

COMMENTS RECEIVED BY EMAIL

20/2 AL

Please pursue this with all you might. Ever since I saw the plans, a few years ago, I have thought what a great improvement it will be.

I live ten minutes drive outside of Cygnet, so what is it going to matter if I have to add another couple of minutes to my round trip. It doesn't matter if you live north or south of the town, the added time is negligible. But, the safety and ease of accessibility along Mary Street will be a magnificent improvement.

Please don't let it slip away.

19/2 AH

I wish to respond succinctly to your article in the 15 Feb 24 issue of 'The Classifieds' and on your website..... I strongly support your proposal.

Firstly, may I suggest that, as soon as possible, you publish in 'The Classifieds' the text from your website that is shown AFTER the artist's map rendition. To me, those extra arguments and data solidified my support of your proposal.

My military, law-enforcement and aviation-based careers (piloting as well as in safety management) have sharply-honed my skills in problem-solving. The arguments (pro and con) you've presented and very well considered, and are logical and well-reasoned.

Based upon a conversation I had yesterday (Market day) with a Cygnet shop-keeper concerning the Classifieds' article, I was initially strongly leaning towards opposing the proposal. In retrospect—and after visiting your website this morning to get the WHOLE story (Pros and Cons, etc)—my opinion has totally changed.

The 'half story' that has been published in 'The Classifieds' has, I believe, not sufficiently persuaded residents to accept your proposal. Conversely, your website's complete story **compels support.**

May I also suggest a copy of your website article and a COLOUR copy of the map be displayed in Farah's window as soon as possible.

Thank you for all your work to date. I believe you're on the right track and the current proposal warrants solid support from the community.

18/2 E&PC

I wrote in response to your article in the Classifieds and request for feedback.

As shop-owners on Mary St and the parents of two primary-age children who go to Cygnet School we strongly object to the one-way system proposal for the reasons set out below:

- 1 - The land that is proposed to be used for the road is of agricultural value and acts as a green-corridor for wildlife and a buffer between Cygnet and the watercourse
- 2 - We believe that the shops will see a decrease in passing trade as traffic by-passes Mary St
- 3 - A one-way stem will not address vehicles travelling excessively fast with no designated pedestrian crossing - this is the real issue here.
- 4 - The 'feel' of Cygnet will be seriously compromised as it will become an 'island' surrounded by traffic on both sides that only increases over the years

I would like to further add that no single issue reported on in the Classifieds has ever

produced such incredulity amongst both ourselves and many of our customers - of whom I'm sure you will hear from in due-course.

I understand that traffic will increase. However, new roads are not the answer.

Having seen the damage new road-building inflicts on villages in the UK - the answer is to discourage traffic, slow traffic down and make it safer for people cross the road.

Impose weight restrictions except for access. Install traffic cameras to ensure speed-limits are adhered to. Pedestrian crossings. A cycle lane so children can safely get to school - especially from the new and proposed housing developments. Reduced parking on Mary St where cars currently block sightlines.

How about the Council or police actually enforce traffic regulations for once?

For the significant money that will be required to build a new road, huge improvements could be made to Mary St.

Thanks for your work on this.

22/2 JR

I think that the one way proposal is a good interim measure until we can develop a proper bypass solution, one that would have traffic being routed to and from the bridge on the Channel Highway, which I recall was the preferred option when we had the previous public consultation process.

One of the objections to the bypass was that traffic would be directed away from the shops. The current on-way proposal does away with that objection because 50% of existing traffic would still pass in front of the shops.

My only comment about the current plan is that traffic re-joining the current road at the carpark exit should not be allowed to turn right to follow the road through town as that has the potential to cause a major traffic hold up. At the present time buses and other vehicles, myself included, turn left to go round the roundabout and I think that this should continue. It adds very little time to a journey but makes life a lot easier.

26/2 AL

I've been reading your suggestions to ease traffic congestion in Cygnet's Main Street- the solution you came up with seems so sensible and it addresses the current issues so well. Yes, please 'push' for this plan, it's more easily completed and if a total bypass of the town has to happen, this will give at least a few years respite in such an achievable way- and less expensive!

