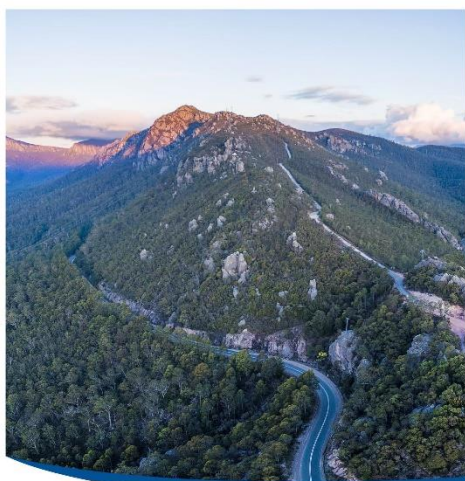


Kingston Bypass Duplication and Algona Road Roundabout Upgrade:

Public Works Committee Submission



28 October 2024

Contents

Introduction	2
Need for Works	3
Related Works	3
Proposed Works	3
Capital Works.....	3
Materials	4
Benefits	5
Progress to Date	5
Potential Impacts and Opportunities	6
Community	6
Environmental and Heritage	7
Funding and Cost	8
Timing	9
Conclusion and Recommendation	10
Attachments	11
Attachment A Desing layout.....	11
Attachment B Stakeholder Engagement Consultation and Feedback Summaries.....	11

Introduction

This document is a submission to the Tasmanian Parliamentary Standing Committee on Public Works (PWC) for its hearing into the Kingston Bypass Duplication and Algona Roundabout Upgrade works scheduled for 13 November 2024.

This submission has been developed by the works proponent, the Department of State Growth Tasmania.

The proposed works are located on the (Hobart) Southern Outlet between the Kingston Interchange and Channel Highway, as shown below.



Need for Works

Traffic modelling undertaken in 2007 suggested that the current two-lane, two-way Kingston Bypass would function effectively until 2017. Performance was predicted to deteriorate to unacceptable levels between 2017 and 2027, thus it has been envisaged that an upgrade of the existing Kingston Bypass and Algonia Roundabout would be required within this timeframe.

Growth in the immediate area and south of the Algonia Roundabout has led to traffic delays, especially for traffic exiting at the Huntingfield approach. The local community have been voicing concerns over the operation of the Algonia Roundabout for some years. More recently local community members have been seeking consideration of active transport links across the Channel Highway corridor, following the work undertaken in the recent Channel Highway – Algonia Road to Sandfly Road Corridor Study Report – September 2020 in relation to a push for an off-road shared pathway between Margate and Huntingfield.

This current project aims to alleviate these issues by duplicating the existing bypass to ease congestion and provide greater transport mode choice for the travelling public through improved connectivity to existing public transport and park and ride facilities.

An option analysis was conducted in 2022 to determine the optimal solution to alleviate the issues at the Algonia Road roundabout. This analysis compared a 'do nothing' option, minor upgrade options such as signalisation of the existing roundabout and various grade separated interchange options, with and without an additional intersection on the west side of the corridor. A multi-criteria assessment was conducted and found that a grade separated interchange with roundabout provided the overall highest score.

Related Works

Related works for this project include the completed Huntingfield Park and Ride, located adjacent to Huntingfield Avenue, south of the Algonia Road roundabout. The Kingston Bypass will provide improved connectivity to Huntingfield Park and Ride for active transport users.

Proposed Works

Capital Works

Key design features of the Kingston Bypass Duplication and Algonia Road Roundabout Upgrade include:

1. Grade-separated interchange replacing the Algonia Road Roundabout in the north and southbound direction.
2. Full duplication of the Kingston Bypass, with two lanes in each direction between the Algonia Road Roundabout and the Southern Outlet (including a duplicated bridge over the Huon Highway).
3. Additional roundabout west of the existing Algonia Road roundabout that facilitates access between the northbound carriageways of the Channel Highway/Kingston Bypass and Algonia Road.
4. Shared use path connecting the Huntingfield park and ride to Maddocks Road and Hollyhock Drive, with provision for a future pedestrian overpass over the Channel Highway.

5. Safety improvements to the Maddocks Road / Channel Highway intersection

Materials

The works are substantially road construction.

The road design has been completed in accordance with Austroads Guidelines with the road pavements designed for a service life of 20 years and the bitumen surfacing, being sprayed or asphalt seal, a service life of at least 15 years.

The majority of the materials for the road construction are aggregates sourced from local quarries that have been certified in accordance with Transport Victoria specifications as adopted by the department. These aggregates include the crushed rock used to build the underpinning structure of the road (the pavement), as well as stone used in sealing (when mixed with bitumen) and used in concrete elements (when mixed with cement and water).

All road construction must meet the department's road and bridge specifications which have been developed from the Transport Victoria specifications as amended to reflect Tasmanian conditions, industry products and construction methods. The quarries are certified under a Quality Assurance process administered by Transport Victoria which includes regular audits. The department decided some years ago to enter into an arrangement with Transport Victoria to use its specifications under licence, with appropriate modifications, rather than to divert substantial departmental resources into the professional maintenance and upkeep of these documents. This approach enables Tasmania to leverage off the depth of knowledge and resources available in a larger state.

Concrete structures, line marking, road barriers and other traffic furniture are likewise designed and constructed in accordance with Austroads Guidelines and sourced from local suppliers where available.

Concrete is manufactured in Tasmanian concrete plants from locally sourced stone and water with either locally produced or imported cement. Some concrete is poured on site (for example, bridge piers or bus stop bases), while other concrete products are manufactured offsite in casting yards elsewhere in Tasmania (drainage culverts for example).

Steel is commonly fabricated outside Tasmania, with some final detailing in Tasmania. For example, poles and sheet metal inputs for signage are imported into Tasmania with the final signs being printed and assembled here. Metal barriers are typically manufactured on the Australian mainland or overseas and assembled in Tasmania.

Electronic components, where required, are imported into Tasmania as there is no local manufacturing base.

Benefits

The expected positive outcomes and benefits from this project are:

- Improved road safety for all road users.
- Increased capacity of the Kingston Bypass (Southern Outlet roadway), allowing for improved travel time reliability for through traffic and accommodating for future population and traffic growth south of Kingston.
- Improved travel time reliability for local Kingston residents through improved intersection performance.
- Improved active travel connectivity to Huntingfield Park and Ride for all transport users.

As part of the assessment methodology, a high-level review of the expected benefits and costs has been undertaken to calculate the benefit-cost ratio (BCR). The cost-benefit analysis has been undertaken in accordance with Australian Transport Assessment and Planning guidelines.

Safety benefits have been estimated by reviewing the ten-year accident history obtained for the project sites for the period January 2017 to December 2021. The accident reduction rates suggest that crashes will be reduced by 50 per cent in the study area.

The BCRs were calculated at discount rates of 7 per cent for the P50 and P90 cost estimates. For the P50 cost estimate, the economic assessment has determined a BCR of 2.5. This means that for every dollar spent on these works, there is \$2,50 benefit to the community. For the P90 cost estimate, the economic assessment has determined a BCR of 2.4. This means that for every dollar spent on these works, there is \$2,40 benefit to the community.

This is a strong result and confirms the value of the works.

Progress to Date

The works are currently at the detailed design stage. Completed activities include:

- Geotechnical investigations.
- Land survey.
- Highway pavement strength assessments.
- Drainage condition assessments.
- Environmental (flora and fauna) investigations.
- Heritage investigations, including Aboriginal heritage.
- Noise investigations.
- Concept design and preliminary design.
- Two rounds of public consultation and ongoing engagement with key stakeholders.
- Submission of EPBC referral.
- Planning approval.

