



## **West Tamar Highway and Rosevears Drive Safety Audit Review and Cyclist Survey**

Report for:

West Tamar Council Community Road Safety Partnership (CRSP)  
Committee

and

West Tamar Highway Safety Committee

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**TBUG**  
**West Tamar Highway/Rosevears Drive Safety Audit Review and Cyclist Survey**  
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## 1. Executive Summary

The West Tamar Highway and Rosevears Drive combination is the major cycling route for the Tamar region. The route runs down the Western side of the Tamar river through Trevallyn, Riverside, Legana and Rosevears to the junction of the West Tamar Highway just south of Exeter. The 45 km return route from Launceston is popular with commuters, recreational and touring riders and riders in training.

Federal and State governments and Tamar region councils are encouraging the uptake of cycling as part of sustainable transport and recreation strategies. Fundamental to the implementation and uptake of these strategies is the provision of infrastructure that creates a safe environment and creates confidence that will encourage more activity by existing cyclists and encourage new cyclists.

The West Tamar Highway is a key route in regional and local cycling routes and the findings of the Review indicate that the management and maintenance of the West Tamar Highway does not reflect its importance as a cycling route and that current strategies compromise cyclist and motorist safety.

This 2009 Review, including a survey of cyclists, is a follow up to the *2001 Road Cycle Safety Audit* of bicycle related road conditions along the West Tamar Highway from Margaret Street, Launceston to the Northern end of Rosevears Drive and the West Tamar Highway to Exeter. This original audit was commissioned by DIER and undertaken by Jon and Jenny Purtell of High Angle Solutions.

The *2001 Audit* included a detailed record of features affecting safety, quality of riding surface and subjective perceptions of a typical cyclist using this section of road under normal conditions.

The *2001 Audit* of the Highway counted over 130 cyclists on a Saturday in March. With the increase in cycling activity, this number has grown significantly. The cyclist survey, undertaken as part of this Review, counted 103 cyclists at the survey point on the West Tamar Highway between 8.30am and 11.30am on a Saturday in September. Coupled with an increase in cyclists on the route has been an increase in vehicular traffic.

The dormitory suburbs of the Tamar Valley have grown and freight traffic on the highway has increased. Since the *2001 Audit* the highway has been upgraded between Riverside and Legana and there have been road and pedestrian works in Legana.

With the increase in both cycling and vehicular traffic and only minor improvement to the cycling route, is vitally important to address the major cycling safety issues of this important highway and riverside road.

There has been a lack of engagement and representation with cyclists, partly because of the lack of a representative body for cyclists. This is now rectified with the formation of the Tamar Bicycle Users Group (TBUG).

This Review has found that there has been very little improvement to the West Tamar Highway and Rosevears Drive since the original Audit in 2001. The survey of

cyclists shows that the route is heavily used but is dangerous with significant numbers of close calls (42% of respondents) and collisions (16%). There have been a number of collisions resulting in serious or permanent injury to cyclists. With the increase in both cycle and vehicle traffic it can only be a matter of time before another serious accident or fatality occurs unless measures are taken to reduce hazards and risks.

The General Recommendations of this Review are

1. *The West Tamar Highway and Rosevears Drive cycle route be recognised and prioritised as the major cycling route in the Tamar Region. It is the major trunk route for training, commuting, recreational riding and touring and as such has specific needs to accommodate the sharing of the road between heavy vehicular and cycle traffic usage*
2. *The original 2001 Audit be used as a basis for upgrading the cycling conditions on the West Tamar Highway and Rosevears Drive*
3. *The surfaces and edges of the West Tamar Highway be repaired and reconstructed to be smooth and consistent*
4. *Physical hazards such as islands and refuges be reconstructed to reduce the risks of collisions and vehicle accidents*
5. *The road edges be swept on a regular (monthly?) basis to remove debris and litter so that the time cyclists can stay out of traffic flows is maximised*
6. *The standard of maintenance of Rosevears Drive be upgraded to reflect the higher than normal level of safety required by the use of the route by large numbers of cyclists*
7. *Seal driveways in Rosevears Drive for a distance from the road that prevents gravel spilling and being washed by rainwater leaving the properties*
8. *As the representative body for all forms of cycling using the West Tamar Highway, Tamar Bicycle Users Group should become a member of the West Tamar Highway Safety Committee*
9. *Department of Infrastructure, Energy and Resources and West Tamar Council consult with Tamar Bicycle Users Group, travel the route and develop a work plan for the improvement of the route*
10. *Tamar Bicycle Users Group, in consultation with cyclists, develop and promote a Code of Conduct for cycling behaviour and riding conduct along the route, particularly for bunch and group riding*
11. *“Share the Road” signage be installed to encourage and promote mutual respect and improve cyclist/driver behaviour and interaction*

