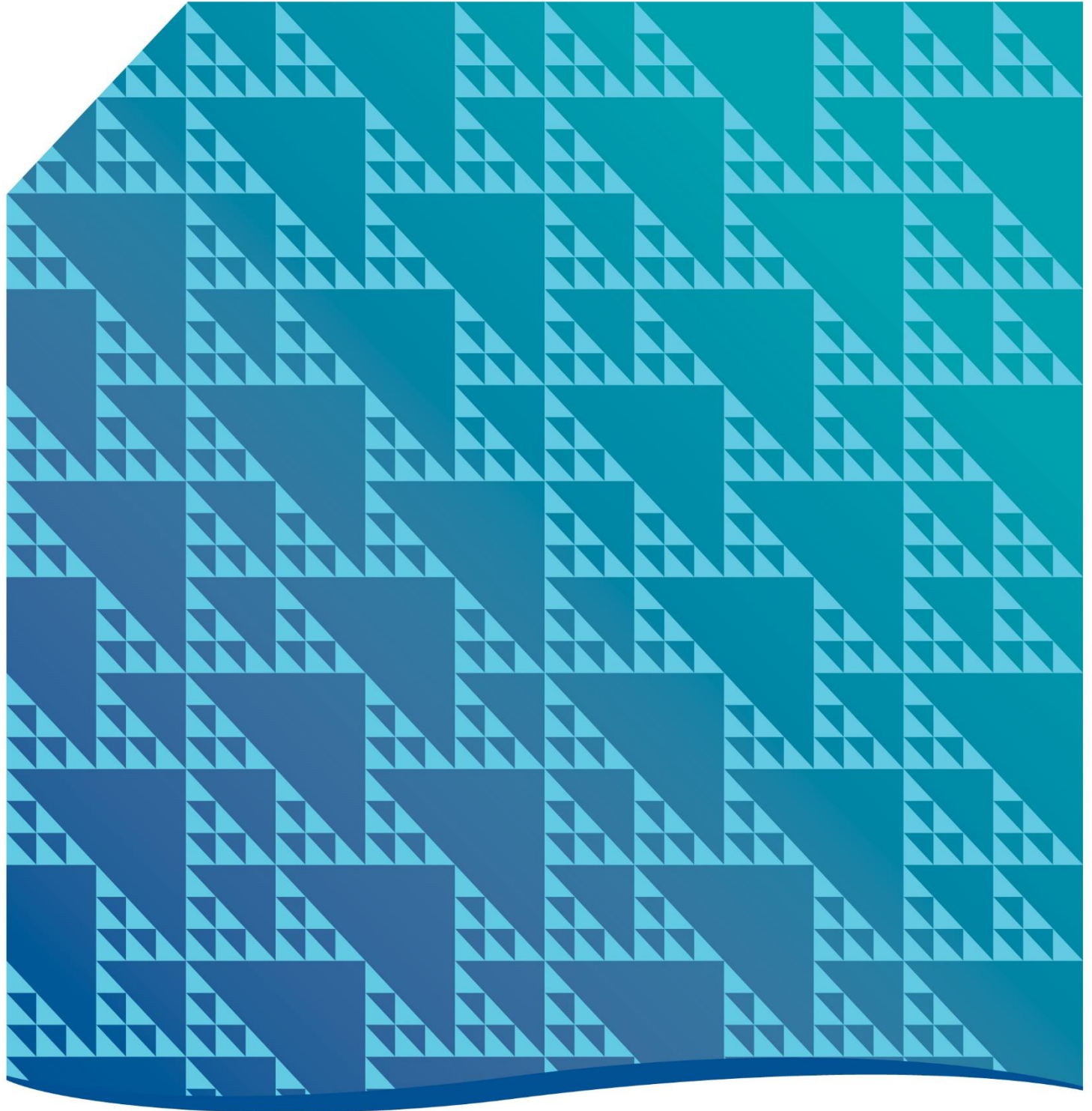


**West Tamar Highway –  
Launceston to Legana Corridor  
Strategy**

**February 2022**

# Consultation and Feedback Findings Summary



## Summary

The Department of State Growth has completed a corridor study along the West Tamar Highway between Launceston and Legana. This report summarises consultation with stakeholders and the public for Stage 2 of the project, which is the development of a Corridor Improvement Plan.

The Corridor Improvement Plan identifies a range of options for improving the safety and connectivity of the West Tamar Highway between Launceston and Legana. The concepts are prioritised and costings are developed for funding approval to guide investment over the next 20 years.

Following the assessment of the Stage 1 feedback, the Department developed 13 improvement opportunities based upon criteria including safety, constructability, value for money and public interest.

The Stage 2 consultation invited stakeholders and the public to provide feedback on the 13 improvement opportunities so the Department could use this feedback to inform the final Corridor Improvement Plan. The opportunity to provide feedback was promoted via a postcard to residents in the study area, a media release, a Social Pinpoint interactive map, a dedicated project webpage on the Transport website, a display at West Tamar Council Riverside office and via two separate posts on the RoadsTas Facebook page.

A total of 344 pieces of feedback were received during Stage 2. Most feedback was provided via Social Pinpoint and Facebook. Formal submissions were received from Bicycle Network, RACT and Tamar Bicycle Users Group.

The feedback for Stage 2 has been reviewed and the engagement conclusions are below.