8/3 AR

As a relatively new resident (6years) I agree with the one-way traffic proposal for Cygnet. The traffic has increased significantly in the short time I have lived here.

Being a popular, all year tourist destination, the number of large caravans & motorhomes travelling through the town centre has also grown. This makes it difficult to exit a vehicle if you are parked in Mary Street and crossing the road safely is also an issue.

If this proposal cannot be agreed upon, at a minimum I think a pedestrian crossing is needed with a roundabout near the post office so vehicles are not doing U-turns near the BP or other areas. I believe additional parking is also needed.

8/3 GB

I am responding to your invitation for comment on the proposed one-way traffic loop through Cygnet.

In principle I think it is a great idea. However, I do question why, if the purpose of the exercise is to improve traffic flow, parking and pedestrian safety on Mary Street, you have incorporated bike lanes on both roads? If there were bike lanes on the roads coming in and out of the township it would make sense, but why forfeit precious space and money and introduce a hazard for elderly pedestrians that does not presently exist, to give a minority group the benefit of such a short run of dedicated cycling space? It might well encourage more local cyclists, including more children, to cycle through town but does that not contradict the purpose of the exercise?

You mention the inconvenience to residents from certain areas of having to use the loop to access the shops but as you say it is not a great distance and they will soon get used to it. I do, however, think there could be a negative impact on the local store holders in regard to the late afternoon commuters from Hobart and Huonville. I notice quite a number stopping and ducking into the shops quickly on their way home but unless it is essential they might just keep going and not bother to do the circuit if anxious to get home. This is just an observation and by no means a criticism of the proposal.

I do think there should be a strong emphasis on parking around town as this is a very real problem that only encourages motorists to park outside the dedicated areas - or not shop at all as happened to me this morning. I hate to say it, but what we really need is a double or multi-storey car park but even if we did have the space and funding, at the rate Cygnet is growing it would probably soon prove inadequate. It is certainly not an easy problem to address!

Thanks for 'listening'.

17/3 NG

Hi, there is a pretty urgent need to create extra parking in Cygnet.

With all the new house builds going on, more urgent. There must be a plan to address this?

The carpark behind town Hall / shops is an obvious one to enlarge and extend past IGA. Needs to at least triple capacity in size.
If not more so so that don't run out of parking space again soon.

Franklin, Huonville, and Geeveston have way more parking very close to their main drag.

21/3 JC

I fully support the proposal, it seems to help a number of problems. I'm very glad it provides extra parking, and that the spaces will be wider and therefore safer.

It also means that in an emergency blocking Mary St, with traffic control it could provide a temporary way of getting through Cygnet

My only hesitation is that it will further delay a full bypass, but that doesn't stop me supporting the proposal now
Thank you to those working on this

FACEBOOK COMMENTS

RD

No that is just a knee jerk reaction we need a bypass and some of the pedestrians need to understand that that is a street not a mall . One pedestrian walked out onto the road in front of me and walked several metres up the road before crossing . We need pedestrian crossings and people need to stick by the rules Jay walking was always an offence obviously not now. Or is it ?

If you Really want to keep pedestrians safe keep them off the road and put in pedestrian crossing. Take a drive to Hobart you will see plenty of them and lots of traffic?

WL

What a stupid idea

TD

This sounds like a logical and good solution to the increasing traffic in Mary Street which seems to be growing.

I have only lived her for 15 years and in that time Cygnet has changed considerably,,; busier for sure.

I notice there are several new subdivisions going in around Cygnet which will increase congestion and traffic. Do you know how a one way bypass will help with this?

Thank you for the work you do 🙏

PD

An excellent interim move, building with an eye to enlarging to a bypass in the future. The current situation in Mary Street with a 50 limit is setting up a serious accident sometime in the future.....lower that limit straight away!

AD

couldn't agree more.

PD

There will be some problems with access to businesses around the southern end....these will have to be thought through and business needs accommodated.

MR

It would be good to divert through traffic away from the main town centre. This two way proposal doesn't fully satisfy that. But making the North to south bit two way itself would make it work.