## **2. Review of 2001 Road Safety Audit**

In June 2009 Tamar Bicycle Users Group (TBUG) was formed. Two members of the TBUG Committee, Caroline Brown and Malcolm Cowan, are representatives on the West Tamar Council Community Road Safety Partnership (CRSP) Committee. Malcolm and Caroline initiated this Review of the original *2001 Road Cycle Safety Audit* out of concern for cyclist safety as both cycling participation and vehicle traffic along the West Tamar Highway have increased since 2001.

Despite the increase in cycling traffic there has been little positive change to highway surfaces and infrastructure little or no action has been taken to implement the recommendations of the original Audit.

Although the original Audit covered the highway to Exeter and Rosevears Drive, this review is limited to the West Tamar Highway (WTH) from Margaret Street, Launceston, to the bottom of Muddy Creek Hill continuing to the Northern end of Rosevears Drive. This route is colloquially referred to as "The Fish Shop Ride" as Ernie Gatenby's Fish Shop operated until the 1980s at the northern end of Rosevears Drive.

The physical review was undertaken by Molly and Peter Fraser, Caroline and Chris Brown, Jon Purtell (all riding either hybrid, mountain or road bikes) and Malcolm Cowan (car). Jon undertook the original Audit. These people all have experience in cycle touring, road racing and commuting by bicycle.

A significant part of the survey process was about not only the physical characteristics of the road but also the subjective feelings of a typical cyclist using this road under normal conditions. For this reason the roads were ridden in both directions by experienced cyclists.

Although specific recommendations have been made in relation to traffic engineering issues, the survey volunteers are not traffic engineers and as such some recommendations in this report may require a professional engineering assessment.

The *2001 Road Cycle Safety Audit* provided recommendations that could work towards improving existing cycling conditions. This will ultimately encourage participation rates in cycling as an attractive and viable form of commuting and recreational transport in the Tamar Valley, in line with Federal, State and Local Government recreation and sustainable transport strategies.

## **3. Methodology**

The route Review was undertaken on Sunday 21st June 2009. The route was divided into three sections with Molly and Peter Fraser surveying the section from Margaret Street to Cormiston Road and return. Chris and Caroline Brown surveyed from Cormiston Road to the top of Muddy Creek Hill and Jon Purtell assessed the section from Muddy Creek Hill to the northern end of Rosevears Drive. Malcolm Cowan drove the route and provided back up and took additional photographs. A meeting had been held prior to the Audit to agree on a common approach to the Review.

A second meeting was held to compare notes and define the parameters for this report.

### **3.1 Description as a Cycling Route**

The WTH is a major highway, which carries traffic to and from Launceston and the West Tamar. The Department of Infrastructure, Energy and Resources (DIER) has classified the WTH as a Category 3 road i.e. a Regional Access Road. It passes schools including Riverside High School, St Anthony's, Launceston Christian School and the access road to Riverside Primary School. There are also two large shopping centres which receive good patronage along this link of road. The highway travels through the residential suburbs of Trevallyn, Riverside and Legana. Private dwelling driveways enter the link along its entire length. It therefore carries a high volume of local traffic as well as the highway traffic.

The expansion of the Legana Industrial Estate and its development as a transport hub has increased the volume and size of traffic using the highway.

