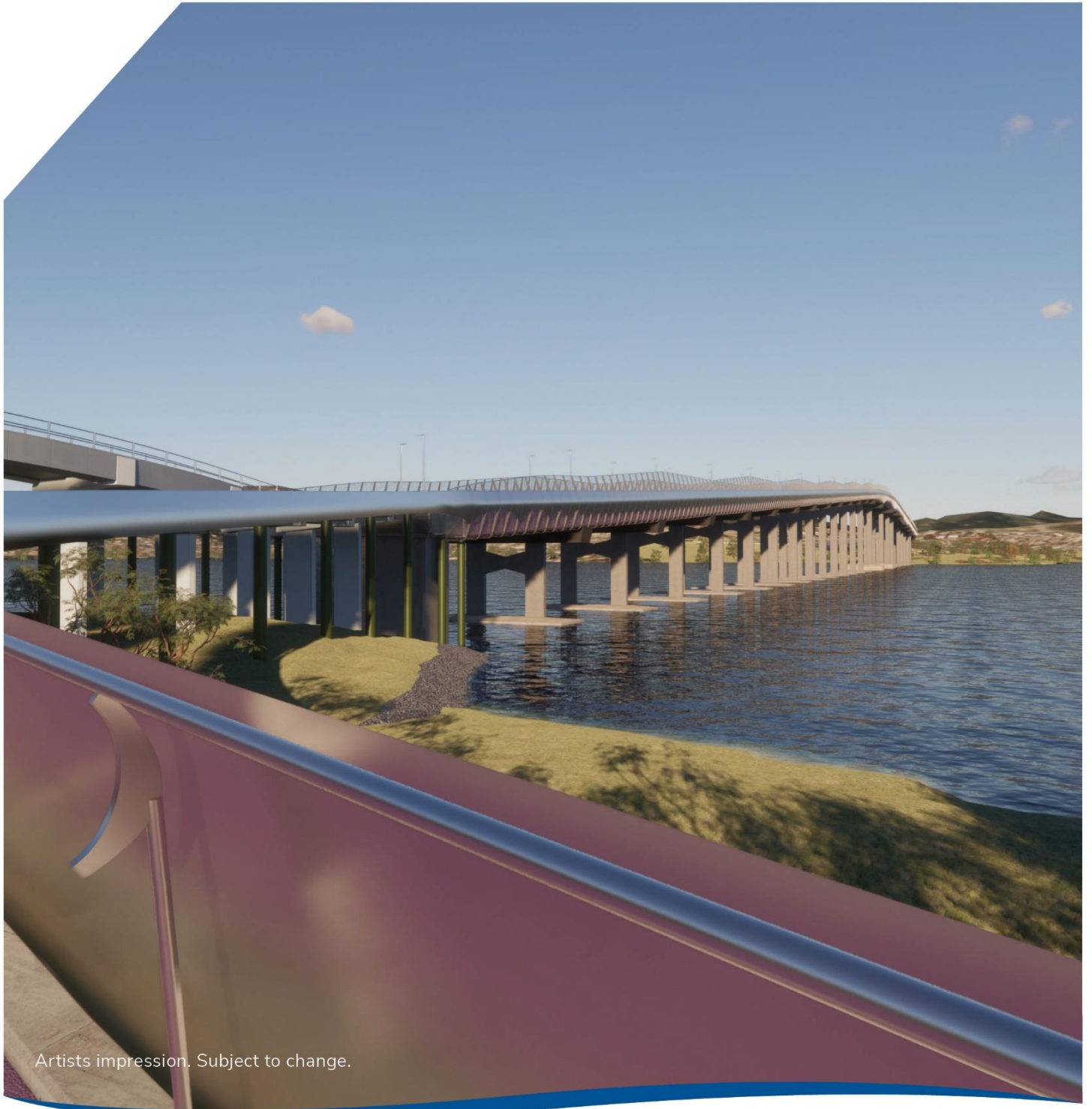


Tasman Bridge Pathways Upgrade
August 2022

Concept Design Consultation Summary



Artists impression. Subject to change.



Australian Government



**Tasmanian
Government**

About the Project

The Department of State Growth is starting an exciting major upgrade to the Tasman Bridge, to bring it in line with modern use and ensure ongoing safety, functionality and an attractive appearance.

The upgrade will feature a 3.5 m wide pathway on both sides of the bridge for enhanced cyclist and pedestrian access. Improvements will include higher safety barriers, upgraded maintenance infrastructure and inspection gantries, along with feature and security lighting. When completed, it will strengthen the bridge, increase safety and improve active transport connections between the eastern and western shores.

The upgrade will also include a new lane use management system for lane control during peak hours. This will improve traffic flow by automating lane management tasks previously done manually. It will also improve worker safety by removing the need for field crews to be on the road.

This will be the first major upgrade to the Tasman Bridge since 1975 following the *SS Lake Illawarra* collision, with \$130 million committed by the Australian and Tasmanian governments.

