

# Kingston Bypass Duplication and Algona Road Roundabout Upgrade

April 2022



## Consultation and Feedback Findings Summary



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## Introduction

The Kingston Bypass Duplication and Algona Road Roundabout Upgrade Options Analysis will develop options to address three primary objectives for the Kingston Bypass corridor. These are to:

- Enhance road safety for all road users.
- Improve travel time reliability.
- Provide greater modal choice for trips.

There are two phases of stakeholder engagement:

Phase 1 - Information and feedback gathering. The objective of this phase is to collect feedback that will inform the identification and shortlisting of options.

Phase 2 - Feedback on shortlisted options. The objective of this phase is to collect feedback that will help rank the options.

The engagement objectives of the project are to identify key issues, ideas and concerns from the community and key stakeholders to help to inform the development of a prioritised list of design solutions that will improve safety and traffic flow for all road users.

This findings summary presents an overview of the feedback received from Phase 1 of stakeholder engagement for consideration by the project team in the identification and prioritisation of potential future improvement solutions.

## Public consultation

The Kingston Bypass Duplication and Algona Road Roundabout Upgrade Options Analysis collected feedback from the community and key stakeholders in a three-week period of public consultation from 1 to 21 December 2021 via Social Pinpoint, email and phone. The Social Pinpoint site collected feedback via comments and ideas pinned on an online project map at identified points of interest.

Addressed notifications were posted to 1080 Kingborough residents and businesses closest to the project area. A second notification mailout was sent to the surrounding postcode areas of 7050, 7051, 7052 and 7054. Mailouts included all residences in the suburbs of Kingston, Albion Heights, Firthiside, Kingston Beach, Blackmans Bay, Howden, Margate, Snug and Tinderbox.

Public consultation was advertised in The Mercury, Kingborough Chronicle and Huon Valley News during the consultation period. The consultation was also promoted on the Transport Tasmania website and RoadsTas Facebook page.

## Summary of findings

Over the three-week consultation period, the Social Pinpoint website had 3663 visits by 1481 unique users who spent an average of four minutes looking at the site. The amount of feedback received is summarised in Table 1.

Table 1: Summary of amount of feedback received

Source	Number of comments/submissions	Number of individuals
Social Pinpoint – ideas and comments	287	152
Phone calls	4	4
Written submissions and emails	24	22
<b>Total</b>	<b>315</b>	<b>178</b>

## Social Pinpoint feedback

Key themes and issues were identified, and submissions were weighted according to the number of likes/dislikes. A summary of the highest ranked themes, along with a response, is included in Table 2.

Table 2: Highest ranked themes

Theme	Summary of feedback	Response
Traffic congestion / queuing	<p>The current Summerleas Junction slip lane merging into the outlet heading north clogs up every morning and brings traffic coming from the Channel Highway to a standstill.</p> <p>There needs to be a way of reducing congestion by Mitre 10, particularly at school time. Congestion is caused by the highway terminating at a roundabout, forcing traffic going to Margate and further south to stop and wait.</p> <p>There is congestion along the Channel Highway between Algona Road and Summerleas Road all day long. The Kingston Bypass is not fulfilling its purpose in reducing congestion along the Channel Highway.</p> <p>Significant congestion occurs all the way from the Howden Road turn off through to where the Huon Highway joins the Outlet, due to the number of on ramps joining on to a single lane road.</p>	<p>We acknowledge the congestion in the locations mentioned.</p> <p>We will consider ways to reduce congestion and improve travel time reliability when preparing design options to upgrade the Algona Road roundabout and duplicate the Kingston Bypass.</p>
Future demand / growth	<p>Approvals for new housing developments south of the Algona Roundabout, the new housing development behind St Aloysius College in Huntingfield, and further growth in the Spring Farm estate will mean an increase in the number of cars using this roundabout at all times of day, especially during peak hour.</p> <p>Connecting Whitewater/Spring Farm to Maddocks Road will increase the traffic entering the highway heading north and south.</p>	<p>We will include the planned future growth for the area in the traffic modeling and project design.</p>
New flyover / interchange	<p>A flyover or overpass for the Kingston Bypass to the Channel Highway would remove the bulk of the traffic from the roundabout. Not putting in an overpass was a shortcoming of the current design for the Kingston Bypass.</p> <p>An overpass or underpass across the Channel Highway is an essential part of the new design. Preference should be given to a flyover similar to the Summerleas Road/Huon Highway interchange.</p>	<p>We will include a grade separated (“flyover”) option in the shortlisted design options when we open the next round of public consultation.</p>
Access to Spring Farm Estate	<p>The new subdivisions of Spring Farm and Whitewater should be provided with more than one exit to assist traffic flow and allow for emergencies. Spring Farm Road could be joined to Kingston View</p>	<p>While access to Spring Farm Estate is outside the scope of this</p>