Vehicular traffic is moving at speeds varying between 50 – 100+km/hr. At peak travelling times, the many double laned sections are very busy with traffic. The highway carries a large number of heavy vehicles and facilitates both inter-regional and sub-regional heavy freight movement.

This route is a major ride for commuting, recreational riding and training as the return route to the "Fish Shop" is around 45 km return and takes 1.5 - 2 hours. The route is relatively flat with one sharp incline rising out of the Riverside flats and the Muddy Creek Hill on the return ride. The out and back ride generally suits the prevailing wind conditions so that a tail wind is experienced on the return to Launceston. It has an ideal bicycle riding gradient for people of all abilities.

The highway attracts a large number of training racing cyclists. It is the major training route for racing cyclists. With the increase in amateur and professional racing in Tasmania, the route is likely to be used by an increasing number of local, interstate and international professional cyclists who require safe regular training routes. These riders are also ambassadors for the tourism and cycling benefits of the region.

The route is a regular ride for social bunches of road cyclists who regularly ride the route on weekdays and weekends.

The route is also a trunk route for longer distance rides e.g. to Batman Bridge.

The WTH is a trunk route for commuter cyclists from Legana and Riverside. People commuting to Launceston from West Tamar townships such as Legana and Exeter use the road on a daily basis. Tamar region councils' Recreation Officers are developing a regional network of cycling routes. The WTH is a key trunk route in this strategy.

The route has the potential to be a pleasant and scenic introduction to Launceston and the West Tamar for cycle tourists. When traffic is minimal, this road is very

enjoyable riding due to the generally flat gradient but when busy it becomes stressful and dangerous.

Cycle tourists leaving Launceston who wish to explore the West Tamar must travel this link of highway to reach the many West Tamar attractions. Popular local destinations include Rosevears Drive, Grindelwald, Gravelly Beach, the Wine Route and Tamar Island Bird Reserve.

Some cycle tourists travel from the ferry in Devonport to Launceston via the Frankford Highway and West Tamar Highway, rather than travelling along the Bass Highway. This link is then the cycle tourist's introduction to Launceston city and does not provide a relaxing ride.

The caravan and camping park at Legana also attracts cycle tourists out along this section of road.

The original Audit report provided cycle counts. A total of 130 cyclists were observed at the Bridgenorth Rd intersection over 12 hours on a Saturday in March 2001 and 43 were observed during the week at a point in Riverside.

A count was made on the morning of the cyclist survey on Saturday September 19<sup>th</sup> 2009. 103 cyclists were counted leaving Launceston at the Tamar Rowing Club survey point between 8.30 am and 11.30 am.

Rosevears Drive services private dwellings and is a major tourist route. It is part of the well promoted West Tamar Wine Route and features include: Rosevears Tavern, Rosevears pontoon, wineries and a coffee shop. It is popular for local people to travel along for a "Sunday drive" due to its very pleasing river views and picnic spots.

The speed limit on Rosevears Drive is 60km/hr. The road is quite narrow and windy as it makes its way along the riverfront. It is pleasant cycling as it is flat and has fantastic views. The road is not busy with traffic and there is a pleasant absence of heavy vehicles/ trucks. The route is generally flat riding and is a suitable profile for cyclists of all ages and abilities.

The surface is generally 7mm spray seal or hotmix in varied condition. There are generally few gutters and the road has a broken edge seal. The road is narrow. As the speed limit is 60kph, traffic does not generally exceed this due to the winding nature of the road. The road is heavily used by cyclists as it is scenic, has fewer vehicle numbers and is flatter than the option of riding the WTH via Brady's lookout

The relatively slow speed of traffic along this road reduces the risk of accidents. However both cyclists and vehicle drivers need to exercise mutual respect and consideration to minimise the risks of accidents.

### **3.2 Criteria for Safe Cycling**

The original Audit provides the following as criteria for Safe Cycling along the route.

#### *Smooth surface*

A major criteria for the safety of cyclists is to feel safe and confident in the route and road surface so that a consistent line can be maintained and deviation into the traffic line is minimised or is predictable and can be anticipated and the riding line can be adjusted in safety. To achieve this, cyclists need a consistent road surface and minimal deviation from a consistent riding line.