The public and key stakeholders voiced support for the following improvement opportunities into the next phase of the project, with consultation feedback to be incorporated as required and further specific engagement completed to refine designs:

- Review of all speed limits between Launceston and Legana.
- Review of traffic signal timing between Launceston and Legana.
- Duplication and shoulder widening between Freshwater Point Road and Acropolis Drive.
- Improvements to Bridgenorth Road intersection.
- Improvements to Cleghorn Avenue and Riverside Drive intersections.
- Improvements to Forest Road (North) and Allawah Street intersections (consideration to be given to this intersection as part of the Barnes Hill duplication).
- Installation of traffic signals at Forest Road (South) intersection, including a new signalised pedestrian crossing.
- Improvements to Riverview Road intersection.
- Changes to lane arrangements at Brisbane Street/Margaret Street intersection.
- Review of bus services between Launceston and Legana (including frequency and bus stop locations).

The public and key stakeholders require more consultation on the following improvement opportunities before progressing into their next phases:

- Feedback received was mixed in regard to what would be the best pedestrian crossing solution. Further consultation to investigate pedestrian crossing alternatives.

- Consider options to improve pedestrian crossing between Ecclestone Road and Windsor Drive and across the left turn slip lane from West Tamar Highway to Ecclestone Road.

Duplication of single lane section through Barnes Hill.

- Feedback to this option was mixed and many alternative solutions were suggested to avoid any property acquisition. Further consultation to understand the impacts and concerns of property owners in the area, including investigating alternative solutions received.

Review of on-road cycling facilities between Launceston and Cormiston Road.

- While there was support for this improvement opportunity, there is also strong support for an alternative option being an off-road shared path the entire length of the West Tamar Highway which should be further investigated.

The study was funded by the Tasmanian Government as part of the implementation of the Launceston and Tamar Valley Traffic Vision.

The Department thanks all community and stakeholders for their contributions.

## Project Overview

Over the past 10 years, Legana has experienced significant residential growth. The duplication of the West Tamar Highway between Riverside and south of Legana has also made this area more attractive to commuters.

In March 2018, the Tasmanian Government committed to the implementation of the Launceston and Tamar Valley Traffic Vision. The Launceston and Tamar Valley Traffic Vision includes a suite of projects to address congestion and improve safety and travel time reliability on the Launceston and Tamar Valley road network.

The Department completed a corridor study along the West Tamar Highway between Launceston and Legana, resulting in the development of a Corridor Improvement Plan.

The Corridor Improvement Plan identifies 13 options for improving the safety and connectivity of the West Tamar Highway between Launceston and Legana. The concepts are prioritised by the Department and costings are developed by the Department for funding approval to guide investment over the next 20 years.

The project objectives of the Corridor Improvement Plan are to:

- improve connectivity between West Tamar residential areas at Legana and Riverside with Launceston for all transport modes
- improve safety for all road users
- improve traffic flow and the reliability of travel times along the West Tamar Highway.

The study area includes the section of the West Tamar Highway from the Brisbane Street/York Street couplet to McEwans Road, north of Legana. Within this study area, there are four sections (Figure 1):

- Margaret Street to Pomona Road
- Pomona Road to Cormiston Road
- Cormiston Road to Acropolis Drive
- Acropolis Drive to McEwans Road.

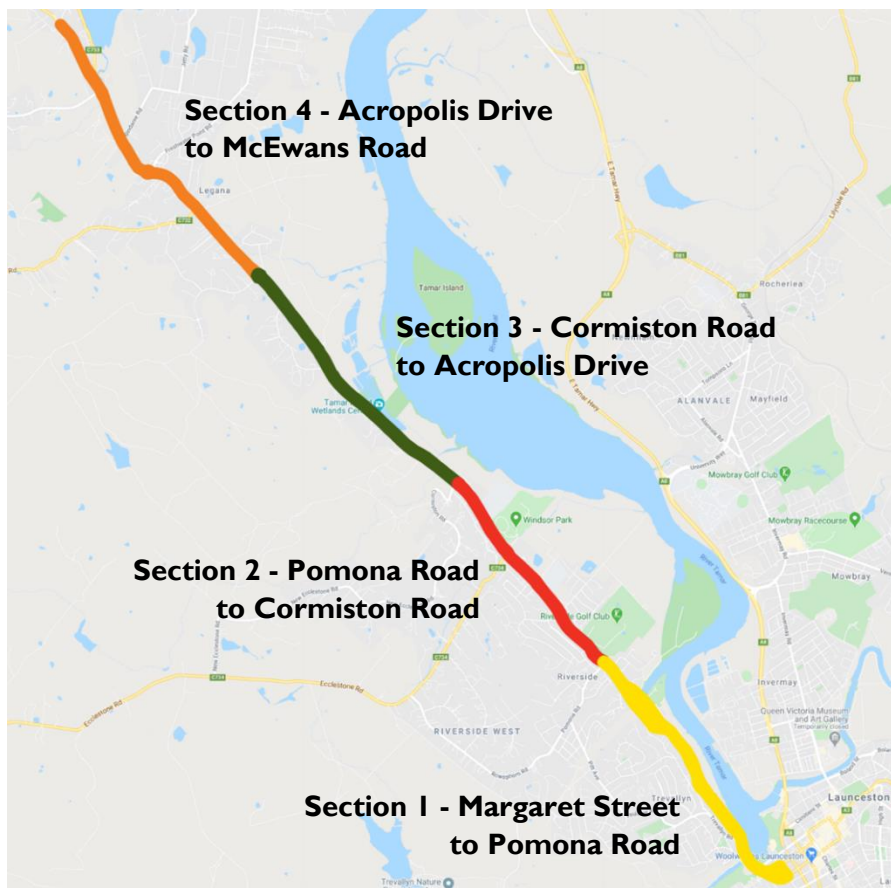


Figure 1 Project location map - West Tamar Highway between Launceston and Legana

## Consultation

Engagement activities completed over both stages are in Table I below.

