

22 February 2026

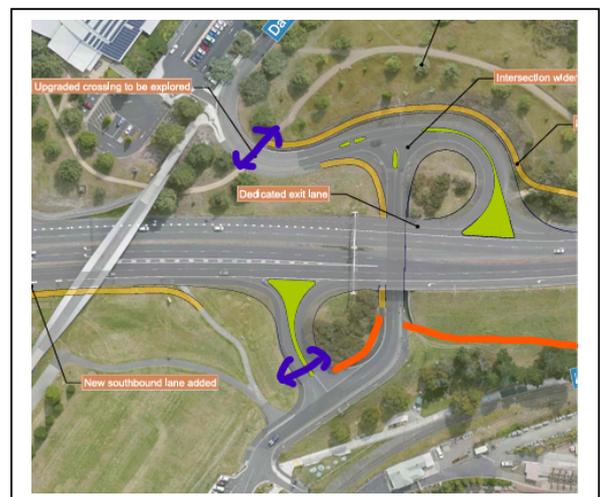
Email: majortransportprojects@stategrowth.tas.gov.au

Proposed Northern Access Road at Macquarie Point

Cycling South has the following comments to make on the proposed plans.

Intercity Cycleway grade-separated intersection – it is good to see this changed from a long underpass (which has implications for perception of personal safety) to a bridge underpass at the Shipyard access which will be more open with greater passive surveillance

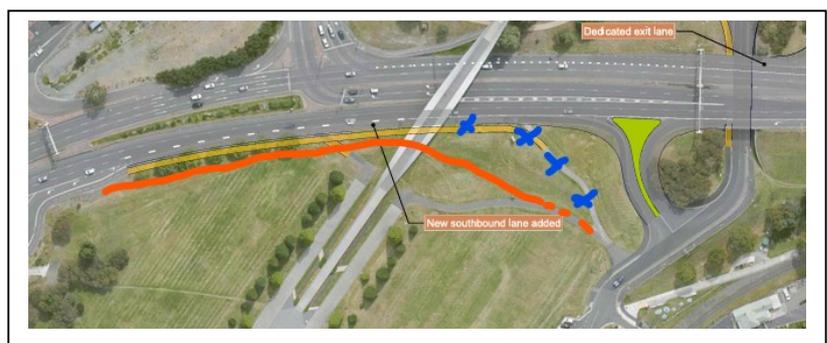
Informal link from McVilley Drive to Intercity Cycleway – this should be formalised on a suitable gradient with kerb ramps for crossing to the footpath on the southern side of the McVilley Drive underpass (red line on map). Even though there is insufficient room for a refuge at the crossing point by the underpass, the sightlines are ok. It will provide a more direct link to the popular cycling route over the Rose Garden Bridge and into the Campbell St cycleway and offer a detour away from the construction site during works.



A refuge is required for the crossing of McVilley Drive at the T intersection and a wombat crossing would be suitable near the Aquatic Centre to slow vehicles on the corner where there is a fair amount of foot traffic in the area. Upgrading the shared paths and adding a broken centreline is good.

Intercity Cycleway to Tasman Hwy Path – the connecting path needs to balance gradients with directness and a wide sweeping bend following the contours is preferable to windy switchbacks.

Path alongside Tasman Hwy – with the new southbound lane being added to the highway for traffic turning out of McVilley Drive requiring a new path to be constructed, it should be positioned away from the edge of the road in the grassy area, preferably on the SE side of the bridge pylon. This leaves the path uninterrupted by poles (which have caused serious injury to people who have collided with them) and separation for people on the path from large vehicles, as well as a more direct line towards Hobart's waterfront. If the trees are to remain, the path could go above them. The path should be at least 3.0m wide which is minimum width for a shared path in Austroads Guidelines and a clearance of 2.5m from overhead structures such as the underside of the Bridge of Remembrance.



such as the underside of the Bridge of Remembrance.

Path crossing points at carpark driveway entrances – these should be wombat crossings giving priority to path users and keeping speeds low. A connection from the proposed ferry to the steps near the Brooker Ave intersection should be identified in plans to acknowledge future desire lines.



Northern access roadways – Consider using contrasting colours to keep the traffic lanes narrow while still providing adequate space for larger vehicles through different coloured “shoulders”. An example is at Huon Road in Fern Tree between by the Tavern/Summerleas Road where a contrasting colour median island has been installed but it is flush with the roadway and can be driven over.

Old Boral quarry access – This section of path and the crossing is a terrible design and needs to be completely re-done to provide a smooth and direct alignment for an arterial cycling route into the city carrying hundreds of people per day.



Regards,

A handwritten signature in black ink, appearing to read 'Mary McParland'.

Mary McParland
Executive Officer