Due to bicycles having much smaller diameter tyres than motor vehicles and often a lack of any suspension systems, cyclists require a smooth surface for riding. This ensures a safe, comfortable and effective journey. The surface for cyclists should desirably be smoother than those acceptable for motor vehicles.

#### *Speed maintenance*

For bicycles to be most effective as a means of transport cyclists must be able to maintain speed without having to slow or stop often. Cyclists generally travel at speeds between 20km/hr and 30km/hr although they may reach in excess of 50 km/hr downhills. Once slowed or stopped it takes considerable time and effort to regain the desirable speed.

Bicycle routes should be designed for continuous riding, minimising the need to slow or stop for any reason including extreme steep gradients, rough surfaces, sharp corners, obscured sight lines, intersections or to give way to other people because the width allowed is too narrow. At times cyclists are confined to the extreme left hand side by motor vehicles and a rough surface prevents cyclists from maintaining an acceptable speed.

## **4. Route Review Findings**

It was agreed that as little had actually changed apart from the upgrade of the Legana section, the original *2001 Road Cycle Safety Audit* stood as a reference for the technical issues and as the major reference for the improvement of the WTH as a cycling route.

The following are examples of the hazards and situations that compromise safety over the route.

It is recognised that it will not be possible to make major engineering works to widen lanes in many tight spots along the highway, for example the link around the Trevallyn Power Station. However, with minor realignments, improved maintenance and in particular re-surfacing there are significant improvements that can be made to:

- improve cyclist safety and reduce collisions and impacts
- reduce motorist frustration and
- improve rider confidence so commuter cycling can increase.

The most significant improvement to the WTH and Rosevears Drive for the safety and well being of cyclists will be achieved by:

- creating a smooth and consistent riding surfaces

- reducing the number of pinch points or pressure spots where cyclists are forced into the traffic stream
- creating a safe surface without debris and hazards such as gravel and cracks
- having a safe “escape” or sideways movement off the line of travel without drops or being squeezed into infrastructure such as guard rails or traffic islands.

The Recommendations for the route, the Fish Shop Ride have been divided between the West Tamar Highway and the Rosevears Drive section. This is because of:

- the split in jurisdictions between DIER ( West Tamar Highway) and West Tamar Council (Rosevears Drive) and
- the variation in interventions that are required to make each roadway safer.

#### **4.1 General Recommendations for West Tamar Highway**

The initial recommendation is *that the WTH and Rosevears Drive be recognised for their important role as a major cycling route for Northern Tasmania.* This recognition will require a different approach to the level of maintenance and improvement in surfaces in recognition of the abnormal amount of cycling traffic on the route when compared with other equivalent trunk routes.

#### **Engagement with Cyclists**

There has been a general lack of consultation and communication between the cycling community and DIER, West Tamar Council and the police regarding the safety issues for cyclists on this route. This failure by to engage has been because there has been no consistent representative cycling body. As an example of recent failure to consult, the parking lane of the south bound lane of the highway from Cormiston Road to the Riverside shopping centre (Riverside Drive) was resealed with a chip seal in mid January 2010.



This seal has not improved the surface of the road for cycling and for a period increased the risks to cyclists due to loose material on the parking lane and adjoining traffic lane. Previous submissions to DIER regarding the surfacing of a bike lane during construction of the Riverside/Legana divided highway section were ignored. The creation of TBUG has now removed this barrier to communication and consultation and has provided a forum for DIER to refer proposed works for comment and feedback in future.

TBUG is represented on the Council Community Road Safety Partnership (CRSP) Committee, the Launceston Bike Committee and the Tasmanian Bicycle Council and has made representation to the West Tamar Highway Safety Committee. *TBUG is an obvious reference and liaison body for DIER to consult regarding road surface and infrastructure construction on the highway.*

*It is recommended that DIER and West Tamar Council engineers travel the route with TBUG representatives and members of the West Tamar Highway Safety Committee to see the conditions and have them explained from a cycling perspective.*

This Review highlights specific issues as examples of how the route can be improved with minimal cost.