Activities underway currently include:

- Detailed design.
- Engagement with Service Authorities
 - TasNetworks
 - TasWater
 - Telstra
 - NBN
- Additional investigation of heritage sites to inform actions including permits required.
- Investigations into options for offsets for environmental impacts.

Impacts arising from the investigations and engagement are addressed in the section below.

Future activities are discussed in the section on Timing later in this document.

Potential Impacts and Opportunities

Community

The stakeholder engagement undertaken to date has identified the following community impacts and opportunities, with actions to date and proposed.

Community impact	Involved parties	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
Traffic congestion	Road users	Future planned growth is included in the traffic model	No further action required	Final designs will be published on the project website
Shared use path	Active transport users, Kingborough Council	The project will include the construction of a shared path.	No further action required	Final designs will be published on the project website
Safe crossing points near Algona Road across the Channel Highway	Active transport users, Spring Farm Estate Residents	Overpass included in design over Channel Highway Improved crossing points at Algona Road	The department is exploring opportunities to secure the funding required to construct the pedestrian overpass for the Channel Highway	-

The Stakeholder Engagement Consultation and Feedback Summaries are appended in Attachment B.

Environmental and Heritage

The multi-disciplinary investigations undertaken to date have identified the following community impacts and opportunities with actions to date and proposed.

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
<i>Eucalyptus Ovata</i> forest and woodland	Vegetation community triggers: <ul style="list-style-type: none"> Nature Conservation Act 2002 (NCA) Environment Protection and Biodiversity Conservation Act (EPBCA) 	Undertaken a Natural Values Assessment including a field survey. EPBCA referral has been submitted to Australian Government.	NCA is managed under the Kingborough Interim Planning Scheme 2015 – mitigation measures to be discussed with Kingborough Council	- Investigations into options for offsets for environmental impacts are currently underway. - EPBCA process could impact commencement date of construction.
Habitat for five fauna species which are listed as “Matters of National Environmental Significance”	Triggers an EPBCA referral.	Undertaken a Natural Values Assessment including a field survey. EPBCA referral has been submitted to Australian Government.	Investigations into options for offsets for environmental impacts.	Refer discussion above regarding implications of EPBCA referral.
Weeds	Listed weeds as Zone B species within the Kingborough Council Municipality.	Undertaken a Natural Values Assessment including a field survey.	Management of listed weed species to be incorporated into the construction specifications.	-
Roadkill	Install roadkill mitigation as part of the project.	Identification of three roadkill hotspot locations.	Consideration of signage, lighting as part of final design.	--
Aboriginal heritage	Disturbance to several sites of varying significance.	An Aboriginal heritage assessment has been completed and a permit has been issued for	Rehabilitation of an identified site.	The department is working closely with Aboriginal Heritage Tasmania and the Aboriginal Heritage

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
		rehabilitation of a site.		Council to manage this issue.

Funding and Cost

The works are funded under the Kingston Bypass Duplication and Algona Roundabout Upgrade, which has a commitment of \$15.28 million from the Tasmanian Government and \$61.12 million from the Australian Government, totalling \$76.4 million.

The current cost estimate is summarised below.

Item	P50 estimate	P90 estimate	Notes
Base estimate	\$63,048,000	\$63,048,000	Works including investigations, design, community engagement, approvals, acquisition (including related compensation), project management and construction.
Contingency	\$7,723, 000	\$10,432,000	Contingency 12 % – 17 % of base estimate. Refer below for discussion
Escalation	\$2,630,000	\$2,840,000	Escalation 4 % – 5 % of base estimate. Refer below for discussion.
Total	\$73,401,000	\$76,320,000	

The above cost estimate demonstrates that the P90 cost estimate aligns with the available project funding.

Contingency

The contingency allowance provides for contingent events – that is events which may or may not occur. Typically for a cost estimate undertaken at the preliminary design stage, such as this one, a contingency of 10 – 30 % is expected. For this project, key contingent risk items include:

- Delays in approval processes including:
 - environmental/heritage approvals.
- Variation in scope/design due to:
 - constructability issues.
 - complex traffic management.
 - environmental management.
 - service relocations.
- Geotechnical risks including:

- foundation issues with abutments require additional substructure works.
- softer subgrade than anticipated requiring additional treatment or importation of material.
- rock in excavations increasing cost and time of construction.
- Market factors including:
 - contractor availability.
 - market conditions.
 - variations during construction period.

Escalation:

The escalation allowance is a provision in costs for changes in economic and market conditions over time.

Estimates of escalation are not intended to be precise forecast of future prices; they are approximations intended to represent the average trends for a large group of projects in a broad region.

The escalation rate for projects which are part funded by the Australian Government is determined by the Australian Government and is included in the project cost estimates as part of funding submissions from the department to the Australian Government. The Australian Government commissions considerable economic investigation to provide state specific forecast escalation, and the department has not diverted resources into challenging these Australian Government requirements.

Timing

Past and current activities are described in the Progress to Date section above. Future activities and current estimated completion timing are listed below:

- Finalise design (December 2024).
- Obtain EPBC approval from Australian Government (estimated date April 2025).
- Advertise construction tender (May 2025).
- Assess tenders and award contract (mid 2025).
- Commence construction (mid 2025).
- Complete construction (mid 2027).
- Close out project (mid 2029 – closeout of defects and liabilities).

These works are being presented to the Public Works Committee at this time when the design is well developed with some details to be resolved in the coming months ahead of advertising construction tenders. In particular, achieving EPBC approval is a key milestone, which include processes outside of the project team's control that may affect timing.

Conclusion and Recommendation

The proposed Kingston Bypass Duplication and Algona Roundabout Upgrade works have been developed in response to the community voicing concerns over congestion at the Algona Roundabout and wanting consideration of active transport links across the Channel Highway corridor.

The proposed works comprise of a full grade-separated bypass of the Algona Road Roundabout, duplication of the Kingston Bypass, an additional roundabout west of the existing Algona Road roundabout, and a shared use path connecting the Huntingfield park and ride to Maddocks Road and Hollyhock with provision for a future pedestrian overpass over the Channel Highway.

Key benefits of these works include:

- improve road safety for all road users.
- improve travel time reliability for road users.
- provide greater modal choice for people travelling between south of Kingston and Hobart.

The project is at detailed design stage and construction tenders are expected to be advertised in May 2025, subject to receipt of PWC and other relevant approvals.

The estimated cost of the project of \$73.4 million and \$76.3 million (P50 and P90 estimate, respectively), aligns with the provided budget of \$76.4 million. The current cost estimate is considered reasonable for the scale and scope of works proposed.

These Kingston Bypass Duplication and Algona Road Roundabout Upgrade works are considered to be a fit for purpose and value for money, providing the most beneficial solution to address the existing community need of reducing congestion on the Algona Road Roundabout and existing Kingston Bypass.