Table I Engagement activities

Date	Tool or Method	Distribution or Promotion
<b>STAGE I</b>		
30 September 2019	Investment logic mapping workshop	Direct invitation
5 December 2019	Meeting with City of Launceston (elected members)	Direct invitation
17 December 2019	Meeting with West Tamar Council (elected members)	Direct invitation
7 April 2020	Working group meeting	Direct invitation
17 April 2020	Community notification	Community notification, feedback form and reply paid envelope sent to residents within study area  <i>Note: Due to COVID-19 and social distancing measures, the Department was unable to host face-to-face community information sessions in the West Tamar area during the development of the study. To afford residents without internet access an opportunity to provide their feedback, a feedback form and reply paid envelope was posted to more than 2000 households in the study area</i>
22 April 2020	Launch of consultation	Community notification (letter), project webpage, media release, RoadsTas social media post, email to key stakeholders, public notice
22 April 2020	Launch of Social Pinpoint and project webpage	Launch of Social Pinpoint interactive map and project webpage on the Department's Transport website ( <a href="http://www.transport.tas.gov.au">www.transport.tas.gov.au</a> )
24 April 2020	Media release	Media release issued by Minister for Infrastructure and Transport
24 April 2020	Facebook post	Facebook post published on RoadsTas social media promoting consultation
5 May 2020	Facebook post	Facebook post published on RoadsTas social media promoting consultation
6 May 2020	Email	Invitation to provide formal feedback submission sent to the following organisations: <ul style="list-style-type: none"> <li>• Bicycle Network</li> <li>• Department of Education</li> <li>• RACT</li> <li>• Tamar Bicycle Users Group</li> <li>• Tasmanian Farmers and Graziers Association</li> <li>• Tasmanian Transport Association</li> <li>• Manion Coaches</li> <li>• Metro Tasmania</li> <li>• Tasmanian Redline</li> </ul>

Date	Tool or Method	Distribution or Promotion
		<ul style="list-style-type: none"> <li>• Tassielink</li> <li>• McDermott's Coaches</li> <li>• Tasmania Coachlines.</li> </ul>
21 May 2020	Working group meeting	Direct invitation
17 June 2020	Working group meeting	Direct invitation
August 2020	West Tamar Highway – Launceston to Legana Corridor Study Interim Community Consultation and Feedback Report added to project webpage	Facebook post published on RoadsTas social media
21 September 2020	Meeting with West Tamar Council	Direct invitation
<b>STAGE 2</b>		
20 July 2021	Meeting with West Tamar Council (elected members)	Direct invitation
21 July 2021	Launch of consultation on improvement opportunities	Community notification (postcard), Social Pinpoint interactive map, project webpage, media release, display at West Tamar Council Riverside office
21 July 2021	Facebook post	Facebook post published on RoadsTas social media promoting consultation
2 August 2021	Facebook post	Facebook post published on RoadsTas social media promoting consultation

# Feedback Summary

## Stage I Feedback

During the Stage I consultation period between 22 April 2020 and 7 May 2020, the public and key stakeholders provided valuable input and suggested a range of possible improvements for the West Tamar Highway. A total of 576 pieces of feedback were received during Stage I. Feedback was received via Social Pinpoint, Facebook, email, feedback forms and formal submissions.

The key findings from Stage I were grouped into six themes (in no particular order):

1. cycling safety and infrastructure
2. congestion
3. speed limits
4. Tamar River crossing
5. public transport
6. safety.

The feedback was collated with traffic data and assessed by the Department. Thirteen improvement opportunities were developed by the Department based upon criteria including safety, constructability, value for money and public interest (Figure 2). The 13 improvement opportunities were presented to the public and key stakeholders in Stage 2.

For the full summary of feedback from Stage I, please refer to *West Tamar Highway – Launceston to Legana Corridor Study Interim Community Consultation and Feedback Report*.

