide path could also cater to the emerging e-scooter users as well as existing mobility scooter users, skateboarders, skaters, parents with prams and runners.

A separated, sealed path would help all the micro-mobility and active transport users to have a clear run into and from town for work, school, shopping, services and recreational activities.

Yours sincerely

A handwritten signature in black ink, appearing to read "Alison Hetherington", written in a cursive style.

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