Attachments

Attachment A Desing layout

Attachment B Stakeholder Engagement Consultation and Feedback Summaries



Department of State Growth

4 Salamanca Place
Hobart TAS 7000 Australia

Phone: (03) 6165 5183








Email: Johan.Jordaan@stategrowth.tas.gov.au

Web: www.transport.tas.gov.au

Kingston Bypass Duplication and Algona Road Roundabout Upgrade

Final Designs – July 2024



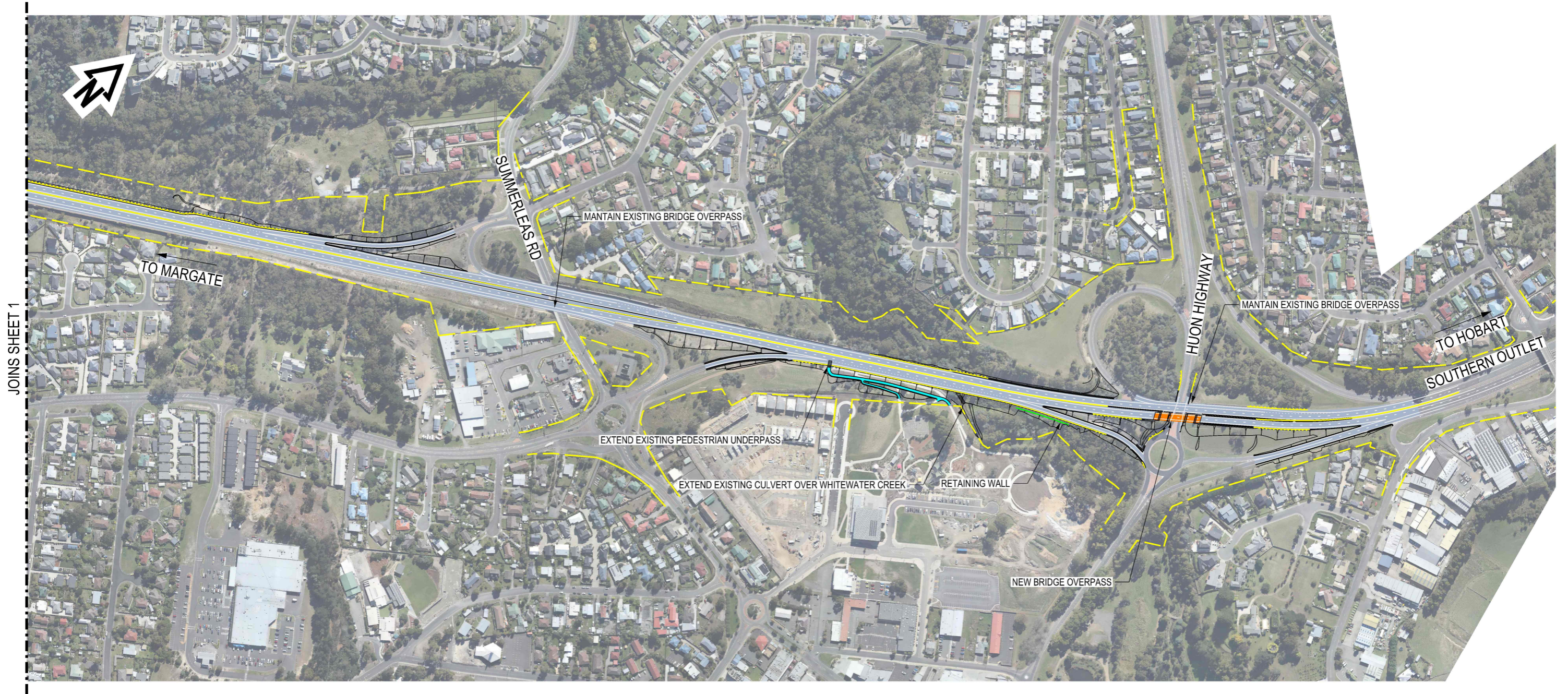
LEGEND			
	PROPOSED ROAD		EARTHWORKS FOOTPRINT
	PROPOSED BRIDGE		ROAD RESERVE BOUNDARY
	SHARED PATH		PROPOSED WRSB BARRIER
			PROPOSED BARRIER

Sheet 1 of 2



Kingston Bypass Duplication and Algona Road Roundabout Upgrade

Final Designs – July 2024



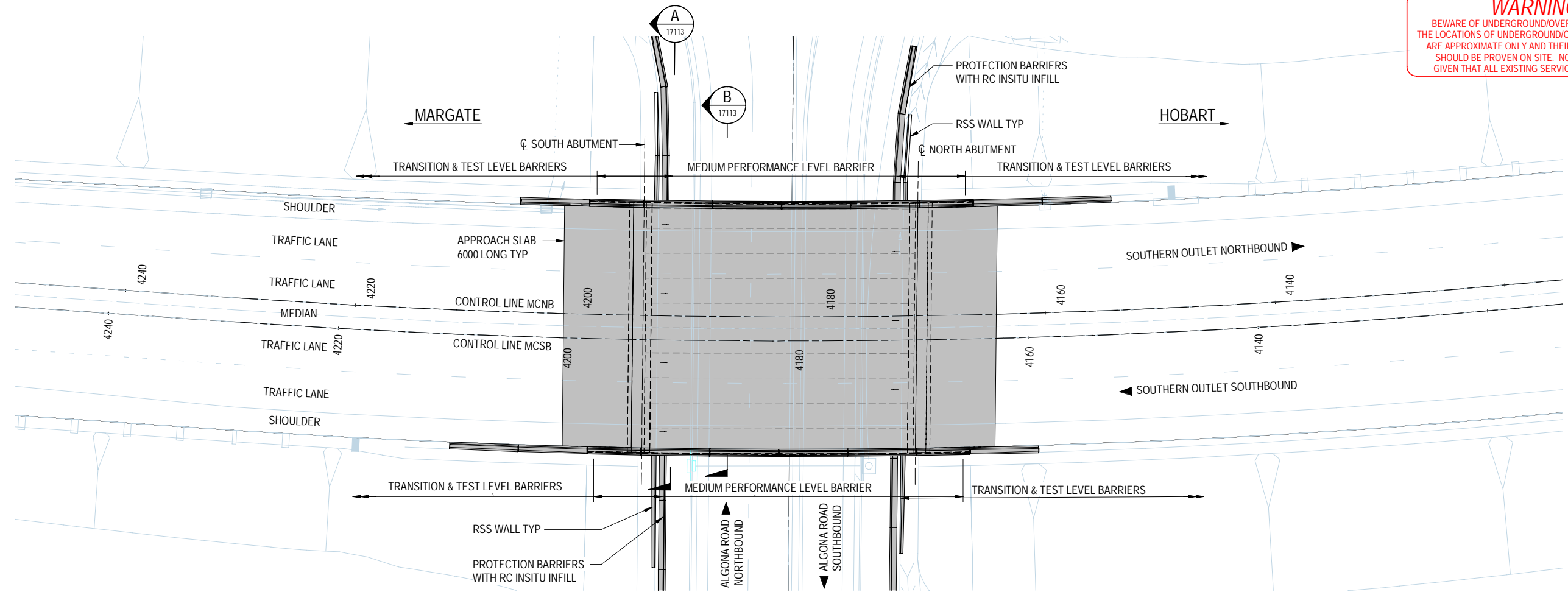
JOINS SHEET 1

LEGEND	
	PROPOSED ROAD
	PROPOSED BRIDGE
	SHARED PATH
	EARTHWORKS FOOTPRINT
	ROAD RESERVE BOUNDARY
	PROPOSED WRSB BARRIER
	PROPOSED BARRIER