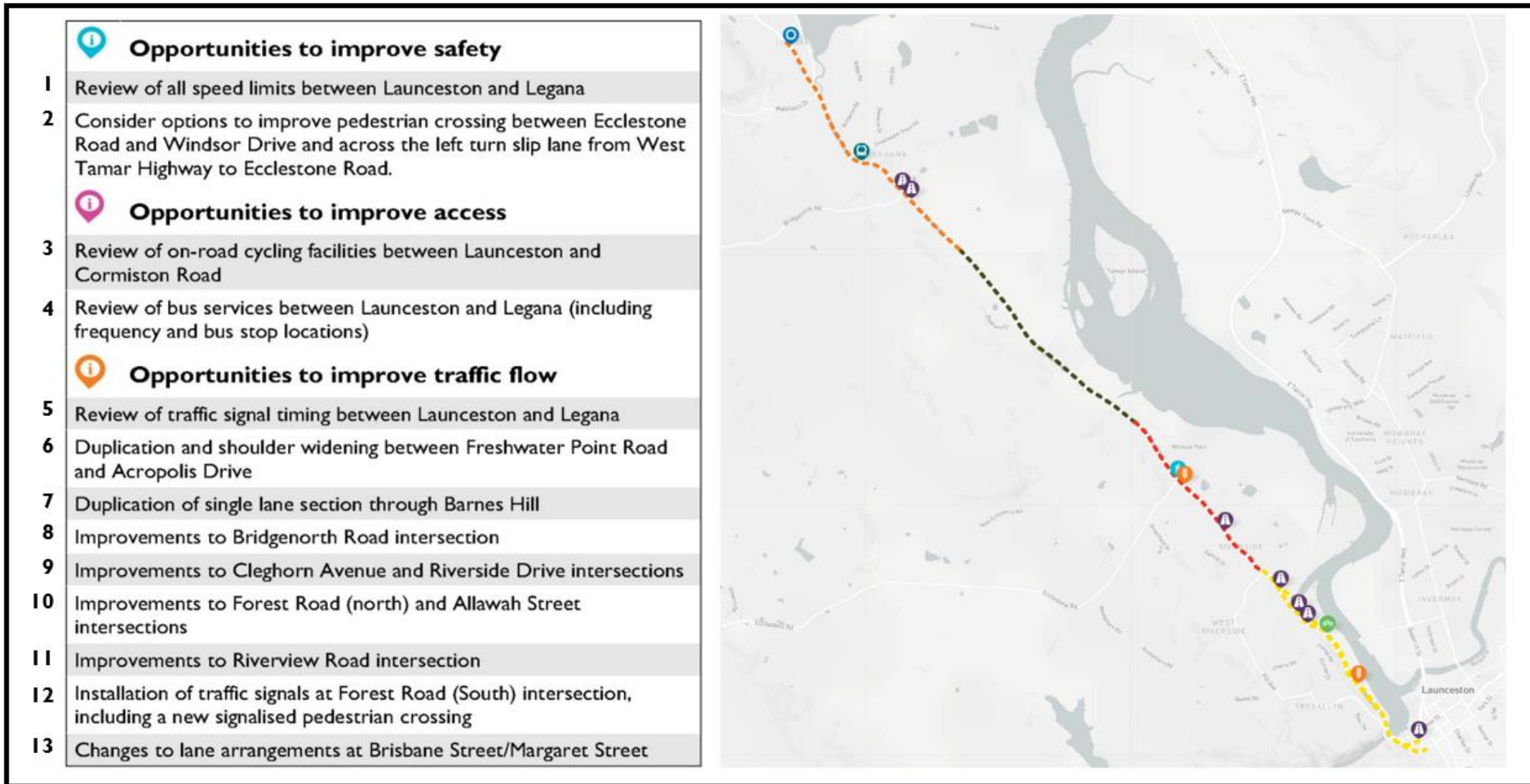


Figure 2 The corridor improvement opportunities identified in Stage 1 and taken to public consultation in Stage 2.



## Stage 2 Feedback

Between 21 July 2021 and 18 August 2021, the 13 improvement opportunities were shared with the public and key stakeholders via an online interactive map, the Transport website and Facebook page and displayed at the West Tamar Council Riverside office.

A total of 344 pieces of feedback were received through the following channels:

- 231 comments from 117 individuals via the Social Pinpoint interactive map
- 89 comments over two RoadsTas Facebook posts
- 11 feedback forms and letters
- 13 emails and formal submissions.

## Feedback Themes

Following a review of all feedback received in Stage 2, the key themes/improvement opportunities have been summarised Table 2 below in response to each improvement opportunity presented.

- 1. Review of all speed limits between Launceston and Legana.** *The intention of this review is to better match speed limits to standards as well as driver expectations and the current road environment. The final decision in relation to the speed limits will need to go through a formal review process.*
- 2. Consider options to improve pedestrian crossing between Ecclestone Road and Windsor Drive and across the left turn slip lane from West Tamar Highway to Ecclestone Road.** *Upgrades are proposed to increase the level of safety for pedestrians crossing. Upgrades might include the formalisation of the pedestrian crossing of the left turn slip lane from West Tamar Highway to Ecclestone Road with a zebra crossing and signage or similar and a review of signal operation and crossing layout of the northern crossing point between Ecclestone Road and Windsor Drive.*
- 3. Review of traffic signal timing between Launceston and Legana.** *Review traffic signal timing and coordination to improve traffic efficiency, including pedestrian signalised crossings. Intersections considered include Cormiston Road, Ecclestone Road, Riverside Drive, Pomona Road and Margaret Street.*
- 4. Duplication and shoulder widening between Freshwater Point Road and Acropolis Drive.** *This improvement would duplicate the existing single carriageway between Freshwater Point Road and Acropolis Drive to improve traffic efficiency and cater for expected growth and widen the road to provide southbound sealed shoulders between Bridgenorth Road and Legana Park Drive to improve safety for vehicles and cyclists.*
- 5. Duplication of single lane section through Barnes Hill.** *We are currently looking at options to duplicate the single lane section of Barnes Hill to include two traffic lanes and a cycle lane in the northbound direction. This area is highly constrained, and consideration will need to be made to the impacts to property accesses and parking, as well as accommodation of large vehicles.*
- 6. Improvements to Bridgenorth Road intersection.** *We are currently looking at upgrade options to improve the intersection at Bridgenorth Road. This upgrade may include an uncontrolled intersection with acceleration lanes, installation of traffic signals or a roundabout.*
- 7. Improvements to Cleghorn Avenue and Riverside Drive intersections.** *There is potential to improve the access and egress arrangements for the intersections of Cleghorn Avenue, Riverside Drive and Brownfield Lane with the West Tamar Highway, which would improve performance and safety.*