AT

I like it, good idea! The Cygnet street is daunting to drive through at times and a loop around

I consider in the end would save time and make people feel safer once it was in action 😊

Thankyou for your important work on such a project ❤️

ATT

I find it interesting that as a business/property owner that is greatly affected by this. No effort was made to contact myself or others I assume before the proposal was submitted to council. It's just another example of a "community group" that is completely out of touch with the community.

GC

who are you? What you seem to be is a group of new residents who are collectively acting to influence Council against the wishes of the community which has existed since Lovett.

Creating factions such as this only gives greater recognition of an illegal entity (Council/State government) and further undermines the foundations of cooperation. and community. Gentrification is NOT what is required to satisfy your delusions, respect is.

LB

I like this. I would still like to see a pedestrian crossing in the centre of town, and a roundabout at the post office though.

CP

It would be safer if the people didn't just walk out in front of you while driving on the street

RD

Suggestion Until we get a bypass road. Leave Mary Street two way with parking only on the side . Build a new two way road through the back of the town coming out near the BP wide enough for angle parking on one side Have covered walkways to Mary Street for shopping. ?

JS

Thats the most idiotic thing ever why turn our town into a one way when huonville isnt?

SS

Fantastic idea. So much more practical given that the town is growing with the new subdivisions that have been released. I live on the northern end of town but I have no issue with it. Some extra roadside parks down behind the shops along the new section would be helpful. But please consider a pedestrian crossing or two or a couple of speed slowing sections on the road. I had another car drive very close to me while I was crossing the road yesterday. Why do people do that? It's bullying but with a vehicle. Some of us aren't as fast as we used to be.

RC

What an insanely stupid idea. A main road through the car park and bus stop. Just put in a northern roundabout.

VL

Be cool for doing blockies!

But..

It results in all the southbound traffic that wants to access Mary St shopping having to turn into all the northbound traffic across the mitre10 intersection then return into town. Similarly all the northbound shoppers/patrons/visitors from the south will have to cross into all the southbound traffic at the proposed BP intersection when returning south to whence they came.

It's an interesting concept but maybe needs 2 more roundabouts, side streets... and yeah, communicate with cygnet business first before deciding on a plan. They have delivery and access needs you probably haven't considered like the fact that delivery trucks sometimes access through the LHS of the vehicle putting them on the wrong side of the street for easy deliveries

RT

This is not a good idea

AT

I've witnessed a town in Victoria completely shut down after they put a Bypass near it, Cygnet is very popular now for tourists and day trippers...would be a shame if Cygnet lost all its business

BH

I think this is at least a good idea to start a conversation which acknowledges the status quo ain't working.

My only variations would be to have it flow the other way i.e., the people coming from Hobart would go through town to the existing roundabout and the north bound traffic would divert up the new road.

This would need a roundabout at the BP, and the interchange at the bottom of town needs work.

But a good first draft.

GD

That was my argument back in 1983 when the council put up a no parking sign in front of the newsagents refused to pay rates until something was done it was but no thanks to certain councilors and council clerk easy solution lower speed limit talk to a mr swan hel fix it 😊

JH

Maybe . But the road needs to come into the roundabout where the brick house now stands past the back of the pub.

DAO

For a start the market needs to go to burtons . Its ridiculous. Plus if you go to laundromat most of the parking spots are for the library and I can assure you carrying a book is lighter than a basket of clothes

JSM

The principle is good however the same can already be accomplished using George Street linking up with Lourd's rise

MAM

No parking on Huonville bound side. Extension of parking behind shops. Simpler and cheaper than building new roads.

SC

So how is this going to be easier for the buses? And where are the statistics backing up the claims of smaller parking spaces..

DH

Cygnnet does not have the population to justify this, definitely not the smartest or cheapest solution to something that's been created by poor design in the first place.

PH

Open up a road from BP to Norris St so northern residents going to the Tip use it instead of going through the town, work in with the subdividers or is that to hard.

KB

A great interim solution. Congratulations to all involved.