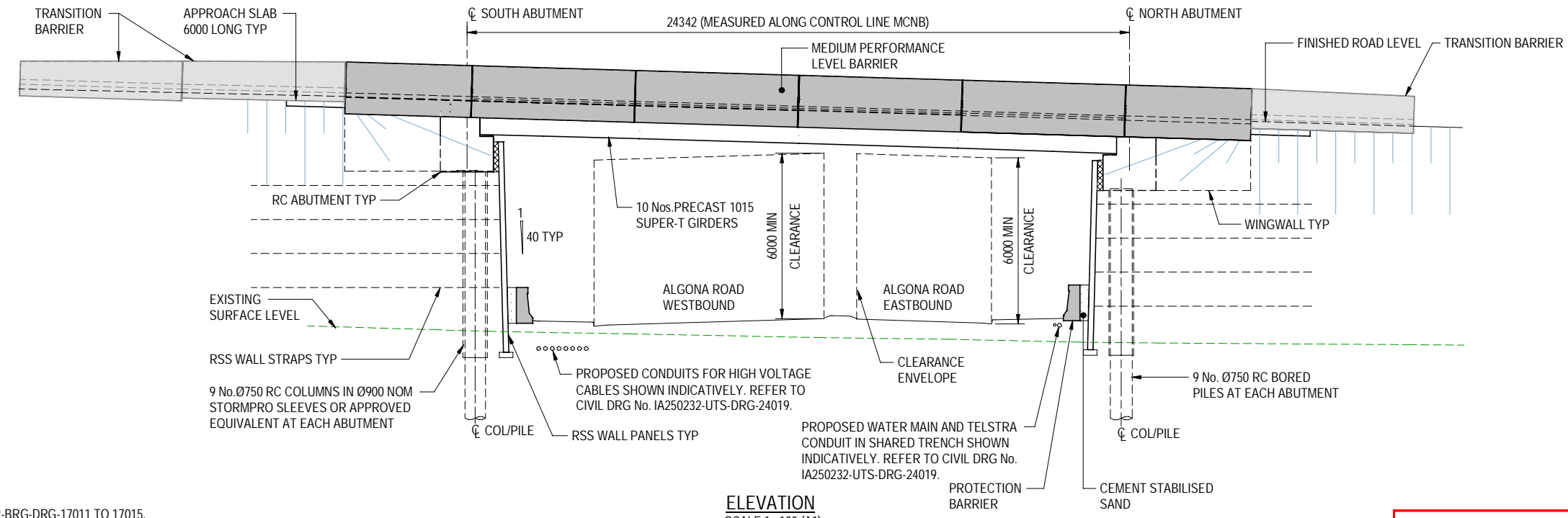
Sheet 2 of 2



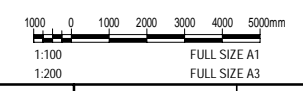
WARNING
 BEWARE OF UNDERGROUND/OVERHEAD SERVICES
 THE LOCATIONS OF UNDERGROUND/OVERHEAD SERVICES
 ARE APPROXIMATE ONLY AND THEIR EXACT POSITION
 SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
 GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.



PLAN
 SCALE 1 : 200 (A1)



ELEVATION
 SCALE 1 : 100 (A1)



- NOTES:**
- FOR GENERAL NOTES REFER TO DRG. No. IA250232-BRG-DRG-17011 TO 17015.
 - FOR MAIN CARRIAGEWAY AND KINGSTON ROAD WORKS DESIGN REFER TO CIVIL DRG. No. IA250232-CIV-DRG-10001 TO 11683.
 - DATE PLATES AND SURVEY MARKS TO BE AFFIXED TO BRIDGE IN ACCORDANCE WITH THE ASSET OWNER REQUIREMENTS AND WITH DSG STANDARD SECTION 160.47.

NOT FOR CONSTRUCTION
SUBSTANTIAL DETAILED DESIGN

No.	Amendment Description	Initials	Date
C	ISSUED FOR SUBSTANTIAL DETAILED DESIGN	RH	25/10/24
B	ISSUED FOR SUBSTANTIAL DETAILED DESIGN	IJ	15/05/24
A	ISSUED FOR PRELIMINARY DESIGN	RL	15/11/23

SCALES	
2 0 2 4 6 8 10m	FULL SIZE A1
1:200	FULL SIZE A3
1:400	

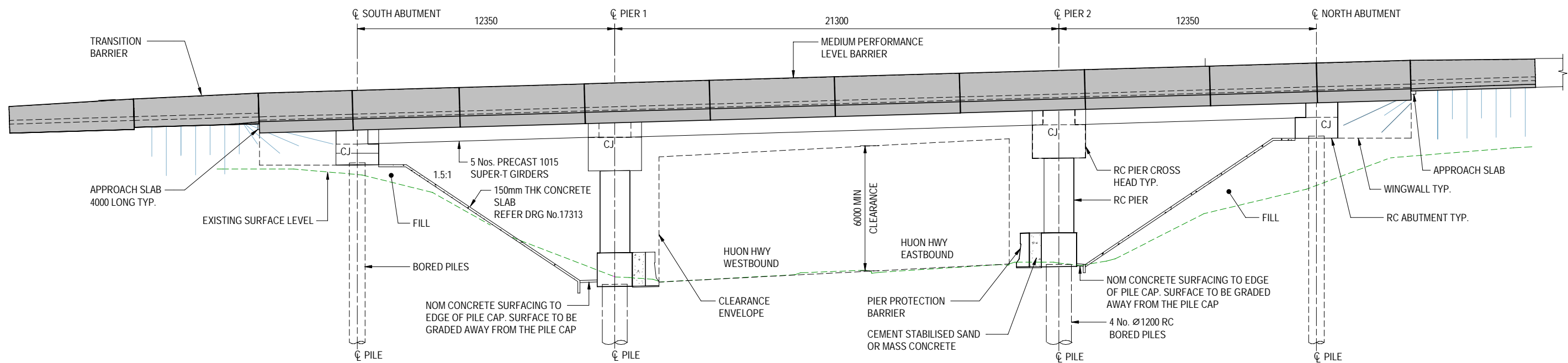
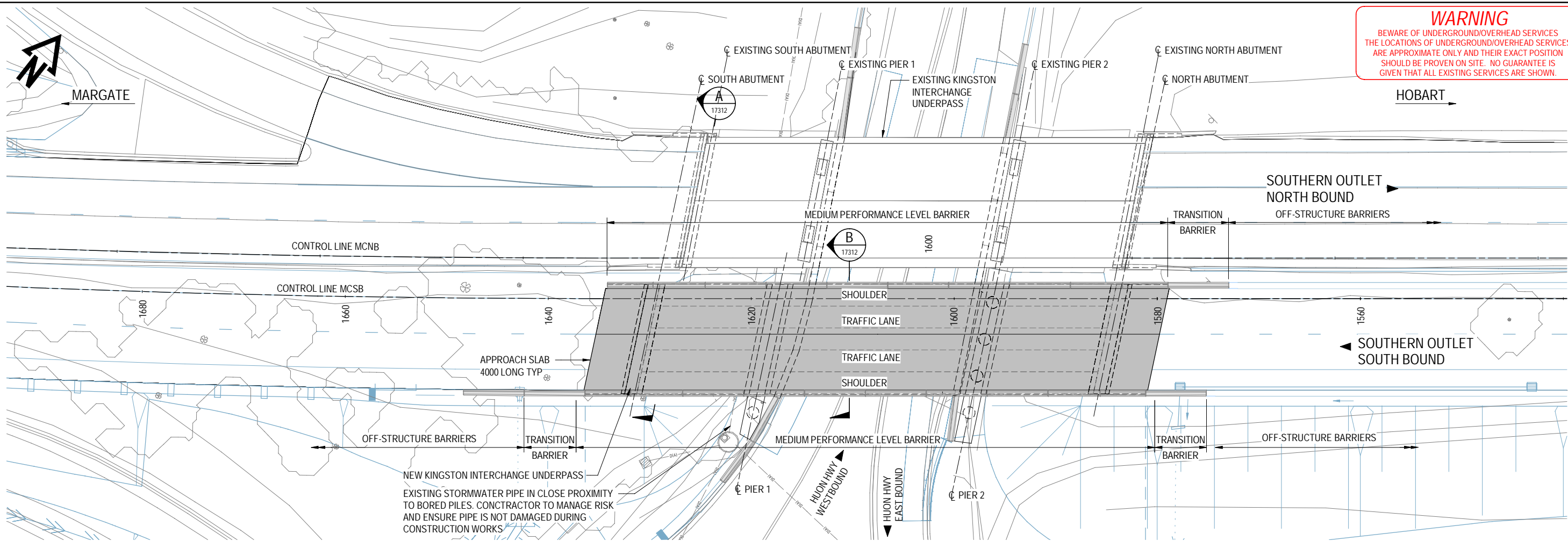
Jacobs
 Tasmanian Government