8. **Improvements to Forest Road (North) and Allawah Street intersections.** *There is potential for improvements to the alignment and line marking of the Allawah Street intersection and improved access from Forest Road (North).*
9. **Improvements to Riverview Road intersection.** *Potential improvement options include creating a new right turn lane in the southbound direction, extending the existing northbound right turn lane and improving line marking.*
10. **Installation of traffic signals at Forest Road (South) intersection, including a new signalised pedestrian crossing.** *This improvement would install traffic signals at the Forest Road (South) intersection, including a new signalised pedestrian crossing. This upgrade will improve access and egress for traffic from Forest Road onto the highway and improve safety for pedestrians crossing the highway to access the West Tamar Trail.*
11. **Changes to lane arrangements at Brisbane Street/Margaret Street intersection.** *Review the lane arrangement at Margaret Street junction to potentially increase the number of through lanes on the West Tamar Highway approach and increase the length of the left and right turn lanes.*
12. **Review of on-road cycling facilities between Launceston and Cormiston Road.** *This option would review the gaps in current and newly built cycling facilities to greatly improve safety for bike riders and improve the performance and reliability of travel along the corridor. Further impacts on parking and access will need to be considered.*
13. **Review of bus services between Launceston and Legana (including frequency and bus stop locations).** *The review of bus services along the West Tamar Highway corridor could include more direct routes via the West Tamar Highway, an increase in bus frequency and rationalisation of bus stops to provide more efficient spacing.*

### Social Pinpoint Breakdown

Social Pinpoint is an online platform which allows the public to provide feedback anonymously via an interactive map. Social Pinpoint was advertised via a link on the Transport website and two RoadsTas Facebook posts.

Table 2 Social Pinpoint summary

<b>Total Visits</b>	<b>Unique Visits</b>	<b>Average Time</b>	<b>Unique Comments</b>	<b>Total Comments</b>
<i>The total number of visits to the site</i>	<i>The total number of unique visits (people viewing the site)</i>	<i>The average time people spend on the site</i>	<i>The total number of people who commented</i>	<i>The total number of comments</i>
2318	845	3:17 minutes	117	231

The public were able to provide comments by selecting the improvement opportunity and adding a comment.

Key themes identified were:

- mixed levels of support for the duplication of the single lane section through Barnes Hill
- a roundabout to be constructed at Bridgenorth Road intersection
- improving access to Riverside High School
- safer access to Allawah Street

- strong support for duplication and shoulder widening between Freshwater Point Road and Acropolis Drive
- more regular buses through the section of highway, especially during peak times
- construction of an off-road shared path to better accommodate pedestrian and cyclist safety
- support for either a new Tamar River crossing or Riverside bypass.

## Facebook Breakdown

Two posts were published on the RoadsTas Facebook page during the consultation period.

