Community Consultation and Feedback Report

Goderich Street Intersection
Upgrades Invermay
November 2019
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Executive summary

The purpose of this report is to provide an overview of the community consultation phase of the Goderich Street Intersection Upgrades Invermay project, and summarise the issues raised by community members and stakeholders during this consultation.

This project involves undertaking the development and delivery phase for upgrades to the Forster Street / Goderich Street intersection and the Gleadow Street / Goderich Street intersections. These updates are necessary to meet future demand of the Invermay road network, created in part, by new major developments and the relocation of large local businesses.

The objective of upgrading the local road network is to reduce traffic congestion, and improve traffic circulation for the North Bank precinct and travel time on the North / South corridor. Specifically, it is expected that there will be a reduction in congestion and delays at the Lindsay Street intersection and improved travel time on Goderich Street.

Key matters raised during engagement with stakeholder included:

- transit times – perceived increases in transit time through Launceston as a result of planned upgrades
- increased traffic congestion – as a result of the proposed relocation of the university and changes to traffic flow
- project motivations – perception the project is being driven by developers, rather than residential/local needs
- quality of the provision of cycling infrastructure.

The feedback received will now be considered in relation to the planned intersection and adjacent road upgrades. Where appropriate, details outside the project scope will be shared with other parties including Launceston City Council and the University.

We thank everyone for taking the time to provide their feedback and comments.

Project overview

Invermay is undergoing significant changes with an increase in major developments and the relocation of large businesses, including the University of Tasmania’s Launceston campus. This project is a part of the Tasmanian Government’s $40 million contribution to improve the Invermay / Inveresk road network and to help alleviate traffic congestion. To help guide these improvements and manage Invermay’s growing traffic demands, the City of Launceston has developed an Invermay Traffic Master Plan, a long-term strategy that breaks down the local traffic demands into short, medium and long term goals. The Plan identifies a number of major transport initiatives to addresses transport issues in Invermay (including this project) and can be found on the City of Launceston website.

To help develop the Master Plan, the City of Launceston undertook community and stakeholder consultation to capture feedback on community concerns and issues that could be incorporated into the final Master Plan. Consultation activities involved a survey, community information evenings, key stakeholder briefings, and meetings with property owners and businesses.

Results from the City of Launceston consultation concluded that in general the community and stakeholders agreed the increasing traffic demand in the Invermay area needed to be proactively managed. Survey participants were supportive of the new traffic lights proposed at the Goderich Street / Gleadow Street Intersection (72%), the new car park on Forster Street (which is a separate project), an additional right turn lane at Goderich Street /
Forster Street (80%) and improved traffic flow on Forster Street (75%). Concerns were raised by the community and stakeholders in regards to the 50% reduction in on-street parking on Forster Street. The community also questioned the need to deliver the Forster Street upgrades in the short term.

Concerns raised also related to the introduction of new traffic lights and the potential for increased queuing and delays. However, this was countered by the recognised benefits associated with improved ability for turning movements and pedestrian safety. Concerns were raised about the increasing traffic on local Invermay streets and safety impacts on residents and businesses.

Consultation objectives

The Tasmanian Government is committed to engaging with local communities and providing opportunities for feedback on road upgrade projects. This consultation follows broader community consultation undertaken by City of Launceston in 2019 in relation to the Invermay Traffic Master Plan. The previous consultation indicated that the community generally agreed that traffic demand in the Invermay area needed to be proactively managed.

We consulted with the community and key stakeholders on this project to:

- ensure a broad range of the local community and stakeholders are informed about the project and given the opportunity to provide feedback
- effectively and proactively identify and manage project-related community and stakeholder issues
- demonstrate an understanding of community concerns and values and develop solutions that address community expectations, where possible
- obtain any local knowledge of storm events
- obtain any knowledge they may have of underground services/utilities that may be present within the works area
- develop relationships and seek to build trust with stakeholders and the community
- manage stakeholder feedback in a timely and respectful manner
- monitor and evaluate stakeholder feedback to measure success.

Considerations

The project is located in the Launceston local government area.

Forster Street and Gleadow Street are both local roads running east west connecting to Goderich Street, a large well utilised arterial road. Land use in the area can be characterised as mostly residential, commercial and light industrial. Forster Street and Gleadow Street both provide access to residential properties and nearby businesses.
Consultation summary

Community consultation was undertaken during July 2019. Two staffed public information sessions were held on 23 and 24 July 2019 at the Tramsheds Function Centre in Inveresk. The public information sessions were advertised through a letterbox drop to residents and businesses and advertised in the local newspaper and on the RoadsTas Facebook page. The information sessions were the primary source of community and stakeholder feedback.

Specific details of the consultation are listed in the table below.

<table>
<thead>
<tr>
<th>Date</th>
<th>Details of consultation</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 July 2019</td>
<td>Letterbox drop to 81 businesses and residents in the directly impacted area of the project (Invermay) including an invitation to public information sessions</td>
</tr>
<tr>
<td>Date</td>
<td>Details of consultation</td>
</tr>
<tr>
<td>-------------</td>
<td>----------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>23 July 2019</td>
<td>Facebook post on RoadsTas page promoting public information sessions and providing link to project web page</td>
</tr>
<tr>
<td>23 July 2019</td>
<td>Adjacent property owners information session at The Tramsheds Function Centre, Invermay Road, Inveresk</td>
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<tr>
<td>24 July 2019</td>
<td>Public information session at The Tramsheds Function Centre, Invermay Road, Inveresk</td>
</tr>
<tr>
<td>20 July 2019</td>
<td>Public notice published in The Examiner newspaper</td>
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</tbody>
</table>

**Feedback summary**

A total of 36 comments were received during the community consultation phase.