PC

Make it 30 kmph from the bottom roundabout to the RSL also add 2 fixed speed cameras this will instantly make it safer and generate a large amount of money all year round.

PS

Meh...bypass. Put in a crosswalk. Make it 40.

SS

Will also stop those very dangerous UTurns in the middle of the street.

AL

It's a start. But if cars are parked outside Farah's the passenger would be exiting the vehicle into the traffic flow. Parents would be trying to safely get junior out of a car seat with the car door open into the traffic flow. That'd be pretty dangerous.

Most of the shops in Cygnet are on Farah's side of the road.

Debbie Armstrong (councillor)

Cygnet Main Street definitely has congestion problems at times, but so does Huonville. And Franklin is a 50km zone with many little streets running off the main highway, only wide enough for one vehicle. I guess all country towns will have some issues. The highway through cygnet does have challenges but even going back years when it was not as congested and narrow in places there have been people hit with cars unfortunately. The proposed car park entrance to the bus terminal would need a major upgrade, it's in a terrible position jammed between two businesses. It would need to be safe and wide enough for busses and trucks to exit.

There are many reason why a back road could be constructed and reasons why it couldn't be. To begin with the land has to be acquired. I'm not a believer of land being taken off owners. I also don't believe an exit at BP will particularly improve the traffic flow. There is still golden valley, Frederick st, garthfield Avenue, and the traffic from two schools, a childcare centre, doctors surgery and the residents that live up these roads and exit from these points to consider, and again the entry would need to be wide enough for buses and trucks to enter safely. It would be a state growth initiative, not a council construction and it would cost more than 5 million. It would need to take into consideration planning requirements for businesses. There also would need to be the consideration of how future town planning would be impacted by a new road, or, would a new road impact future town planning. It all sound easy but it's really not. I'm sure at some stage it will become necessary, but it IS necessary to implement something sooner to improve the present situation, which could compliment any future developments. Mary street will be improved with the upgrade it will have. There will be safety measures that are currently lacking put in place.

RF

Lower the speed and put in a crosswalk

FMG

That appears to remove a lot of parking spaces currently available behind the Town Hall!

DT

Why on earth aren't there some pedestrian crossings on Mary St instead of having to dart out between vehicles. It's especially dangerous with dogs. It's not rocket science !!


ML

Even raised crossings could slow speeds through town. I don't like the idea of losing the long term car park - or resuming private land to retain it. I agree re lowering the speed limit. 😊

LP

I like suggestions re pedestrian crossing /s. Traffic lights with pedestrian crossings usually has an impact on traffic too as you know. Reduce the speed limit is also a good idea as suggested too. Also, increasing parking spaces to area at the back of the bank as a suggestion as priority instead of the road. This may help with congestion in main street too. Parking is always an issue whether it be in a city or in country areas.

COH

Just needs a pedestrian  crossing this is not as busy town compared to many other rural small towns in the peek.

MC

Like it. Just a little bit more parking on the bias's road, for when we are coming home from work and want to pick up daily supplies from local shops. A pedestrian crossing outside the newsagents, middle of church car park, and post office.

DD

No thanks.

DR

A solution looking for a problem

GW

Bullshit this money should be spent on health old people and our hospitals

BH

And any good idea needs a name so I suggest the new section could be named the Cygnet Boulevard... "a boulevard is a type of broad avenue planted with rows of trees".
Sounds about right.

PC

Not seeing how this will improve safety and reduce speed, it will ease congestion however cars will fly up the high St possibly increasing danger ?

HFR

Has there been a thought that we keep the main street as two way and use the side road for a bike lane? We could also put in a pedestrian crossing without too much effort.

AM

Sound common sense. A great idea for reducing traffic along Mary Street not mention facilitating parking. Let's hope it becomes a reality.

GH

Who ever came up with this idea is a complete idiot hope he leaves town in a hurry

EM

No. What an idiotic dea.

Debbie Armstrong Councillor

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JA

One way system initially, designed to be two-way in "near" future. New estate being developed to create future traffic problem. Good 50 year planning, what!