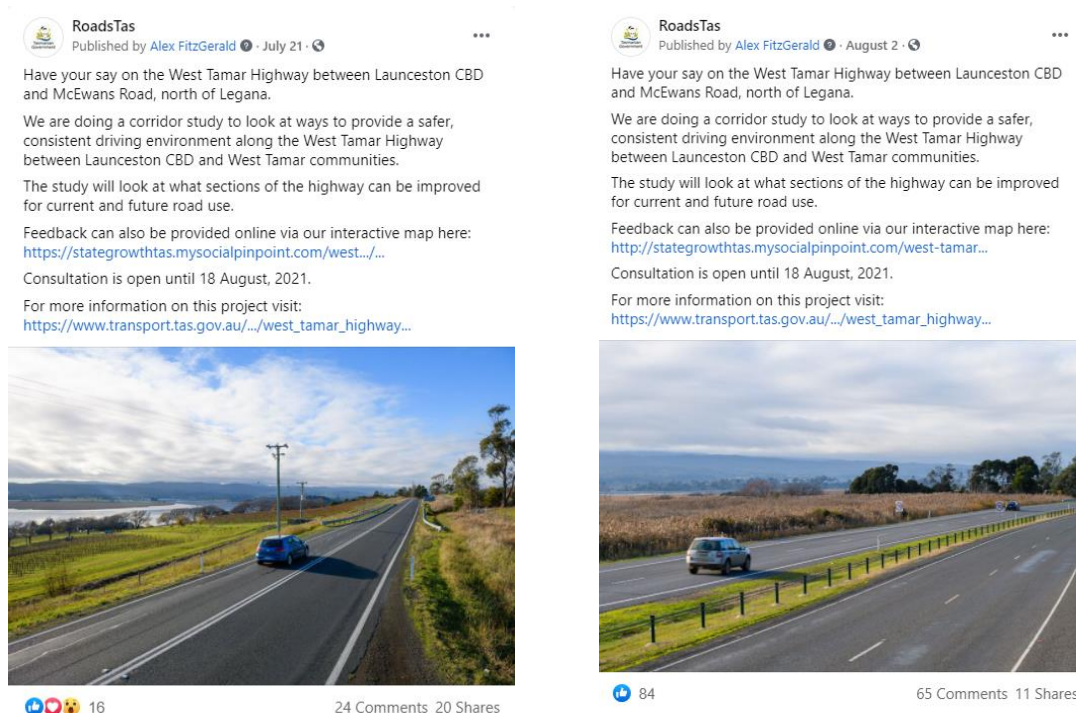


Image 1 and 2 21 July 2021 RoadsTas Facebook post and 2 August 2021 RoadsTas Facebook post

Table 3 RoadsTas Facebook summary

Date	Total Comments	Total Shares	Total Reactions	Total Engagements	Reach
21 July 2021	24	24	16	1,007	15,164
2 August 2021	65	11	91	1,219	17,700

The 21 July post was an organic post, gaining minimal comments and reactions and shares.

The 2 August post was 'boosted' for 10 days to the local area, gaining fewer shares but a much larger number of comments and reactions.

Both posts had mostly positive reactions, with the 21 July post having 16 'Like' and two 'Love' reactions while the boosted 2 August post had 91 reactions, all of which were 'Likes.'

There were more than 2 200 total engagements across the two posts, with the boosted post exceeding 1 200 engagements. Total engagements represent the sum of all comments, shares, reactions and all clicks, including link clicks, clicking to see all text, and clicking to expand the main image to full screen size.

The key themes identified were:

- support for a new Tamar River crossing
- the highway to be dual lanes all the way
- Concerns about cyclists using the highway.

#### Feedback Forms and Letters Breakdown

Feedback forms were available at the display at the West Tamar Council Riverside office. The public also submitted letters to the project team.

*Table 4 Number of feedback forms and letters received*

Total Feedback Forms	Total Letters
7	4

The key themes identified were:

- more regular buses through section of highway, especially during peak times
- a reduction of speed limits through the section of highway
- support for either a new Tamar River crossing or Riverside bypass
- suggestions to the section of highway between Freshwater Point Road and Acropolis Drive, including making Acropolis roundabout dual lane and a reduction in the speed limit.

#### Emails and Formal Submissions Breakdown




The public sent feedback to [participate@ghd.com](mailto:participate@ghd.com) and formal submissions were received from Bicycle Network, Tamar Bicycle Users Group and RACT.



## Public Consultation Feedback




Following a review of all feedback received in Stage 2, the key themes have been summarised in Table 2 below in response to each improvement opportunity presented.




The Department's response to feedback received is indicated in the third column.

Table 6 Consultation feedback responses



Improvement Opportunity	Community Feedback	The Department's Response
 <p><b>1. Review of all speed limits between Launceston and Legana.</b> <i>The intention of this review is to better match speed limits to standards as well as driver expectations and the current road environment. The final decision in relation to the speed limits will need to go through a formal review process.</i></p>	<p>Twenty-two pieces of feedback were received on this improvement opportunity. A review of speed limits was supported by respondents. Of the feedback received, 18 were in support and two were in opposition. The feedback had differing opinions regarding what the reviewed speed limits should be.</p>	<p>A review of speed limits will be included in the Corridor Improvement Plan as a key consideration. Further engagement is recommended if changes are to be implemented.</p>
 <p><b>2. Consider options to improve pedestrian crossing between Ecclestone Road and Windsor Drive and across the left turn slip lane from West Tamar Highway to Ecclestone Road.</b> <i>Upgrades are proposed to increase the level of safety for pedestrians crossing. Upgrades might include the formalisation of the pedestrian crossing of the left turn slip lane from West Tamar Highway to Ecclestone Road with a zebra crossing and signage or similar and a review of signal operation and crossing layout of the northern crossing point between Ecclestone Road and Windsor Drive.</i></p>	<p>Eight pieces of feedback were received on this improvement opportunity. Of the feedback received, four respondents were in support and four were in opposition. Four respondents requested either an underpass or overpass of the pedestrian crossing between Ecclestone Road and Windsor Drive.</p>	<p>Pedestrian crossings and access at this location will be further considered alongside all safety aspects and a recommendation made in the Corridor Improvement Plan.</p>
 <p><b>3. Review of traffic signal timing between Launceston and Legana.</b> <i>Review traffic signal timing and coordination to improve traffic efficiency, including pedestrian signalised crossings. Intersections considered include Cormiston Road,</i></p>	<p>Fifteen pieces of feedback were received on this improvement opportunity. Of the feedback received, 13 were in support and no respondents indicated opposition. Seven respondents supported the synchronisation of signals along the entire section of highway, especially during peak times.</p>	<p>One of the technical reviews will include traffic signal timing and a recommendation for this opportunity will be included in the Corridor Improvement Plan.</p>

