

# Department of Infrastructure, Energy and Resources

TRANSPORT INFRASTRUCTURE SERVICES DIVISION

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Your Ref Our Ref



Secretary to Parliamentary Standing Committee on Public Works  
Parliament House  
Tasmania

Dear Mr Donnelly

Further to the Committee hearing of the 3<sup>rd</sup> April 2013 regarding the proposed Arthur Highway Upgrade and the Committee's request for advice as to whether the proposed shoulder width meets the national standard width for bike lanes, we provide the following response.

The objectives set for the Arthur Highway Upgrade project are:

- Provide a road alignment that meets the Austroads guidelines for horizontal and vertical curvatures for a design speed of 90 Km/h.
- Provide 3.0m lanes with sealed shoulders of 1.0m.
- Where practical, provide overtaking sight distances for a design speed of 90 Km/h.

Based on the above project objectives the road design did not specifically include for a designated cycling facility and it should be acknowledged due to the speed and mass differentials between cyclists and vehicles, providing for cycling on high speed roads (above 70 Km/h) presents significant challenges. Further, in considering providing for cyclists on high speed roads, it should be noted that the greatest road safety benefit is achieved through separating cyclists from high speed vehicles as opposed to providing a wider shoulder width.

The Arthur Highway from Sorell to Port Arthur is not a designated cycle route and it's not practical or affordable to provide designated cycle facilities. However, it's recognised that cyclists are legally allowed to use all roads within the State, and therefore occasional cyclists along this route can be expected. To mitigate against the inherent risk for cyclists, the project includes construction of a 1.0 metre wide sealed shoulder marked with edge lines which provides a cycling area separated from vehicles.

The relevant Austroads Guidelines (the accepted national standard) for Road Design suggests that roads with less than 3,000 vehicles per day are generally suitable for cyclists and drivers to share the same space. Traffic volumes on the Arthur Highway are less than 2,000 vehicles per day and have a low heavy vehicle content, the 1.0 metre sealed shoulders satisfies the Austroads requirements and is considered an appropriate level of infrastructure for this road corridor.

In summary, the sealed shoulders will not only improve safety for cyclists, but provide a recovery area for errant vehicles, remove dangerous drop-offs adjacent to the traffic lane, provide space for slower road users such as tractors, and extend the life of the road infrastructure.

I trust the above satisfactorily addresses the Committees' request however should you require anything further please do not hesitate to contact the undersigned.

Yours sincerely

A handwritten signature in black ink, appearing to read 'A Paine', written in a cursive style.

Adrian Paine  
SENIOR PROJECT MANAGER  
TRANSPORT INFRASTRUCTURE SERVICES DIVISION  
DEPARTMENT OF INFRASTRUCTURE, ENERGY AND RESOURCES

1 May 2013