### **Bituminous surfacing type**

The surfacing type varies regularly along the route. There are sections of hotmix and spray seal with 7, 10 or 14mm aggregate. Other than some small distances, the shoulders generally have a rougher surface finish than the road. Therefore, road cyclists with narrow 20mm or 23mm tyres prefer to ride in the traffic lane rather than in the shoulders. People riding mountain bikes, which have wider tyres, can cope with such surfaces but will select a smoother surface when possible.

*It is recommended that the consistently wide, smooth surfaces be created between the traffic lane and the kerb or verge along the WTH section of the route.*

The section between Cormiston Road and Legana has been duplicated since the 2001 Audit. At the time the section was being constructed, cyclists had lobbied for (and believed they had obtained) a smooth hotmix surface on the emergency lane which could be used as a cycle lane. Unfortunately, soon after completion the section was spray sealed, resulting in an aggregate finish and losing the effectiveness of the lane as a cycle lane.

The effect of this can be observed by monitoring cyclists who tend to ride in the traffic lane where the hotmix has been smoothed by traffic and only move into the emergency lane when necessary or when there is a stretch of hotmix.

Resurfacing the section between Riverside and Legana with a hotmix surface would create the cycle lane originally intended and allow cyclists to travel through this high speed (100kph) section well clear of the traffic flow, even when two abreast or in a bunch.



There are significant variations in road surfaces and deviations along the route that cause unnecessary deviation into the traffic line for both short and medium distances.

Specific examples are in the South bound lane between Cormiston Road and the Riverside Shopping Centre (Riverside Drive intersection) where resurfacing will allow cyclists to move out of the traffic lane for significant distances. As referred to above, this section has recently been chip sealed but has not improved the riding surface for cyclists.

Similarly the section between Eden St and Freeland Crescent requires a similar treatment to allow cyclists to remain out of the traffic lane (see below).

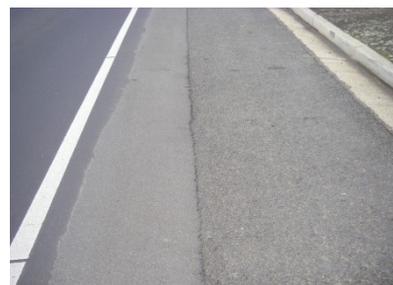


Resurfacing the area to the left of the edge line south from the vacant service station (south of Eden Street) past the golf course to Pomona Road will create a lane that will allow cyclists to move out of the traffic lane for a reasonable distance.

Similarly on the south bound lane, at the northern end of Riverside on the rise into the built up area, where the speed limit reduces to 60kph, the surface to the left of the edge line deteriorates to such an extent that riders are forced to move into the traffic lane rather than use the excellent space to the left (see below).



An example of variable surface on the north bound lane is in the area of 3.5km to 5.1 km from the Margaret Street intersection where an attempt has been made in places to create a narrow strip to the left of the edge line, between the line and the kerb.



Unfortunately, this surface has two layers and is therefore variable and creates an unstable riding surface. This section should be resurfaced to the kerb to create a continuous even surface.

### **Obstructions and Hazards**

Cyclists are also forced out into the traffic lane at intersections which have protruding pedestrian treatments and when shoulders finish abruptly. This increases the risk to cyclists.

A particular example is the new pedestrian islands in Legana where cyclist reports numerous close calls. Motorists insist on passing through the gap along with cyclist. The placement shows lack of design consideration for cyclists as the left hand edge lane moves from safely two a breast to nothing. The island needs to be moved to create a lane for cyclists to pass though in single file



Cyclist being squeezed at Legana pedestrian island

For the above reasons many cyclists ride in the traffic lanes rather than the shoulder when it is available. The cyclist is able to have a much more continuous and flowing ride in the traffic lane but heavy traffic volumes often prevent vehicles moving into the other lane to pass cyclists safely.

There are several squeeze points on the road, without a shoulder or verge, where cyclists are very vulnerable. Many of these could be reduced at minimum cost.