Improvement Opportunity	Community Feedback	The Department's Response
<p><i>Ecclestone Road, Riverside Drive, Pomona Road and Margaret Street.</i></p>		
<p> <b>4. Duplication and shoulder widening between Freshwater Point Road and Acropolis Drive.</b> <i>This improvement would duplicate the existing single carriageway between Freshwater Point Road and Acropolis Drive to improve traffic efficiency and cater for expected growth and widen the road to provide southbound sealed shoulders between Bridgenorth Road and Legana Park Drive to improve safety for vehicles and cyclists.</i></p>	<p>Thirty-seven pieces of feedback were received on this improvement opportunity. Of the feedback received, 28 were in support and one respondent indicated opposition to the proposal. Eight respondents were concerned about the impact the proposed school would have on this section of road, especially during school drop-off and pick up. Six respondents suggested the roundabouts at Freshwater Point Road and Acropolis Drive be upgraded to dual lanes.</p>	<p>Duplication and shoulder widening between Freshwater Point Road and Acropolis Drive will be included in the Corridor Improvement Plan and recommended as a priority, to progress to detailed design and delivery depending on funding and approvals</p>
<p> <b>5. Duplication of single lane section through Barnes Hill.</b> <i>We are currently looking at options to duplicate the single lane section of Barnes Hill to include two traffic lanes and a cycle lane in the northbound direction. This area is highly constrained, and consideration will need to be made to the impacts to property accesses and parking, as well as accommodation of large vehicles.</i></p>	<p>Forty-six pieces of feedback were received on this improvement opportunity. Of the feedback received, 17 were in support and 25 were in opposition. Seven respondents raised concerns about the need for property acquisition and the impact this would have on the property owners. Twenty-one respondents either wanted an alternative solution or suggested alternative solutions. The alternative solutions included:</p> <ul style="list-style-type: none"> <li>• a slip or merge lane</li> <li>• a speed reduction</li> <li>• traffic signals at Forest Road (South) intersection</li> <li>• removal of the bike lane to make up the space required for duplication</li> <li>• a service lane off Deans Lane for safer residential access</li> <li>• grade separation of the section of highway between Deans Lane to Allawah Street</li> <li>• the construction of a new Tamar River crossing or a Riverside bypass.</li> </ul>	<p>Duplication of lanes at Barnes Hill will be assessed and recommendations included in the Corridor Improvement Plan. Given the mixed response from the public it is recommended that further planning and design and stakeholder engagement be undertaken.</p>

Improvement Opportunity	Community Feedback	The Department's Response
	Eight respondents indicated they were directly impacted residents and were concerned the duplication of the highway in this area would make it dangerous for residents and pedestrians.	
 <b>6. Improvements to Bridgenorth Road intersection.</b> <i>We are currently looking at upgrade options to improve the intersection at Bridgenorth Road. This upgrade may include an uncontrolled intersection with acceleration lanes, installation of traffic signals or a roundabout.</i>	Twenty-one pieces of feedback were received on this improvement opportunity. Of the feedback received, 19 were in support and one respondent indicated opposition to the proposal. Sixteen pieces of feedback were supportive of a roundabout and five pieces of feedback were supportive of traffic signals. Two respondents raised concerns about pedestrian safety, regardless of the improvement solution. five respondents highlighted the need to consider the entry to the new proposed school and how this could be provided through improvement to the Bridgenorth Road intersection.	A review of the Bridgenorth Road intersection will be undertaken and detailed in the Corridor Improvement Plan. Given the importance of this location further design work would be recommended to determine the best options for improvements to Bridgenorth Road. This work would be dependent on funding approvals.
 <b>7. Improvements to Cleghorn Avenue and Riverside Drive intersections.</b> <i>There is potential to improve the access and egress arrangements for the intersections of Cleghorn Avenue, Riverside Drive and Brownfield Lane with the West Tamar Highway, which would improve performance and safety.</i>	Nineteen pieces of feedback were received on this improvement opportunity. Of the feedback received, 13 were in support and two were in opposition. Seven respondents suggested improved access to Riverside High School. Three respondents were in support of traffic signals at Brownfield Lane and two respondents in support of a roundabout at Brownfield Lane. Five respondents suggested having more visible signage of the 50km speed limit in the vicinity of the schools. Two respondents queried the need to drive through a car park to access the area.	Improvement recommendations to Cleghorn Avenue and Riverside Drive intersections will be included in the Corridor Improvement Plan and recommended for further design work.
 <b>8. Improvements to Forest Road (North) and Allawah Street intersections.</b> <i>There is potential for improvements to the alignment and line marking of the Allawah Street intersection and improved access from Forest Road (North).</i>	Ten pieces of feedback were received on this improvement opportunity. Of the feedback received, nine were in support. No respondents indicated opposition of this proposal. Five respondents suggested specific improvements. The improvements included: <ul style="list-style-type: none"> <li>• a merge lane onto the highway</li> </ul>	Improvements to Forest Road (north) and Allawah Street will be included in the Corridor Improvement Plan to be considered for further planning and design as part of the Barnes Hill duplication.