DESIGNED: M.MORAES
 REVIEWED: R. WOZNIAK

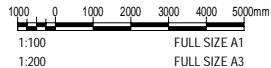
Department of State Growth
 KINGSTON BYPASS DUPLICATION
 AND ALGONA ROAD ROUNDABOUT UPGRADE
 B6328 - ALGONA ROAD INTERCHANGE UNDERPASS
 GENERAL ARRANGEMENT
 PLAN AND ELEVATION

CONTRACT No. 3100B-4-29	DRAWING NO. IA250232-BRG-DRG-17112	PRINTED DATE 25/10/2024	SHEET No. 17112
REGISTRATION NUMBER			REVISION C

WARNING
BEWARE OF UNDERGROUND/OVERHEAD SERVICES
THE LOCATIONS OF UNDERGROUND/OVERHEAD SERVICES
ARE APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.



- NOTES:**
- FOR GENERAL NOTES REFER TO DRG. No. IA250232-BRG-DRG-17011 TO 17015.
 - FOR MAIN CARRIAGEWAY AND KINGSTON ROAD WORKS DESIGN REFER TO CIVIL DRG. No. IA250232-CIV-DRG-10001 TO 11501.
 - DATE PLATES AND SURVEY MARKS TO BE AFFIXED TO BRIDGE IN ACCORDANCE WITH THE ASSET OWNER REQUIREMENTS. IN ACCORDANCE WITH DSG STANDARD SECTION 160.47



NOT FOR CONSTRUCTION
SUBSTANTIAL DETAILED DESIGN

No.	Amendment Description	Initials	Date
C	ISSUED FOR SUBSTANTIAL DETAILED DESIGN	RH	25/10/24
B	ISSUED FOR SUBSTANTIAL DETAILED DESIGN	IJ	15/05/24
A	ISSUED FOR PRELIMINARY DESIGN	RL	15/11/23

SCALES	
2 0 2 4 6 8 10m	FULL SIZE A1
1:200	FULL SIZE A3
1:400	

Jacobs
Tasmanian Government

DESIGNED: M. PINSON
REVIEWED: R. WOZNIAK

Department of State Growth
KINGSTON BYPASS DUPLICATION
AND ALGONA ROAD ROUNDABOUT UPGRADE
B6327 - KINGSTON INTERCHANGE UNDERPASS DUPLICATION
GENERAL ARRANGEMENT
PLAN AND ELEVATION

CONTRACT No. 3100B-4-29	DRAWING NO. IA250232-BRG-DRG-17311	PRINTED DATE 25/10/2024	SHEET No. 17311
REGISTRATION NUMBER			REVISION C

Kingston Bypass Duplication and Algona Road Roundabout Upgrade

June 2023



Consultation and Feedback Findings Summary



Australian Government



Tasmanian
Government

About the project

The Kingston Bypass Duplication and Algona Road Roundabout Upgrade Options Analysis set out to identify and analyse options for the upgrade of the Kingston Bypass corridor, including the Algona Road Roundabout.

The project identified options to address three primary objectives for the Kingston Bypass corridor.

- Enhance road safety for all road users.
- Improve travel time reliability.
- Provide greater modal choice for trips.

What we did

Two rounds of stakeholder and community engagement were conducted. Each round included key stakeholder meetings, workshops and a period of formal public consultation. The objective of the first round of engagement was to gather information and ideas from a broad cross section of the community and key stakeholders, to help inform design solutions. The objective of the second round of engagement was to gather feedback on the potential design solutions presented by the project team. In response to demand, an additional workshop was held on 19 August 2022 to discuss the proposed shared path with key stakeholders including Kingborough Council and active transport groups.

Round 1 of public consultation was held over a three-week period from 1-21 December 2021, seeking feedback via:

- a Social Pinpoint map inviting people to make ideas and comments onto the map
- email
- phone
- key stakeholder workshops.

Round 2 of public consultation ran for a three-week period from 27 June – 17 July 2022 seeking feedback on the potential design solutions via:

- a Social Pinpoint ideas wall and online survey
- email
- phone
- static display with a survey and feedback form
- a public drop-in session.

A total of 335 comments were received during the first round of engagement, from 191 people. The Social Pinpoint map <https://stategrowthtas.mysocialpinpoint.com/kingston-bypass-algona-roundabout> had 3,663 visits by 1,481 unique users.

280 comments were received during the second round of engagement, from 238 people. The Social Pinpoint ideas wall <https://stategrowthtas.mysocialpinpoint.com/kingston-bypass-algona-roundabout2> had 2,773 visits by 1,043 unique users.

What we heard

The design team considered the feedback received in Round 1 when shortlisting the potential design solutions for presentation in the second round of public consultation, noting the need to reduce congestion, the preference for a grade separated solution for the Algona Road roundabout upgrade, and the inclusion of active transport links to existing paths.

During the second round of engagement, feedback was received on the proposed design solutions for the Kingston Bypass duplication and Algona Road roundabout upgrade. Feedback from the survey results was overwhelmingly supportive for both the roundabout upgrade and bypass duplication designs. Most comments received in Round 2 focussed on provision of connectivity for active transport and public transport users.

A summary of the feedback and the Department of State Growth response is presented in Table 1.

Table 1: Feedback summary

Feedback	State Growth response
A solution is needed for traffic congestion and queuing at the Algona Road roundabout.	The design solutions to upgrade the Algona Road roundabout and duplicate the Kingston Bypass aim to reduce congestion and improve travel time reliability.
There is a high level of housing growth in the area which will increase future traffic demands on the Kingston Bypass, Channel Highway and Algona Road.	Future growth which is planned in this area is included in the traffic modeling for this project.
A new flyover would be the best solution to remove congestion at the Algona Road roundabout.	A grade separated option was the shortlisted design solution presented for public feedback during the second round of engagement.
Include the future shared path in the current project.	The project will include the construction of a shared path. We will collaborate with the Kingborough Council and cycling groups to ensure the share path connects with the existing and future bicycle network.
Provide safe crossing points at the Algona Road roundabout upgrade to link both sides of the Channel Highway.	The project will consider the safety of pedestrians and cyclists and look to create safe crossings from Huntingfield to Spring Farm Estate.
Build an overpass or underpass for active transport users.	The project will consider provisions for active transport users.

The level of feedback received gave us confidence that the key themes and issues raised were generally representative of the views of the community and helped inform improvement opportunities for safety and traffic flow through the study area.