The following photos further illustrate many of the current issues of obstructions and uneven/ inconsistent surfaces along the WTH



Example of squeeze point: WTH north bound opposite BP station where edge lanes vary



Cormiston Road – uneven surface and width of lane narrows



Road surface starting to crack in “bike lane” at around .210 km from Cormiston Road



Road narrows to 1500mm at bridge with further riding restriction due to rubbish on bridge next to Armco. Riding width reduced by a further 300mm.



Transition from hot mix to spray seal with 18mm aggregate and no curb.



Step downs in road seal make edge uneven riding surface



Example of uneven surface in riding lane between Riverside and Legana.



Verge narrows just past Bridgenorth Road Intersection:



Near Outreach Drive – very little room for riders because of traffic island. Cyclists have to enter traffic lane. 2 cyclists were hit from behind at this intersection in October 2009.



“Muddy Creek Hill”. The road width is variable with some rideable verges however they lack continuity.

### **Gravel and Debris**

Regular sweeping of the WTH will increase rider safety and confidence along the route. This has been identified as a major issue in the survey reported in this review. Sweeping will remove gravel and debris washed onto the road and trash deposited from vehicles. *It is recommended that regular (initially monthly) sweeping should be trialled to keep the routes safe from this debris.*



Examples of road debris

### **4.2 General Recommendations for Rosevears Drive.**

The safety concerns along this scenic route include gravel spilling onto the road from driveways and severe edge drop offs. Examples of gravel spills are at 0.44 km and 4.36 km (from southern intersection with WTH).



Gravel spill after heavy rain

There are a number of edge drop offs and deep gutters/drains that are significant hazards when cyclists are squeezed. The original *2001 Audit* highlights many of examples and these hazards are an ongoing issue for maintenance of the route.



The maintenance of Rosevears Drive is the responsibility of West Tamar Council.

Given the status of this road as “high use” by cyclist, it requires a greater degree of attention to detail for repairs or works than equivalent roads within the West Tamar Council’s jurisdiction. As an example, gravel spilling from driveways may not create a safety issue on normal “rural residential” roads. However, loose gravel is a major hazard for cyclists. If cyclist ride through gravel it creates a risk of sliding and therefore falls and is it is avoided, it pushes cyclists off line and into the traffic line of the line of other cyclists in a bunch.

The importance of this road in the context of recreational, training and touring cyclists should be recognised in the standard of construction and maintenance of this road. The high usage rate by cyclists all year round as a recognised cycling route should be reflected in the level and standard of maintenance applied to this road when compared with a conventional local road, for example the issue of gravel spillage from driveways. Cracks and drop off that may be acceptable on equivalent minor roads in the region are not acceptable when viewed in the context of high cycle usage.

For motorists, passing large bunches of cyclists riding two abreast can be difficult due to poor sight distances and narrow road width. Education of cyclists is required to ensure they make allowance for the need of cars to pass and to minimise impact on local residents.

***It is therefore recommended that:***

- 1. All driveways subject to spilling gravel onto the road be spray sealed for for sufficient distance to prevent gravel spilling on to the road.*
- 2. Regular sweeping, particularly northbound, to remove gravel and debris.*
- 3. Increased general maintenance. Although the issue of gullies and drop off should be addressed in the course of normal upgrades and maintenance programs for the road, inspection and maintenance levels may need to be higher to reflect the importance of the road as a safe cycling route. The*

*section past the previous Waterbird Haven is an example of how the road can be improved and upgraded in the course of programmed maintenance.*

- 4. TBUG and CRSP Committee develop and promote a Code of Conduct for riding that includes Rosevears Drive.*

## 5. West Tamar Highway Bicycle Users Survey

This survey was undertaken by Tamar Bicycle Users Group (TBUG) to obtain rider feedback and input to the safety issues on the highway.

### 5.1 Methodology

Two members of TBUG, Malcolm Cowan and Roger Vreugdenhil, manned a survey point at the entrance of the slip road to the Tamar Rowing Club on Saturday 19<sup>th</sup> September from 8.30 am -11.30 am. Cyclists called in to the point to complete surveys and provide comment and surveys were handed to passing cyclists for return later. The survey was also generally distributed by hand to cyclists and bike shops and by email.

