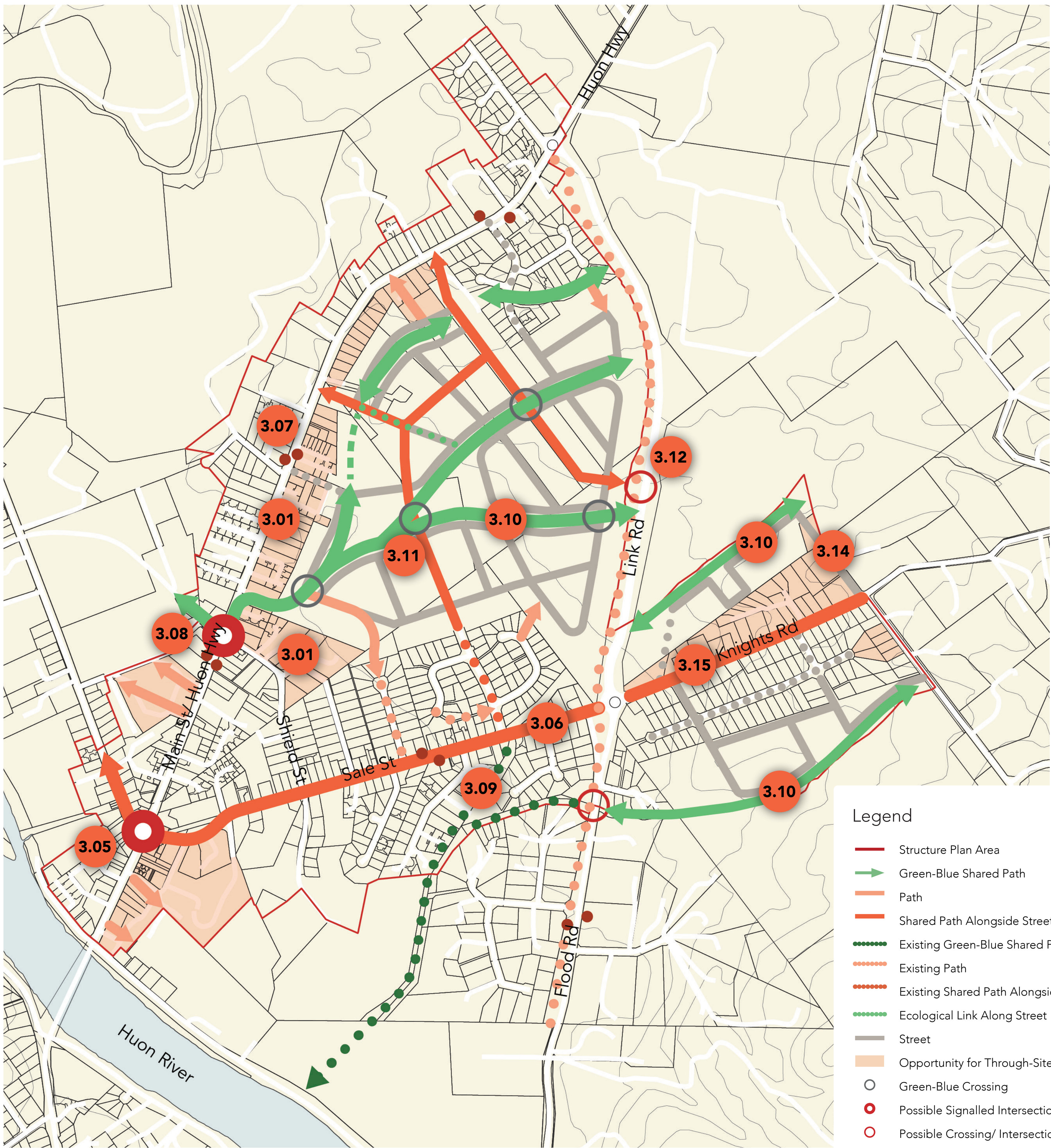




Strategies

3. Movement and Access

The Huon Link Road is a new link that connects the Huon Highway with the Channel Highway, diverting Cygnet-bound highway traffic from Main St in Huonville. This infrastructure investment will reduce congestion and improve safety while enhancing access to the surrounding residential areas. It provides an opportunity to re-think Huonville’s pedestrian, cycling and vehicular network.

Item	Strategic Direction
3.01	Advocate for public pedestrian access as part of future development to improve connections between Main St and adjacent precincts.
3.02	Advocate for footpaths and/or shared path along all new streets and deliver missing footpaths along existing streets.
3.03	Advocate for the co-location of new streets and green-blue corridors for improved access and passive surveillance.
3.04	Deliver raised thresholds along key pedestrian routes.
3.05	Partner with State Government to deliver an improved intersection at Main Street and Sale Street. Explore the inclusion of traffic lights, traffic calming, and a bike lane along Sale Street to deliver a safe pedestrian friendly environment.
3.06	Deliver a safe east-west cycling route along Sale Street.
3.07	Partner with State Government to deliver an improved Pine Lane bus stop.
3.08	Partner with the State Government to improve the Main, Heron and Shield Street intersection. Explore improvements such as traffic calming to deliver a safe pedestrian friendly environment.
3.09	Deliver an extension to the Skinners Creek Shared Path providing a continuous connection from the residential areas to the Huon River Waterfront.
3.10	Make provision for shared paths or footpaths along the green-blue corridors. Where an existing drainage corridor exists, explore opportunities for including a footpath. Explore alternative routes in areas that are too constrained. Investigate opportunities to connect to surrounding shared path networks such as Conlans Link. The path can be of various widths and surface finishes.
3.11	Deliver culvert crossings over the green-blue corridors to preserve natural values.
3.12	Partner with State Government to safehold land for a future vehicle connection onto the Link Road to ensure access can be provided to the east if required.
3.13	Advocate that all future roads are connected for walking and cycling through movements avoiding cul-de-sacs and unlocking isolated parcels of developable land.
3.14	Advocate for two additional access points from Knights Road to unlock future development to the north.
3.15	Deliver street improvements to Knights Road so that it aligns with its function and road hierarchy.