Theme	Summary of feedback	Response
	<p>Drive or Welcome Avenue to give households in the area an alternate route other than the Channel Highway.</p> <p>Adding slip lanes from Spring Farm Road to the Kingston Bypass would allow a lot of traffic to avoid the Channel Highway and ease congestion at the Bunnings roundabout and Algona Road intersection.</p>	<p>project, the Department of State Growth is continuing to work closely with Kingborough Council on access and connectivity issues.</p>
<p>Improve pedestrian tracks / paths</p>	<p>A pedestrian overpass or underpass would provide Huntingfield residents to access to the sports precinct, Kingston High School the Kingston CBD via the Whitewater Creek Track. It would also provide a safe crossing option for students walking to Tarremah Steiner School and St Aloysius College.</p> <p>Paved footpaths would improve safety. It is dangerous to walk on the side of the road.</p> <p>The track along Whitewater Creek is used for a popular park run. It is considered to be dangerous because the pavement is broken in places and unpaved sections get muddy when it floods.</p>	<p>Each shortlisted design option will consider accessibility and safety for pedestrians.</p> <p>Track maintenance issues are outside of the scope of this project, but feedback will be passed on to the Kingborough Council.</p>
<p>Improve cycleways</p>	<p>The Algona Road roundabout upgrade should include a cycle path connecting the Peter Murrell Reserve with the Whitewater track and allow for the future construction of a Margate to Kingston cycleway.</p> <p>Plan for connections to a shared path connecting Huntingfield and Blackmans Bay in this project. A shared path would mean local children could cycle to the schools in the area.</p> <p>Connect the existing Algona Road pedestrian underpass to the Huntingfield park and ride facilities to provide an off road link for cyclists.</p>	<p>Future cycleway connectivity will be considered by this project and included in each of the shortlisted design options.</p>
<p>Active transport safety</p>	<p>Divert cars through underpasses and overpasses to make safe ground level walking and bicycle paths separated from the road.</p> <p>Don't just paint a bike path on the road. Mixing bicycle and car traffic is frustrating for drivers and dangerous for cyclists.</p> <p>Parents would feel safe to let children ride to school on bike paths separated from other traffic by a nature strip.</p> <p>Prioritise road safety for cyclists, runners and walkers. Ensure there are distinct, well separated pathways for these groups allowing safe</p>	<p>A primary objective for this project is safety for all road users.</p> <p>Consideration will be given to active transport safety in all design options.</p>

Theme	Summary of feedback	Response
	<p>passage for pedestrians and cyclists from Huntingfield, Kingston and Blackmans Bay.</p>	
Public transport	<p>A convenient, reliable bus service with buses every 15 minutes would be an attractive option for more people and would take cars off the road. Bus services available in the area are seen as being expensive, slow and inconvenient.</p> <p>Build a new bus interchange with regular services to Hobart and have other buses shuttle people around the district at regular intervals.</p> <p>There is currently no Metro Bus service for residents of Spring Farm and Whitewater Park Estates. A second access to these new subdivisions would allow buses to service them.</p> <p>Provision of access to the Huntingfield park and ride would reduce the number of car trips from this area.</p> <p>Put money into public transport rather than into roads. One bus removes up to 45 cars off the road and one light rail trip would remove up to 100 cars off the road.</p>	<p>The Department of State Growth recognises public transport as a key to reducing congestion.</p> <p>This project aims to provide greater choice for trips by providing easy access to bus services.</p>
Park and ride access	<p>The Huntingfield park and ride facility can only be easily accessed on foot or bike by people in Huntingfield. Provision of pedestrian and bike access from Redwood Road, Hollyhock Drive, Nautilus Grove, Algona Road and the Channel Highway would help more users utilise this facility.</p> <p>The existing Algona Road pedestrian underpass is adequate but the access behind Clennetts Mitre 10 needs to be improved.</p> <p>Parking at the two new park and ride facilities may not meet demand. Land opposite the Antarctic Division could be set aside for another park and ride facility rather than further retail development. More sites for park and ride facilities should be considered in both Kingston and Margate.</p>	<p>Access to the existing park and ride facilities will be considered by this project.</p>
Long term solution required	<p>Plan for the future. Although the Algona Road roundabout was adequate for the population at the time it was built, it needs to be upgraded due to the expanding population south of Kingston. Whatever is built needs to plan for further population increases and higher traffic usage.</p>	<p>We acknowledge the need for solutions with a long design life.</p> <p>The Department of State Growth is developing long term design solutions for the upgrade of the</p>

