

From: [Ratepayers](#)

To: [Frank Dixon](#) ; [Ald van Zettan](#) ; [Ald Peck](#) ; [Ald Norton](#) ; [Ald McKendrick](#) ; [Ald Dean](#) ; [Ald Ball](#) ; [Ald Armitage](#) ; [Ald Nott](#) ; [Ald Sands](#) ; [Ald Beams](#) ; [Michael Tidey](#) ; [Becky Shrimpton](#) ; [Ian Abernethy](#) ; [Geoff Brayford](#) ; [Rod Sweetnam](#) ; [Patrick Filmer-Sankey](#) ; [Harry Galea](#) ; [Jim Burden](#) ; [Rod Fraser](#) ; [Anna Stephenson](#) ; [Andrew Smith](#) ; [Andrew Frost](#) ; [Glenda King](#) ; [Paul Bishop](#)

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Subject: Launceston Roads Plan

Launceston City Council
Attention : Mayor & Aldermen

LAUNCESTON ROADS FORUM

Here is a copy of the roads plan produced by the Ratepayer's Association for its October meeting held at Invermay Bowls Club (Ald Norton was in attendance on that occasion).

You will note that it shows the **Zoned Course** of the Eastern Bypass Road as designated on the present Planning Scheme. The process to establish this route, was a statutory public process, including deliberation by the RPDC. There could be little protest now from anyone to this route, given the lengthy period from when it was approved (and there was an even earlier process during the preliminary stages of the development of the Planning Scheme).

This course shows a section of new road connecting from Hoblers Bridge Road to Vermont Road then via the edge of Heritage Forest Reserve (old tip) into McKenzie Street.

The road system provided from this link, connects the Midlands Highway at the Kingsmeadows Connector to the Northern Outlet/East Tamar Highway at the Mowbray Connector and vice versa.

Along its course, there is direct access to

- Hobart Road
- Penquite Road,
- O'Possum Road
- St Leonards Road south to Ben Lomond area (via logging roads to Fingal/Avoca area)
- Scottsdale Road (Tasman Highway)
- Ravenswood Road
- Hoblers Bridge Road
- Vermont Road
- Invermay Road

From these roads, all heavy traffic to and from and interconnecting the Midlands Highway, Bass Highway Tasman Highway and East Tamar Highway would conveniently traverse more speedily along this route. Along the way there is ready access to a number of outer residential areas such as Kingsmeadows, Youngtown, Norwood, Relbia, St Leonards, Waverly Ravenswood and Mowbray. Important transport points including the Australia Post Parcel Distribution Centre, the industries and timber mills along St Leonards Road, the Launceston Rail Distribution Centre, Coca Cola Racecourse Cres/Dowling Street freight and storage industries, Remount Road Industries and McKenzie St industries. Access to and from the Invermay Industrial Area is easily served, and large vehicles accessing Gunn's Invermay Mill could be taken out of the present road network.

Importantly, what this route would be expected to achieve, is a significant lessening of heavy traffic from Penquite Road, Elphin Road, Racecourse Crescent, Henry Street, Boland Street, Cimitiere Street The Esplanade and Invermay Road.

Emergency Services vehicles would have faster and better access either utilising the route, or by freeing up the presently congested roads and streets. Bicycles and pedestrians would have a much safer road system by this lessening of congestion and safety improvements, residential amenity would be improved around the present road areas, and there would be less damage to buildings along the old roads and a reduction in damage to road infrastructure.

Also shown on the plan, is a road connection from the northern side of the Charles Street Bridge to the Henry Street junction with the new link road. Lindsay Street would remain as a seperate service road to Inveresk businesses and residences.

The land to construct such an east-west connection, is reasonably available, due to land acquisition along Lindsay St in part for the re-built levee system, the vacant southern edge of the Inveresk Railyards (yes, the fake station/Education Department Office would have to be craned over to a new position), then following the Henry St edge of Glebe Farm to join Henry Street and link to Racecourse Crescent. It is our understanding that the old railway bridge across the North Esk River (Black Bridge) is capable of becoming part of a new bridge at that juncture.

The benefits of a Lindsay/Henry connector at this geographic location should be obvious.

- Direct access to Gunns Mill and other Kings Wharf to Ti-tree Bend industries
- Direct access to Inveresk Cultural Precinct, Aurora Stadium, Invermay Park, Launceston Showgrounds
- Direct access to K-Mart shopping area
- Direct Access to the Racecourse Cresc transport and industrial area, and ability to be extended to the Cypress Street industrial area and Newstead College
- Link for Ravenswood

The improvements to traffic flows around the Central Area are also numerous, relieving the central one-way traffic loop, Cimitere Street, William Street, Brisbane Street, and improving the residential amenity of the Cimitiere Street Glebe Area, Gasworks, and Racecourse Crescent/ Elphin Road & Penquite Road areas.

What is needed, is for Launceston City Council to request that these roads be investigated in a thoroughly non-partisan and independant manner so that the true benefits to Launceston and the greater area can be established and debated.

Accordingly, The Launceston Ratepayer's Association is convening a special discussion forum on December 12th. 2008, at 7.30pm at the Invermay Bowls Club Rooms, Forster Street Invermay.

Members of the Association will welcome other members of the public to this forum, and this includes Aldermen and Senior Council Officers.

It is hoped that this will be an opportunity for Council Officers to provide the public with information on how this proposal may be considered, and what issues of a more technical nature may need to be taken into consideration.

We look forward to your response to this invitation for participation, which we would like to receive by 1 December 2008.

Yours sincerely

Lionel Morrell
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