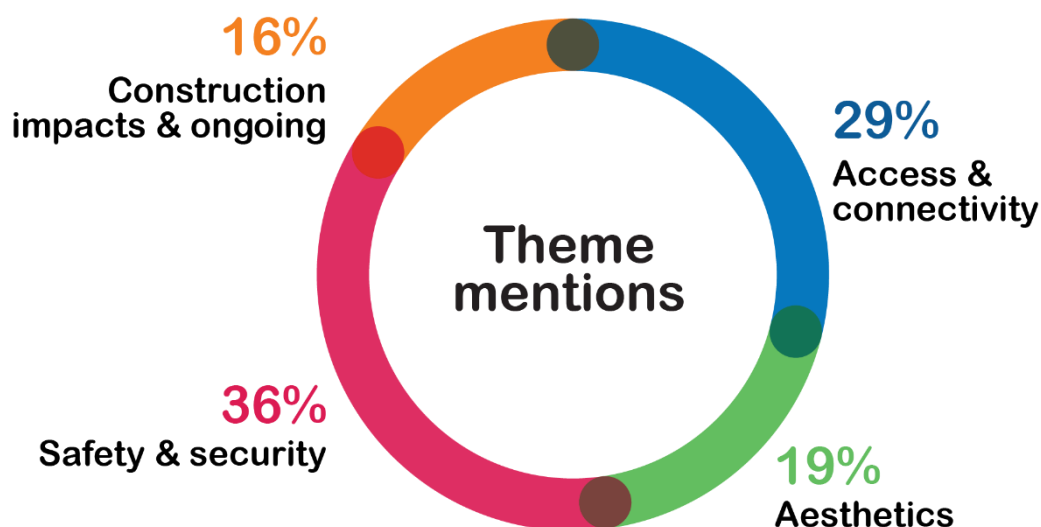
Consultation Approach

The aim of this initial phase of consultation was to introduce the project and invite feedback on the concept design with key stakeholders and the community. General questions were posed around the themes of:

- accessibility
- safety and security
- aesthetics.

Consultation sessions with key stakeholder groups were undertaken followed by a three-week period of public consultation. Traditional Custodians were part of the key stakeholder consultation, with representatives from the Tasmanian Aboriginal Centre and Karadi Aboriginal Corporation participating.

The community were invited to provide feedback via a Social Pinpoint website, and via the GHD Participate email and telephone line. A total of 397 public responses were recorded. Comments received often included multiple topics/concerns raised within the one response. Percentages below are calculated by number of mentions that referred to the respective themes:



Key Findings

Cycling - the majority of feedback received during the public consultation related to cycleways and cycling generally. Feedback indicates that how the new pathways will improve access and safety for cyclists is of significant interest to the community.

Improved connections - improved connections to the intercity cycleway, existing cycle paths and main roads on either side of the bridge is desired, specifically, the Clarence Foreshore Trail, Rosny, Bellerive and Lindisfarne with safe road crossings and access to the Domain and East Derwent Highways.

Accessibility and Active Transport - the community is excited that the new pathways will improve accessibility and active transport such as cycling, walking and other physically active ways of travelling that can be undertaken alone or with public transport. The community would like to see additional measures taken to encourage the uptake of public transport use, including buses and ferries to reduce reliance on motor vehicles. Provision for hygiene facilities for dogs was raised as a need. Cycling groups indicated that banning dog walking on the cycle path (as is the case for the intercity cycleway) is preferred.

Rest stops/viewing points - viewing points that don't obscure views for small children and wheelchair users, rest stops and protection from bad weather along the bridge were requested.

Colour - feedback did not identify a specific colour preference for pathways or lighting but rather, broadly identified that colour is important. People would like to see programmable lighting on the exterior of the bridge for different events such as NAIDOC week, Dark Mofo and other celebrations and occasions. The community recognise the Tasman Bridge's iconic status and feel strongly about how its visual appeal reflects and defines the city's character.

Instructional signage, artwork and storytelling - including opportunities for public art, storytelling and creative design is important to all stakeholder groups. Traditional Custodians would like to see their culture included and appropriately represented through storytelling as part of this significant upgrade. Clear instructional signage to direct safe user behaviour is also requested.

Barrier design - most safety and security feedback related to the design of the barriers and railings defining the paths. People are concerned that the inward slope/lean of the barriers will increase the likelihood of collision and catch points for cyclists. An adequately high barrier between the road and pathway is also desired. All barriers/railings should have smooth surfaces to deter climbing and deflect lateral movement such as a cyclist brushing past. The community would like views maintained, clear sightlines and good visibility along the paths, particularly for cyclists at the connection points on either shore. Wind protection is also important.

Separation of modes of transport - Feedback indicates that the public prefer the separation of modes of transport to ensure pedestrian and cyclist safety. Clear line markings, instructional signage and educating users on appropriate behaviour in relation to speed and keeping left to reduce the potential for collision is deemed important. Suggestions were made for one way flow for each pathway, a designated pathway for pedestrians and the other for cyclists, or clearly marked lane divisions to manage different user behaviour and variations in speed.

Lighting, security cameras and call help - lighting for pathways, especially for night-time use and at the eastern and western shore connection points was identified as important in regard to safety and security. The community would like well-lit paths to ensure that users feel safe. Security cameras and safety lighting for the looping pathway under the bridge on the eastern shore was requested. Emergency call help points along the pathways were requested for emergency situations.

Traffic management - an emerging theme from the feedback related to traffic management during and after construction. The community is sensitive to the impacts that construction will have on traffic movements and how this will be effectively managed to minimise disruption.

Conclusions and recommendations

Overall, stakeholder and community feedback indicates that improving connections to existing pathways and cycleways is strongly desired by the community.

The community want non-climbable barriers without catch points that maintain views and provide wind protection. Clear instructional signage to guide user behaviour is recommended.

Aesthetics and design are of interest with provision for integrated design/Public Art desired by the community and a range of stakeholders, including Traditional Custodians. It is recommended that opportunities for further involvement of Traditional Custodians be considered.

Communicating how construction impacts, particularly on traffic management will be managed, and the project delivery process generally, would be helpful in the next phase of consultation. There is opportunity to increase public awareness around how infrastructure projects are delivered and how community feedback is used to inform decision making processes.

Stakeholders and engaged community members will play an important role in supporting delivery of the project and can act as project champions within the broader community to support positive sentiment. This project can also be a catalyst to encourage and promote active transport and public transport which could be emphasised more in project messaging.

Next Steps

This initial stakeholder and community feedback will be used to inform the next phase of the design.



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