Theme	Summary of feedback	Response
	<p>There is a high cost associated with flyovers, the duplication of lanes and installing traffic lights but having to chop and change with upgrades every few years costs more.</p> <p>Flyovers are the solution to the current traffic issues as they optimise traffic flow. Flyovers would allow traffic moving north and south to avoid all the roundabouts and future proof the area for the next 50 years.</p> <p>Developments beyond the southern end of the study area need to be taken into account. Traffic conditions which include the future roundabout for the Huntingfield development and traffic from Whitewater Estate having access via Maddocks Road need to be considered. A big picture traffic plan is required.</p>	<p>Algona Road roundabout and Kingston Bypass duplication which don't preclude future projects.</p> <p>The criteria for shortlisting design options include the longevity of each design, along with their construction cost.</p>

The level of support for the most popular themes is shown in Figure 1. The number of submissions relating to each theme is shown in Figure 2.

Figure 1: Most popular submission themes

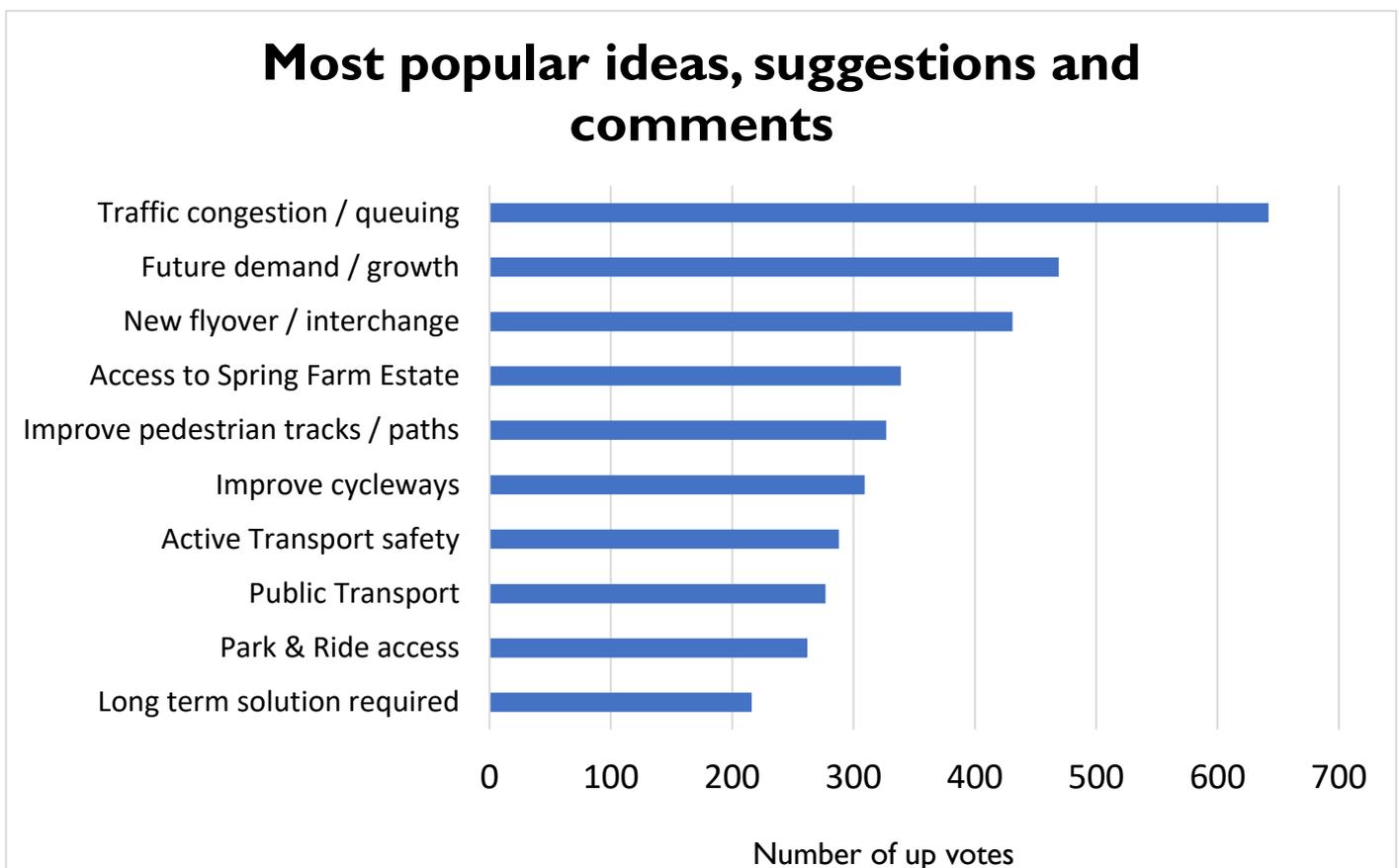
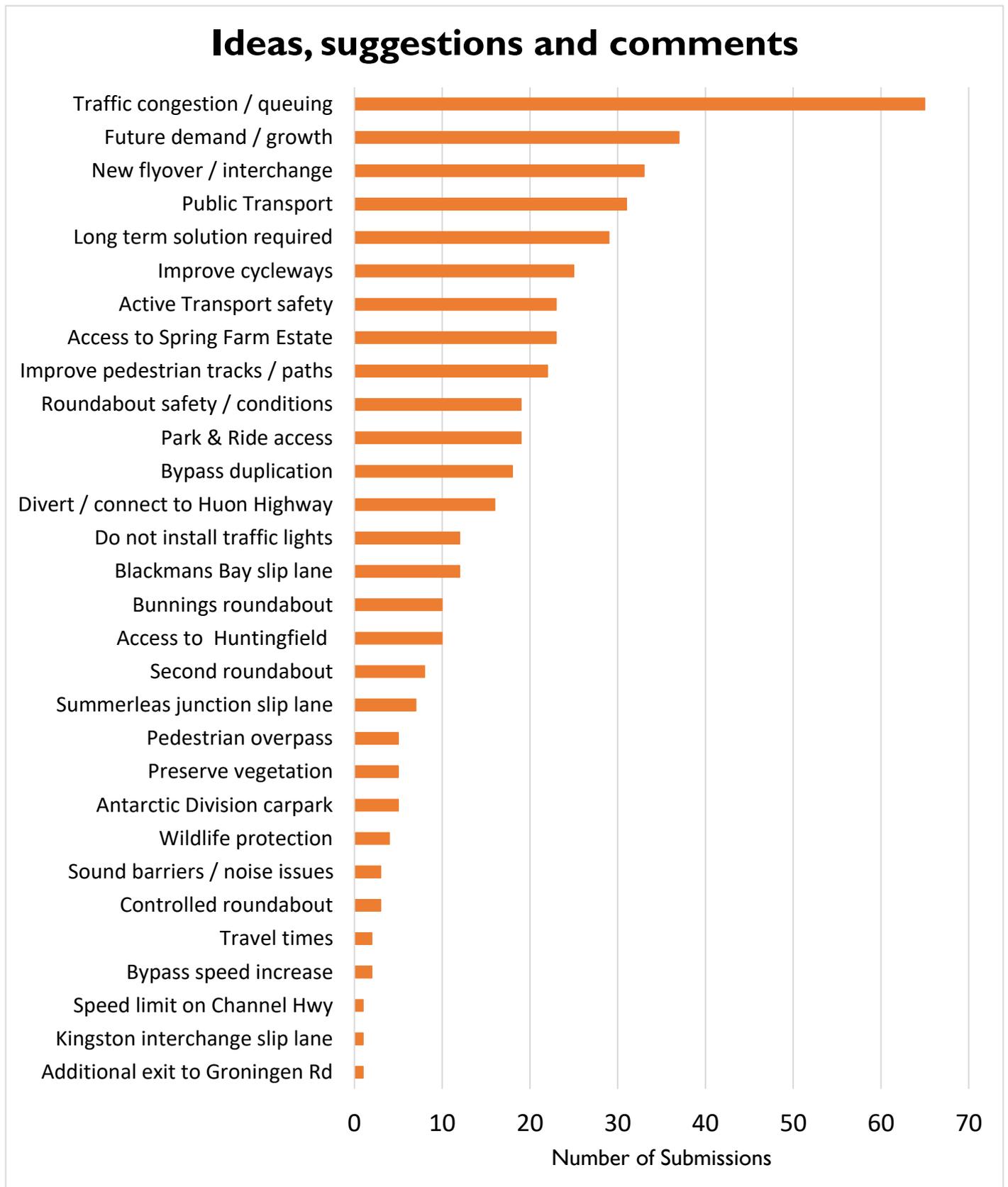


Figure 2: Number of submissions related to each theme



## Feedback from email and phone submissions

We received 24 email submissions and four phone calls. The issues raised in these submissions are arranged under the headings of the key themes:

### *Traffic congestion / queuing*

- Traffic from the Spring Farm development is causing congestion.
- An increase in traffic volume when the Huntingfield park and ride facility opens.