Feedback was received through the following channels:

- 12 comments from attendees at the public information sessions
- 2 comments were received online
- 22 comments were received on the RoadsTas Facebook page (not including reactions)

Locations and issues of particular concern included increasing transit times, the relocation of the university contributing to increased traffic, the right turn off Gleadow Street and the high volumes of traffic in that area, and the proposed removal of the right turn into Lindsay Street. The large volume of traffic crossing the Charles Street Bridge was also raised.

The overarching themes of feedback are:

- residents’ views should be prioritised over those of developers
- the proposed changes are not going to fix the congestion and traffic volume issues and are perceived as a ‘band aid’ approach
- a desire to divert traffic out of the area to bypass the city
- quality of the provision of cycling infrastructure.

Additional comments were provided that related to areas outside the project’s scope including:

- location of the university
- road width
- Invermay Road intersection.
Location of submissions

The following table outlines the location of those stakeholders and community members who submitted feedback.

<table>
<thead>
<tr>
<th>Location</th>
<th>Total number of submissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Launceston</td>
<td>13</td>
</tr>
<tr>
<td>Victoria</td>
<td>1</td>
</tr>
<tr>
<td>Unknown (via RoadsTas Facebook page)</td>
<td>22</td>
</tr>
</tbody>
</table>

State Growth response to feedback

<table>
<thead>
<tr>
<th>Feedback</th>
<th>State Growth response</th>
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</table>
| Width of cycling infrastructure               | Austroads Guide to Road Design Part 3: Geometric Design, Table 4.18, states that for exclusive bicycle lane dimensions for 60km/h speed limit:  
  - desirable minimum width is 1.5m  
  - acceptable range is 1.2m to 2.5m  
The widths of the new bicycle lanes on Forster Street are 1.5m except for a short section approaching Invermay Road intersection which is 1.2m (this section of bike lane doesn’t currently exist).  
The existing bike lanes are 1.5m wide.  
Forster Street is intended to be a secondary cycling route as the City of Launceston plans for Gleadow Street to be the primary east-west cycling route in this area. |
| The design will create further congestion     | This project is part of the larger Invermay Master Traffic Plan developed to ensure the projects integrate with the existing network in a manner that relieves congestion and improves traffic flow. |
| Amenity concerns for residents, such as impact to rubbish collection | Acknowledged legitimate concerns. Confirmed the design would not exacerbate the issues but it will not lessen it either. Rubbish collection suggestion provided to City of Launceston. |
| A number of issues were raised that are outside the study area including: | Concerns noted and delivered to the City of Launceston and University of Tasmania. |
Feedback | State Growth response
--- | ---
- Invermay Road concerns  
- The university should not be moving into the CBD  
- City of Launceston preferences developers over residents  
- Information sessions should have full working models, rather than relying on the word of experts  
- The bridges cause traffic congestion  
| Full working models of the road network will be considered as an engagement tool during State Growth’s next engagement initiatives.  
The bridges, in particular the Charles Street Bridge, are areas of heightened congestion, but the increased accessibility to and from Gleadow Street that this project provides will help reduce congestion in the vicinity of Goderich Street and Lindsay Street, adjacent to the Charles Street Bridge, by providing additional access into and out of the new shopping complex. In addition, subsequent projects that stem from the Invermay Master Plan and the Tasmanian Government’s $40 million commitment to improve the Invermay / Inveresk road network will address congestion at Goderich Street and Lindsay Street, near the Charles Street Bridge.

Business feedback about the need for a right hand turn into Lindsay Street | In consultation with the City of Launceston the Department will implement a right turn prohibition for a three month period between Charles Street Bridge/ Goderich Street into Lindsay Street following the introduction of the traffic signals at Goderich/Gleadow Streets.

Full support for the arrangement at Gleadow Street | Noted.

No traffic signals at Gleadow and Goderich Streets | State Growth has heard the concern that additional traffic signals may increase congestion. Work has been added to this project so the new traffic signals at Gleadow Street can be better synchronised with the existing traffic signal network, and facilitate improved traffic flow in the area.

**Outcome and recommendation**

This consultation process was to provide feedback to stakeholders and receive any additional feedback. Based on the concern expressed that the new traffic signals at Goderich / Gleadow Street could negatively impact traffic flow, State Growth incorporated additional infrastructure into the design to better connect the new traffic signals with the existing traffic signal network. This in turn will allow State Growth to synchronise the traffic signals in the project area to facilitate improved traffic flow. State Growth is providing this report to the public so there is awareness of what issues were raised, how they have been addressed, and to document why State Growth is continuing to proceed with the project.
Timing

The project has progressed to detailed design based on the feedback received, and a request for tenders is expected to be issued before the end of 2019. Construction is anticipated to start in late summer 2020.

Next steps

The Department of State Growth will continue to advance the Tasmanian Government’s commitment to spend $40 million on upgrading the Invermay road network to reduce traffic congestion, and improve traffic circulation, functionality and safety in the area. Additional consultation with the community will occur as plans for additional works with this funding are developed. Other elements of the Invermay Traffic Master Plan will be progressed by the City of Launceston.