

Tasmanian Government  
2012 Submission to Nation Building 2 Program

# Latrobe to Devonport Cycleway

(Concept only)

September 2012

Department of Infrastructure, Energy and Resources



<p><b>Priority assigned by jurisdiction for NB2 funding consideration</b></p>	<p>Priority five under Connecting People</p>
<p><b>Details of full scope of project, including objectives, service requirements, project status and project phase(s) seeking funding.</b></p> <p>Note: It is expected that this will be largely addressed through the main IA submission. However, the Department requires cost estimates to be provided using the <b>Best Practice Cost Estimation Standard</b> and at both <b>P50 and P90</b>. Also to use <b>both 4% and 7%</b> for BCRs.</p>	<p>Information on project objectives, strategic context and options analysis is discussed in the below.</p> <p>Information on the technical and delivery aspects of the project, including benefit cost analysis, project risks and delivery program will be provided in 2013/14 under the <i>Targeted Competitive Sub-Program – Liveable Cities and Active Travel Projects</i>.</p>
<p><b>Alignment with objectives of NB2</b></p> <p>Note: This should include how a project aligns with the overarching objective of NB2, as well as how it aligns with the objective of each relevant NB2 subprogram.</p>	<p>The Latrobe to Devonport Cycleway project aligns with the Connecting People theme of Nation Building 2.</p> <p>This project aims to improve the cycling connection between these two communities, toward creating opportunities for active travel between these centres.</p> <p>Further details are included below.</p>
<p><b>Alignment with broader Commonwealth and state/territory policies and plans</b></p> <p>Note: Specific plans/policies to be addressed (at a minimum) include the Commonwealth’s Infrastructure Investment Framework; the National Urban Policy; the National Ports and Land Freight Strategies; and the Australian Government commitment on the incorporation of ITS for major urban roads (as appropriate).</p>	<p>The project aligns with a number of Infrastructure Australia’s strategic priorities, including:</p> <ul style="list-style-type: none"> <li>• Increase Australia’s productivity</li> <li>• Developing Australia’s cities and regions</li> <li>• Improve social equity, and quality of life, in our cities and our regions</li> </ul> <p>Further details are included below.</p>
<p><b>Further details on other elements, including project risks and stakeholder issues, will be provided in the later, more detailed submission, including project costs and supporting economic analysis, in 2013-14, under the <i>Targeted Competitive Sub-Program – Liveable Cities and Active Travel Projects</i>.</b></p>	

## Latrobe/Devonport Shared Pathway

This is a key project, submitted as concept only in 2012. The Tasmanian Government will provide a detailed submission, including project costs and supporting economic analysis, in 2013/14 under the *Targeted Competitive Sub-Program - Liveable Cities and Active Travel Projects*.

### Summary

The 'Latrobe/Devonport Shared Pathway' Project would deliver 3.9km of shared pathway along River Road between the township of Latrobe and the Devonport suburb of Ambleside. Latrobe is a growing residential area, and Devonport CBD is located less than 10km from Latrobe.

### Project Goal and Alignment

The Goal of the Devonport/Latrobe Shared Pathway project is to increase the liveability, sustainability and accessibility of the communities of Latrobe and Devonport; and provide health benefits for individuals in these communities by creating opportunities for active travel between these centres.

The Project responds to the Objective of the *Tasmanian Urban Passenger Transport Framework* and the *Tasmanian Walking and Cycling for Active Transport Strategy 2010*, to reduce greenhouse gas emissions, create liveable and accessible communities, increase travel reliability, and encourage healthy, active communities.

As part of the implementation of the *Tasmanian Walking and Cycling for Active Transport Strategy 2010*, a stakeholder consultation process was undertaken to identify and rank Principal Urban (Transport Oriented) Cycling Networks in each urban area.

The route between Devonport and Latrobe was identified as being of highest priority on the Burnie/Devonport Principal Urban Cycling Network. Criteria used to identify and rank routes were:

- Population density (current and future)
- Cycle distance to key destinations including public transport, retail, services and education
- Age profile
- Car ownership
- Terrain
- Capacity to create connected active transport routes
- Traffic volumes, speed and conditions on roads between origins and destinations

The route is also identified on the North-West Coastal Pathway Plan, and the Devonport Cycling Network Strategy 2010 - 2013.

### Problem identification, assessment and analysis

The problem is the limited transport alternatives available to people who want to travel from the residential township of Latrobe to the commercial and retail centre of Devonport. Aside from a 'daytime hourly bus service, private motor vehicles provide the only travel alternative.

### **Demand drivers**

Latrobe Municipality with 10,000 people was the fastest growing municipality in Tasmania in 2009/2010 with a growth rate of 4.2%. A significant proportion of the population is located in the Latrobe township. In contrast with the trend across the rest of Tasmania, Latrobe's median age is declining.

Within Latrobe township, local amenities include private and public primary schools and a secondary school (Y7-10); sports facilities; and limited retail and banking outlets. Mersey Community Hospital and Strathdevon Nursing Home are located on the eastern fringes of the township, and there is an industrial area immediately to the south of the town.

Devonport is the major centre servicing this municipality and the largest city in the north-west region. Devonport provides Year 11/12 colleges and post secondary education campuses, and is a major regional employment, retail and commercial centre. Many of those who reside in Latrobe would commute into Devonport to work, study, shop or access services.

Latrobe has a relatively low income profile.

### **Transport alternatives**

There is an hourly daytime bus service from Devonport to Latrobe, along with a more limited Saturday service, but there are no evening or Sunday services. This bus route is the best patronised in Devonport, however it should be borne in mind that passenger numbers on small town services are generally quite low.

Walking to Devonport is not a feasible transport alternative because of the distance involved. The route along River Road, through Ambleside into Devonport is 10 kilometres and therefore considered 'cycle-able', especially as the terrain is flat.

A major barrier to transport-cycling on this route is the 4km section of River Road between Latrobe and Ambleside. There is no cycling infrastructure on this route and whilst the road is used by recreational and training cyclists, it is narrow and winding with no shoulder, poor sight lines and an 80km/hr speed limit. These conditions contribute to an environment that is not supportive of transport cycling for the majority of the population.

Once the 4km stretch along River Road is negotiated, the route through Ambleside (even without cycling infrastructure in place) provides a reasonable cycling environment. There is a shared pathway across the Mersey River Bridge and then the Formby Road Shared Pathway provides safe access into Devonport.

### **Initial review of options**

Given the low numbers likely to patronise services, it is most unlikely that increasing the number of bus services or extending timetables to cover evenings or Sundays would be viable. In light of this, Latrobe is likely to remain a highly car-dependent township.

One option for improving cycling conditions on River Road would be to lower the speed limit to better support road sharing between cyclists and motor vehicles. The Bass Highway provides an alternative route between Devonport and Latrobe, so whilst there might be some public opposition to lowering the speed limit on this road, the presence of an alternative route may mitigate this. Although lowering the speed limit would be likely to make the road safer for cyclists, it is still a winding, narrow road and the issues arising from this remain. Given the width

of the road, some form of separation is going to be required to make the route attractive for transport-cycling.

**Description of Latrobe/Devonport Shared Pathway**

Devonport City Council has undertaken some concept and preliminary design work on this Project.

The Council has proposed a 3 metre wide shared pathway running along the side of the Mersey River following the alignment of River Road. The Pathway would be located between the river and the road, and supported on rockfill resting on the river bed.

The Tasmanian Government will continue to refine the pathway concept with a view to providing a detailed project submission in 2013/14.