### *Future demand / growth*

- Ongoing growth in the area.
- Building a long-lasting solution.

### *Specific safety and access concerns*

- The desire for a flyover for traffic at the Algona Road roundabout.
- Installation of traffic lights at the Algona Road roundabout to control flow.
- Additional slip lanes at the Algona Road roundabout.
- Four lane duplication of the Kingston Bypass.
- Merging difficulties heading north on slip lane from Summerleas Road.
- Additional access points into Huntingfield for vehicles.
- Prioritise the Kingston Bypass to make the Channel Highway a less attractive route for commuters.
- Lack of an off ramp to the Huon Highway past the Summerleas Road intersection.
- Groningen Road on-ramp alignment as a safety concern.
- Speeding motorists on Southern Outlet and Summerleas Road.

### *Pedestrian and cyclist safety and access improvements*

- Improve pedestrian access to Whitewater Road and Spring Farm estates.
- Incorporation of the planned Kingston to Margate cycleway.
- Safety for cyclists using the existing cycle lane at the Algona Road roundabout.
- Upgrade existing bike lanes to be separated from traffic.
- Access for mobility scooters in the project area.

### *Public transport*

- Priority lanes for buses from all directions.
- Allow for future public transport infrastructure in the area.

### *Environmental and other concerns*

- Wildlife protection in the study area.
- Preservation of green spaces.
- Noise issues for residents near the highway, particularly in Firthside.

### Feedback from workshops

During the consultation period in December 2021, the project team met with government and community representatives in two workshops. The following is a summary of the points highlighted during the workshop discussions:

#### Workshop 1: Government and key transport industry bodies

- Bus frequency will increase at the Algona Road roundabout with the opening of the Huntingfield park and ride facility.
- Prioritise public transport and active transport options.
- Consider access to bus stops during planning and design stages.
- Connections for cyclists and pedestrians are already planned by Kingborough Council.
- Some zoning restrictions exist on land around the project site at the Algona Road roundabout.
- Land acquisition could provide access for active transport links.
- Consider bus only lanes and transit lanes to promote public transport.

#### Workshop 2: Government, active transport and community

- Future access to Spring Farm Estate via Maddocks Road.
- Traffic modelling needs to reflect all planned land use, growth and developments in the area.
- Impact on the existing noise reduction earth mound.
- Planned off-road shared path to be considered and not precluded in design.
- An underpass from Huntingfield to Whitewater Creek and facilities to walk, ride and scooter to the new park and ride facility.
- Infrastructure is required for the Whitewater Road / Spring Farm area, with only one entrance/exit.
- Grade separation to be provided for people walking and riding. A pedestrian/cycle overpass or underpass.
- Current Algona Road pedestrian underpass needs to be better connected.
- A gap exists in the trail network around the Algona Road roundabout.
- Include information from the Kingborough Bicycle Plan in planning.
- Left-hand slip lane at the Australian Antarctic Division is too short.
- A development application for a service station and fast-food store on the “wedge” next to Spring Farm Road is likely to increase traffic.
- Include design treatments and beautification in the eventual proposed design option.

## Outcomes and next steps

The objectives of this engagement were to collect feedback on the current conditions of the Algona Road roundabout and Kingston Bypass and represent them fairly to the project team for consideration as part of the project. This report is a summary of the outcome of the engagement.

Key issues, ideas and concerns from the community received through the public consultation will help to inform the prioritised list of design solutions to enhance safety for all road users, improve travel time reliability and provide greater choice for trips in the project area.

The Department of State Growth and the project team are very appreciative of everyone who has made time to participate in this project and contribute valuable feedback. The design team will consider this feedback when shortlisting the potential design solutions which will be presented in the next round of public consultation. Please keep an eye on the Transport website for details at [www.transport.tas.gov.au/kingston-bypass-algona-roundabout](http://www.transport.tas.gov.au/kingston-bypass-algona-roundabout)



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