Next steps

The design options presented in the second round of public consultation will be progressed through to the detailed design stage. A shared path, pedestrian crossings and provisions for cyclists will be included in the detailed design.

The Department of State Growth and the project team are very appreciative of everyone who has made time to participate in this project and contribute valuable feedback.

Contact

If you have any questions, please contact our Stakeholder Engagement Specialist via email kingstonbypassupgrade@stategrowth.tas.gov.au or phone on 0408 436 402.

For more information on our projects, visit transport.tas.gov.au or scan the QR code.



Kingston Bypass Duplication and Algona Road Roundabout Upgrade

April 2022



Consultation and Feedback Findings Summary



Image © Peter Renshaw www.expressway.online



Australian Government

BUILDING OUR FUTURE



Tasmanian
Government

Introduction

The Kingston Bypass Duplication and Algona Road Roundabout Upgrade Options Analysis will develop options to address three primary objectives for the Kingston Bypass corridor. These are to:

- Enhance road safety for all road users.
- Improve travel time reliability.
- Provide greater modal choice for trips.

There are two phases of stakeholder engagement:

Phase 1 - Information and feedback gathering. The objective of this phase is to collect feedback that will inform the identification and shortlisting of options.

Phase 2 - Feedback on shortlisted options. The objective of this phase is to collect feedback that will help rank the options.

The engagement objectives of the project are to identify key issues, ideas and concerns from the community and key stakeholders to help to inform the development of a prioritised list of design solutions that will improve safety and traffic flow for all road users.

This findings summary presents an overview of the feedback received from Phase 1 of stakeholder engagement for consideration by the project team in the identification and prioritisation of potential future improvement solutions.

Public consultation

The Kingston Bypass Duplication and Algona Road Roundabout Upgrade Options Analysis collected feedback from the community and key stakeholders in a three-week period of public consultation from 1 to 21 December 2021 via Social Pinpoint, email and phone. The Social Pinpoint site collected feedback via comments and ideas pinned on an online project map at identified points of interest.

Addressed notifications were posted to 1080 Kingborough residents and businesses closest to the project area. A second notification mailout was sent to the surrounding postcode areas of 7050, 7051, 7052 and 7054. Mailouts included all residences in the suburbs of Kingston, Albion Heights, Firthiside, Kingston Beach, Blackmans Bay, Howden, Margate, Snug and Tinderbox.

Public consultation was advertised in The Mercury, Kingborough Chronicle and Huon Valley News during the consultation period. The consultation was also promoted on the Transport Tasmania website and RoadsTas Facebook page.

Summary of findings

Over the three-week consultation period, the Social Pinpoint website had 3663 visits by 1481 unique users who spent an average of four minutes looking at the site. The amount of feedback received is summarised in Table 1.

Table 1: Summary of amount of feedback received

Source	Number of comments/submissions	Number of individuals
Social Pinpoint – ideas and comments	287	152
Phone calls	4	4
Written submissions and emails	24	22
Total	315	178

Social Pinpoint feedback

Key themes and issues were identified, and submissions were weighted according to the number of likes/dislikes. A summary of the highest ranked themes, along with a response, is included in Table 2.

Table 2: Highest ranked themes

Theme	Summary of feedback	Response
Traffic congestion / queuing	<p>The current Summerleas Junction slip lane merging into the outlet heading north clogs up every morning and brings traffic coming from the Channel Highway to a standstill.</p> <p>There needs to be a way of reducing congestion by Mitre 10, particularly at school time. Congestion is caused by the highway terminating at a roundabout, forcing traffic going to Margate and further south to stop and wait.</p> <p>There is congestion along the Channel Highway between Algona Road and Summerleas Road all day long. The Kingston Bypass is not fulfilling its purpose in reducing congestion along the Channel Highway.</p> <p>Significant congestion occurs all the way from the Howden Road turn off through to where the Huon Highway joins the Outlet, due to the number of on ramps joining on to a single lane road.</p>	<p>We acknowledge the congestion in the locations mentioned.</p> <p>We will consider ways to reduce congestion and improve travel time reliability when preparing design options to upgrade the Algona Road roundabout and duplicate the Kingston Bypass.</p>
Future demand / growth	<p>Approvals for new housing developments south of the Algona Roundabout, the new housing development behind St Aloysius College in Huntingfield, and further growth in the Spring Farm estate will mean an increase in the number of cars using this roundabout at all times of day, especially during peak hour.</p> <p>Connecting Whitewater/Spring Farm to Maddocks Road will increase the traffic entering the highway heading north and south.</p>	<p>We will include the planned future growth for the area in the traffic modeling and project design.</p>
New flyover / interchange	<p>A flyover or overpass for the Kingston Bypass to the Channel Highway would remove the bulk of the traffic from the roundabout. Not putting in an overpass was a shortcoming of the current design for the Kingston Bypass.</p> <p>An overpass or underpass across the Channel Highway is an essential part of the new design. Preference should be given to a flyover similar to the Summerleas Road/Huon Highway interchange.</p>	<p>We will include a grade separated (“flyover”) option in the shortlisted design options when we open the next round of public consultation.</p>
Access to Spring Farm Estate	<p>The new subdivisions of Spring Farm and Whitewater should be provided with more than one exit to assist traffic flow and allow for emergencies. Spring Farm Road could be joined to Kingston View</p>	<p>While access to Spring Farm Estate is outside the scope of this</p>

Theme	Summary of feedback	Response
	<p>Drive or Welcome Avenue to give households in the area an alternate route other than the Channel Highway.</p> <p>Adding slip lanes from Spring Farm Road to the Kingston Bypass would allow a lot of traffic to avoid the Channel Highway and ease congestion at the Bunnings roundabout and Algona Road intersection.</p>	<p>project, the Department of State Growth is continuing to work closely with Kingborough Council on access and connectivity issues.</p>
<p>Improve pedestrian tracks / paths</p>	<p>A pedestrian overpass or underpass would provide Huntingfield residents to access to the sports precinct, Kingston High School the Kingston CBD via the Whitewater Creek Track. It would also provide a safe crossing option for students walking to Tarremah Steiner School and St Aloysius College.</p> <p>Paved footpaths would improve safety. It is dangerous to walk on the side of the road.</p> <p>The track along Whitewater Creek is used for a popular park run. It is considered to be dangerous because the pavement is broken in places and unpaved sections get muddy when it floods.</p>	<p>Each shortlisted design option will consider accessibility and safety for pedestrians.</p> <p>Track maintenance issues are outside of the scope of this project, but feedback will be passed on to the Kingborough Council.</p>
<p>Improve cycleways</p>	<p>The Algona Road roundabout upgrade should include a cycle path connecting the Peter Murrell Reserve with the Whitewater track and allow for the future construction of a Margate to Kingston cycleway.</p> <p>Plan for connections to a shared path connecting Huntingfield and Blackmans Bay in this project. A shared path would mean local children could cycle to the schools in the area.</p> <p>Connect the existing Algona Road pedestrian underpass to the Huntingfield park and ride facilities to provide an off road link for cyclists.</p>	<p>Future cycleway connectivity will be considered by this project and included in each of the shortlisted design options.</p>
<p>Active transport safety</p>	<p>Divert cars through underpasses and overpasses to make safe ground level walking and bicycle paths separated from the road.</p> <p>Don't just paint a bike path on the road. Mixing bicycle and car traffic is frustrating for drivers and dangerous for cyclists.</p> <p>Parents would feel safe to let children ride to school on bike paths separated from other traffic by a nature strip.</p> <p>Prioritise road safety for cyclists, runners and walkers. Ensure there are distinct, well separated pathways for these groups allowing safe</p>	<p>A primary objective for this project is safety for all road users.</p> <p>Consideration will be given to active transport safety in all design options.</p>