### 5.2 Summary of Responses

- 54 responses were returned
- 34 rode the highway three or more times a week
- 7 rode singly, the balance rode both singly or in bunches
- 23 had had severe close calls, 9 reported collisions (2 had had more than one)

### 5.3 Response Themes

The Themes that came out of the responses were:

#### *Infrastructure:*

- Potholes, rough surfaces, debris and gravel on roads
- Narrow sections in Riverside and squeeze points at Legana refuges.

#### *Behaviour*

- Driver attitude to cyclists resulting in lack of consideration and aggression
- Cyclist poor behaviour, particularly bunches

### 5.4 Respondents Recommendations

The Recommendations that were made by respondents were:

1. *WTH requires smooth surfaces on the left of traffic lane*
2. *Install cycle lanes where feasible*
3. *Implement regular sweeping of the roadside to remove gravel and debris*
4. *Reconstruction of the Legana pedestrian islands*
5. *“Share the Road” campaign and signage on the WTH*
6. *Continuing driver education to consider the safety needs of cyclists*
7. *Cyclist/bunch education that recognises the effect that bunches have on vehicle traffic and to change behaviour.*

The Survey supports the findings of the original Audit and this Review and highlights the need for action on this high use cycle route. These recommendations highlight the reality that cyclist safety is a shared responsibility between infrastructure and enforcement agencies and road users, both motorists and cyclists.

Lack of action on the WTH infrastructure has created a physical environment in which confrontation and conflict occurs between cyclists and vehicle drivers, resulting in reduced mutual respect. Cyclist also have a responsibility to recognise the needs of drivers and to act accordingly; for example reducing bunch sizes at peak periods or through specific sections of the route and constant compliance with road rules.

## **6. Opportunities for Cycling in the Region**

The WTH is recognised as the major arterial cycle route for the West Tamar region and will be linked to the trails and bicycle routes that are currently being rolled out in Launceston with the assistance of State and Federal funding.

In other cities, for example Melbourne, safer infrastructure has been shown to increase the number of people cycling for both recreation and commuting. The Survey only captured 7 commuter cyclists, indication that there is a significant growth potential for this form of cycling from the West Tamar.

Commuter cycling obviously takes place at periods of highest traffic density compared with recreational cycling that is undertaken at weekends. Recreational cyclist can also choose to avoid peak periods during the week. DIER and West Tamar Council should engage with cyclists to encourage off peak use of the route by cyclists.

Co-operation between the Launceston and West Tamar Councils and DIER in a regional approach will increase the connectivity of the arterial and feeder routes and assist in attracting funding. This will result in an integrated network of routes through the Tamar Region.

The West Tamar Highway is a gateway route to other return training rides, e.g. to Batman Bridge and return and Bridgenorth/Exeter return. The route along Rosevears Drive is one of the icon rides in Tasmania, winding around the edge of the river with low traffic volumes and reasonable road surfaces. This route has the potential to be an iconic cycling route not only for the Tamar region but also for the North of the State.

Northern Tasmania has a growing number of world class amateur and professional road and track cyclists. The route will see greater use for high level training purposes.

Tourism Tasmania has a major strategy to increase bicycle tourism in Tasmania and the Meander Valley is leading the State with the recently launched regional bike touring routes. The West Tamar Highway is a through route for touring to Bridport and the North East or the less preferred route to Devonport via the Frankford Highway.

The route requires signposting as a Cycle Touring Route e.g. at Rosevears Drive intersections with WTH and the intersection of the C728 Gravelly Beach Rd with the WTH and at the northern end at the intersection with the B78, Batman Bridge road.

The inaugural "Sally's Ride" on November 15<sup>th</sup> attracted over 330 cycling participants. The shorter routes used the WTH as out and return routes. This event will grow and the safety of the route will be under even more pressure.

All these initiatives and developments point to increasing use of the WTH for commuter, recreational and professional training and emphasise the need to upgrade the highway to address the concerns raised in this Review.