Improvement Opportunity	Community Feedback	The Department's Response
	<ul style="list-style-type: none"> <li>• synchronisation of traffic lights</li> <li>• if dual lanes were constructed (see Duplication of single lane section through Barnes Hill improvement opportunity), then a barrier between the two lanes so that traffic is unable to cross, creating a safer exit from Forest Road (North).</li> </ul> <p>Four respondents indicated improvement to safely accessing Allawah Street was needed.</p>	
 <p><b>9. Improvements to Riverview Road intersection.</b> <i>Potential improvement options include creating a new right turn lane in the southbound direction, extending the existing northbound right turn lane and improving line marking.</i></p>	<p>Five pieces of feedback were received on this improvement opportunity. Of the feedback received, two were in support and three were in opposition. Two respondents suggested traffic signals at this intersection, rather than lane or line marking changes.</p>	<p>Improvements to Riverview Road intersection will be included in the Corridor Improvement Plan to be considered as part of the further planning and design work as part of Barnes Hill duplication.</p>
 <p><b>10. Installation of traffic signals at Forest Road (South) intersection, including a new signalised pedestrian crossing.</b> <i>This improvement would install traffic signals at the Forest Road (South) intersection, including a new signalised pedestrian crossing. This upgrade will improve access and egress for traffic from Forest Road onto the highway and improve safety for pedestrians crossing the highway to access the West Tamar Trail.</i></p>	<p>Twenty-five pieces of feedback were received on this improvement opportunity. Of the feedback received, 15 were in support and nine were in opposition. Five respondents raised the need to increase pedestrian safety in this area. Two submissions suggested a roundabout, one a slip lane and one respondent suggested a new Tamar River crossing.</p>	<p>The Department will undertake further planning and design work for traffic signals and a new signalised intersection to accommodate safe pedestrian crossings.</p>
 <p><b>11. Changes to lane arrangements at Brisbane Street/Margaret Street intersection.</b> <i>Review the lane arrangement at Margaret Street junction to potentially increase the number of through lanes on the West Tamar Highway approach and increase the length of the left and right turn lanes.</i></p>	<p>Eight pieces of feedback were received on this improvement opportunity. Of the feedback received, four were in support and two were in opposition. Three respondents suggested moving the bus stop which can block the left lane of the intersection and is considered an unsafe location for children crossing the street in this area.</p>	<p>Assessment of changes to lane arrangements at Brisbane/Margaret Street intersection will be assessed and considered in the Corridor Improvement Plan.</p>



Improvement Opportunity	Community Feedback	The Department's Response
 <p><b>I2. Review of on-road cycling facilities between Launceston and Cormiston Road.</b> <i>This option would review the gaps in current and newly built cycling facilities to greatly improve safety for bike riders and improve the performance and reliability of travel along the corridor. Further impacts on parking and access will need to be considered.</i></p>	<p>Twenty-eight pieces of feedback were received on this improvement opportunity, including three formal submissions from RACT, Bicycle Network and Tamar Bicycle Users Group. Of the feedback received, 24 indicated support for the proposal. Seventeen respondents, including Bicycle Network and Tamar Bicycle Users Group, suggested the construction of an off-road shared path between Launceston and Legana instead of concentrating on just on-road facilities. Nine respondents recommended the review include the entire length of the West Tamar Highway rather than only between Launceston and Cormiston Road.</p> <p>RACT also suggested measures such as:</p> <ul style="list-style-type: none"> <li>• an on-road separated cycleway between Riverside and Launceston for commuter cyclists</li> <li>• extension of the shared path beyond the Tailrace Centre at Riverside through to the Tamar Island wetlands and Legana</li> <li>• provision of recreational cycling facilities between Legana and Riverside.</li> </ul> <p>Bicycle Network commented that off-road shared paths will encourage a much wider group of cyclists and noted the proposed school at Legana will increase demand for off-road cycling. Six respondents, including Bicycle Network and Tamar Bicycle Users Group, suggested there is a need to ensure paths are sealed, well-lit and free of material that cause hazard to cyclists, such as rubbish and loose debris.</p>	<p>The Department will undertake further planning and design work for safe and accessible off road/on road cycle lane from Launceston to Legana, pending funding.</p>
 <p><b>I3. Review of bus services between Launceston and Legana (including frequency and bus stop locations).</b> <i>The</i></p>	<p>Twelve pieces of feedback were received on this improvement opportunity, including a formal submission from RACT. Of the feedback, all were in</p>	<p>Feedback related to public transport is being provided to the Public Transport Branch of the</p>

Improvement Opportunity	Community Feedback	The Department's Response
<p><i>review of bus services along the West Tamar Highway corridor could include more direct routes via the West Tamar Highway, an increase in bus frequency and rationalisation of bus stops to provide more efficient spacing.</i></p>	<p>support. Seven respondents requested more frequent buses, especially at peak times. Three respondents requested an extension of the Metro Tasmania bus network past Legana and improved bus stop signage. Two respondents suggested a park and ride facility at Riverside. RACT suggested any works should consider prioritisation measures for buses and the development of dedicated infrastructure could incentivise public transport and help to alleviate congestion, particularly if implemented between Riverside and Launceston.</p>	<p>Department to consider as part of a review of bus services.</p>

## Response

The feedback captured in the *West Tamar Highway Launceston to Legana Study Public Consultation Summary Report* details how the Department intends to address the feedback received, through the development of the *Corridor Improvement Plan*.

The *West Tamar Highway Corridor Improvement Plan* will address the current and future needs for upgrade along the corridor.

## Timing

The timeline for the Strategy's development and implementation is outlined below.



## Next Steps

The feedback received has been used alongside the results of the technical design assessment of the road corridor to finalise the development of the Corridor Improvement Plan. The Corridor Improvement Plan will identify safety and efficiency upgrade opportunities and prioritise sections of the corridor for upgrades.





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