Theme	Summary of feedback	Response
	<p>passage for pedestrians and cyclists from Huntingfield, Kingston and Blackmans Bay.</p>	
Public transport	<p>A convenient, reliable bus service with buses every 15 minutes would be an attractive option for more people and would take cars off the road. Bus services available in the area are seen as being expensive, slow and inconvenient.</p> <p>Build a new bus interchange with regular services to Hobart and have other buses shuttle people around the district at regular intervals.</p> <p>There is currently no Metro Bus service for residents of Spring Farm and Whitewater Park Estates. A second access to these new subdivisions would allow buses to service them.</p> <p>Provision of access to the Huntingfield park and ride would reduce the number of car trips from this area.</p> <p>Put money into public transport rather than into roads. One bus removes up to 45 cars off the road and one light rail trip would remove up to 100 cars off the road.</p>	<p>The Department of State Growth recognises public transport as a key to reducing congestion.</p> <p>This project aims to provide greater choice for trips by providing easy access to bus services.</p>
Park and ride access	<p>The Huntingfield park and ride facility can only be easily accessed on foot or bike by people in Huntingfield. Provision of pedestrian and bike access from Redwood Road, Hollyhock Drive, Nautilus Grove, Algona Road and the Channel Highway would help more users utilise this facility.</p> <p>The existing Algona Road pedestrian underpass is adequate but the access behind Clennetts Mitre 10 needs to be improved.</p> <p>Parking at the two new park and ride facilities may not meet demand. Land opposite the Antarctic Division could be set aside for another park and ride facility rather than further retail development. More sites for park and ride facilities should be considered in both Kingston and Margate.</p>	<p>Access to the existing park and ride facilities will be considered by this project.</p>
Long term solution required	<p>Plan for the future. Although the Algona Road roundabout was adequate for the population at the time it was built, it needs to be upgraded due to the expanding population south of Kingston. Whatever is built needs to plan for further population increases and higher traffic usage.</p>	<p>We acknowledge the need for solutions with a long design life.</p> <p>The Department of State Growth is developing long term design solutions for the upgrade of the</p>

Theme	Summary of feedback	Response
	<p>There is a high cost associated with flyovers, the duplication of lanes and installing traffic lights but having to chop and change with upgrades every few years costs more.</p> <p>Flyovers are the solution to the current traffic issues as they optimise traffic flow. Flyovers would allow traffic moving north and south to avoid all the roundabouts and future proof the area for the next 50 years.</p> <p>Developments beyond the southern end of the study area need to be taken into account. Traffic conditions which include the future roundabout for the Huntingfield development and traffic from Whitewater Estate having access via Maddocks Road need to be considered. A big picture traffic plan is required.</p>	<p>Algonia Road roundabout and Kingston Bypass duplication which don't preclude future projects.</p> <p>The criteria for shortlisting design options include the longevity of each design, along with their construction cost.</p>

The level of support for the most popular themes is shown in Figure 1. The number of submissions relating to each theme is shown in Figure 2.

Figure 1: Most popular submission themes

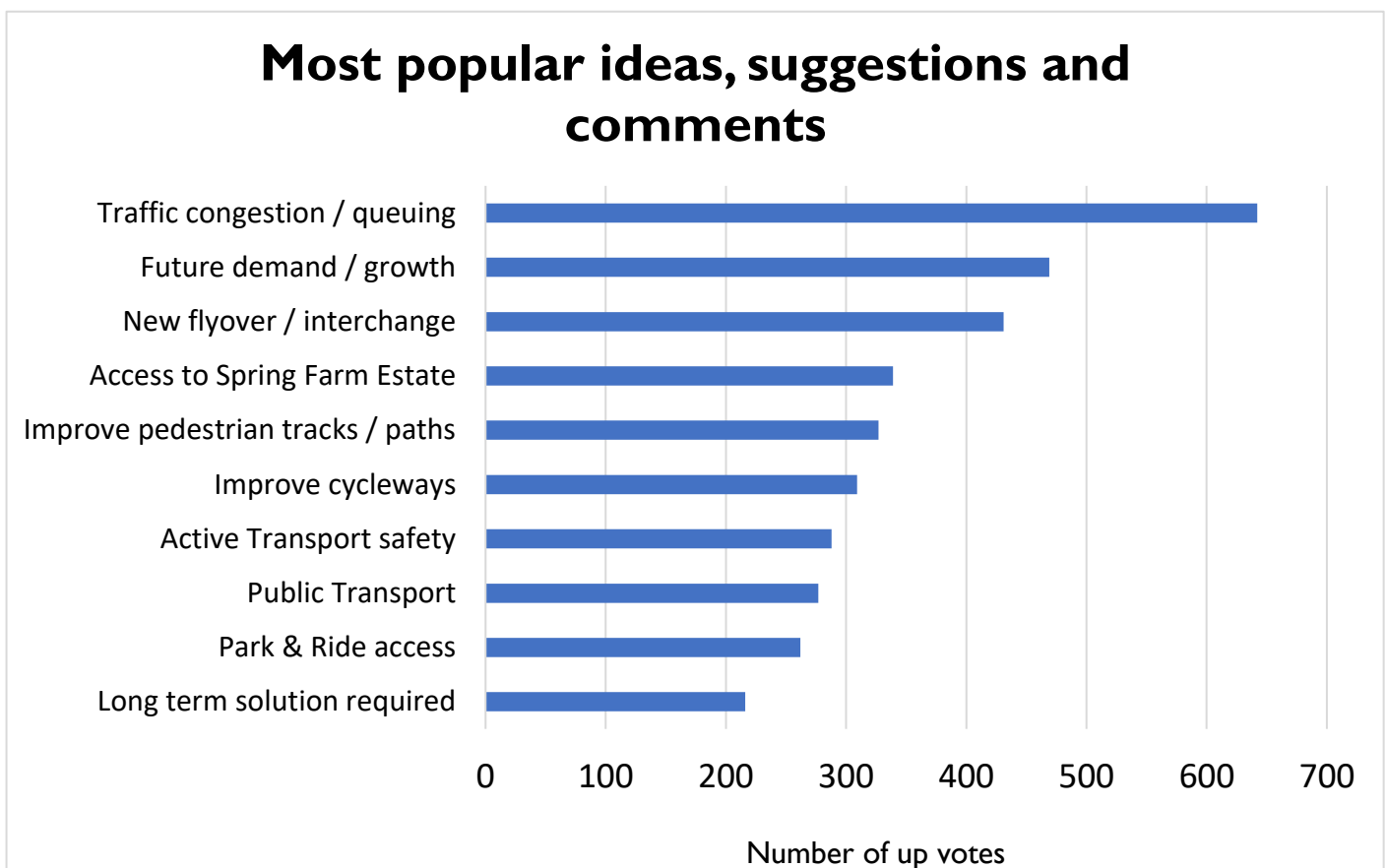
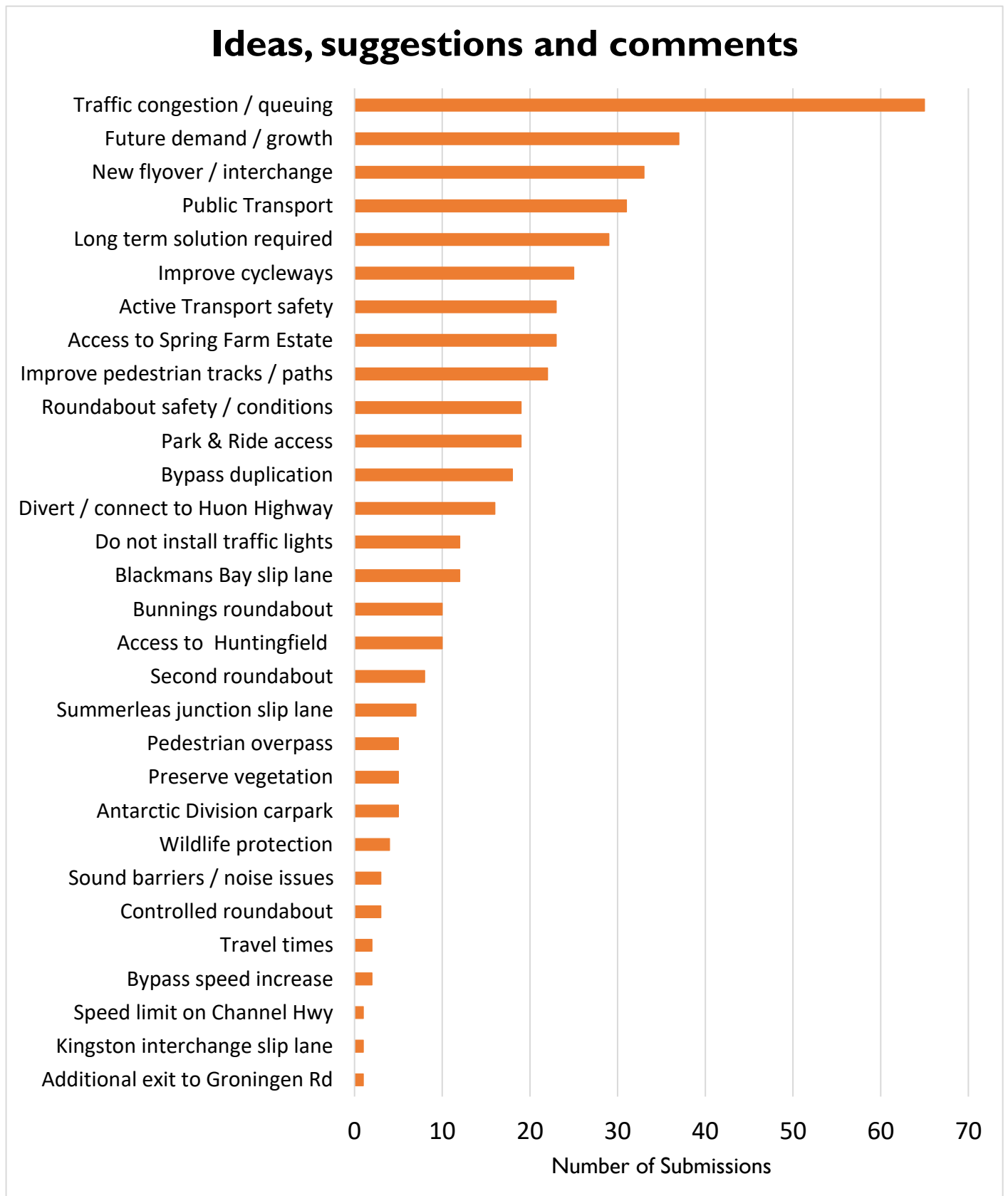


Figure 2: Number of submissions related to each theme



Feedback from email and phone submissions

We received 24 email submissions and four phone calls. The issues raised in these submissions are arranged under the headings of the key themes:

Traffic congestion / queuing

- Traffic from the Spring Farm development is causing congestion.
- An increase in traffic volume when the Huntingfield park and ride facility opens.

Future demand / growth

- Ongoing growth in the area.
- Building a long-lasting solution.

Specific safety and access concerns

- The desire for a flyover for traffic at the Algona Road roundabout.
- Installation of traffic lights at the Algona Road roundabout to control flow.
- Additional slip lanes at the Algona Road roundabout.
- Four lane duplication of the Kingston Bypass.
- Merging difficulties heading north on slip lane from Summerleas Road.
- Additional access points into Huntingfield for vehicles.
- Prioritise the Kingston Bypass to make the Channel Highway a less attractive route for commuters.
- Lack of an off ramp to the Huon Highway past the Summerleas Road intersection.
- Groningen Road on-ramp alignment as a safety concern.
- Speeding motorists on Southern Outlet and Summerleas Road.

Pedestrian and cyclist safety and access improvements

- Improve pedestrian access to Whitewater Road and Spring Farm estates.
- Incorporation of the planned Kingston to Margate cycleway.
- Safety for cyclists using the existing cycle lane at the Algona Road roundabout.
- Upgrade existing bike lanes to be separated from traffic.
- Access for mobility scooters in the project area.

Public transport

- Priority lanes for buses from all directions.
- Allow for future public transport infrastructure in the area.

Environmental and other concerns

- Wildlife protection in the study area.
- Preservation of green spaces.
- Noise issues for residents near the highway, particularly in Firthside.

Feedback from workshops

During the consultation period in December 2021, the project team met with government and community representatives in two workshops. The following is a summary of the points highlighted during the workshop discussions:

Workshop 1: Government and key transport industry bodies

- Bus frequency will increase at the Algona Road roundabout with the opening of the Huntingfield park and ride facility.
- Prioritise public transport and active transport options.
- Consider access to bus stops during planning and design stages.
- Connections for cyclists and pedestrians are already planned by Kingborough Council.
- Some zoning restrictions exist on land around the project site at the Algona Road roundabout.
- Land acquisition could provide access for active transport links.
- Consider bus only lanes and transit lanes to promote public transport.

Workshop 2: Government, active transport and community

- Future access to Spring Farm Estate via Maddocks Road.
- Traffic modelling needs to reflect all planned land use, growth and developments in the area.
- Impact on the existing noise reduction earth mound.
- Planned off-road shared path to be considered and not precluded in design.
- An underpass from Huntingfield to Whitewater Creek and facilities to walk, ride and scooter to the new park and ride facility.
- Infrastructure is required for the Whitewater Road / Spring Farm area, with only one entrance/exit.
- Grade separation to be provided for people walking and riding. A pedestrian/cycle overpass or underpass.
- Current Algona Road pedestrian underpass needs to be better connected.
- A gap exists in the trail network around the Algona Road roundabout.
- Include information from the Kingborough Bicycle Plan in planning.
- Left-hand slip lane at the Australian Antarctic Division is too short.
- A development application for a service station and fast-food store on the “wedge” next to Spring Farm Road is likely to increase traffic.
- Include design treatments and beautification in the eventual proposed design option.

Outcomes and next steps

The objectives of this engagement were to collect feedback on the current conditions of the Algona Road roundabout and Kingston Bypass and represent them fairly to the project team for consideration as part of the project. This report is a summary of the outcome of the engagement.

Key issues, ideas and concerns from the community received through the public consultation will help to inform the prioritised list of design solutions to enhance safety for all road users, improve travel time reliability and provide greater choice for trips in the project area.

The Department of State Growth and the project team are very appreciative of everyone who has made time to participate in this project and contribute valuable feedback. The design team will consider this feedback when shortlisting the potential design solutions which will be presented in the next round of public consultation. Please keep an eye on the Transport website for details at www.transport.tas.gov.au/kingston-bypass-algona-roundabout



Australian Government

BUILDING OUR FUTURE



Tasmanian
Government