



Australian Government
Department of the Environment,
Water, Heritage and the Arts



Draft
2008

Hobart Regional Arterial Bicycle Network

1.0 Introduction

The Hobart Regional
Arterial Bicycle
Network identifies
arterial cycling routes
across the Hobart
region and provides
a framework for
developing on-road
and path networks for
cycling.

The plan has been developed through a working group made up of representatives from Hobart, Clarence, Glenorchy, Kingborough and Brighton Councils as well as a representative from the Department of Infrastructure, Energy and Resources. A funding grant was provided by the Department of the Environment, Water, Heritage and the Arts to assist with the development of the plan. CyclingSouth prepared the document with reference to the municipal bicycle plans of each Council and in consultation with the working group.

The purpose of the plan is to:

- Identify roads that are part of the arterial bicycle network to ensure future state and local road projects incorporate bicycle-friendly design in future works.
- Record existing and proposed arterial cycle routes on a regional map.
- Provide strategic direction in the development of an integrated cycling network and enable funding and grants to be directed towards cycling projects.
- Identify locations where end-of-trip facilities are required to enhance the cycling network.



2.0 Why value and provide for cycling?

Cycling has the potential to address many of the issues facing governments and communities today. Some of the advantages of cycling are:

2.1 Efficient and cost effective transport

Travelling by bicycle, particularly for short journeys and local trips, is a cheap and efficient form of transport. Bicycles require less road space and reduce car parking demand at destinations. They are also inexpensive to maintain and can be seen as a panacea to offsetting increasing petrol costs and the impact rising fuel costs have on household budgets.

In Australia typically 52% of journeys are less than 5km. Replacing these short car trips with bicycle travel can have a significant impact on congestion, wear and tear on existing roads and road maintenance budgets. Congestion is estimated to cost the Australian economy \$21 billion each year (Bureau of Transport and Regional Economics, cited in Bus Industry Confederation of Australia 2006).

2.2 Healthy communities

The Premiers Physical Activity Council launched the 'Find 30' campaign in 2008 to help address community health issues such as obesity, heart disease and diabetes, caused primarily through inactivity. Cycling is a convenient method for fitting exercise into daily routine, particularly if it is used to replace car trips to work, school or shopping. According to the World Health Organisation a 30 minute cycle trip per day halves the chance of becoming obese or diabetic.

Our neighbourhoods are enhanced when more people get out of their cars and use bicycles or walk. Cycling helps to promote social interaction in local neighbourhoods and generally supports retention of local businesses by being conducive to local shopping.

Why value and provide for cycling?

2.3 Environmentally sustainable

Transport is responsible for 34% of household greenhouse gas emissions (Australian Greenhouse Office 2007). With short car trips being the most polluting, cycling is well placed to alleviate the level of pollution private motor vehicles produce. Driving 4km less a day reduces driving by 1460km a year - and cuts greenhouse gas by 3358kg and running costs by \$876 for an average medium car (RACV figures).



2.4 Economic contribution through cycle tourism

Tasmania is already recognised as a destination for cycle tourism. A survey of tourism operators carried out in 2008 found that cycle tourism, although still in its infancy, was a rapidly growing area (Cycle Tourism Australia Tasmanian Case Study Research 2008). In areas where good cycling facilities have been developed cycle tourism can make a significant economic contribution (Cycling Research Centre Cycle Tourism Report). The Greater Hobart region has potential cycling routes that would not only serve the local population but also appeal to visitors, including wine and gourmet food areas, natural attractions and historic sites of interest.



Why we need the Hobart Regional 3.0 Arterial Bicycle Network

Although the Greater Hobart region has a high quality and popular cycling facility in the form of the Intercity Cycleway, generally the region is poorly serviced with bicycle facilities. Major activity centres such as the Hobart CBD, large shopping areas in Kingston, Rosny Park, Sandy Bay, Brighton and Bridgewater are not easily accessible by bicycle. Access to educational institutions are often poorly provided with bicycle facilities. Where activity centres such as Moonah and Glenorchy are close to the intercity Cycleway, connections are missing. Links from arterial cycling routes to recreation areas (eg Wellington Mountain Bike

Park) and large employers (eg nyrstar - zinc works) need to be established.

Cyclists cross municipal boundaries and a regional plan allows for consistent planning for cycling infrastructure between council areas. The Hobart Regional Arterial Bicycle Network also provides the state government department responsible for transport a document that identifies cycling routes on state-controlled roads. Sealed shoulders on high speed roads or dedicated paths linking large centres are required to increase safety for cyclists.



Development of the Hobart Regional 4.0 Arterial Bicycle Network

The 2007 Kingborough Bicycle Plan, 2008 Clarence Bicycle Action Plan, 2007 Hobart Principal Bicycle Network Plan and 2008 Draft Glenorchy Bicycle Strategy were used as the foundation for developing the arterial bicycle route maps.

The Hobart Regional Arterial Bicycle Network sets out to identify activity centres for retail, education and employment and outline a network of arterial routes linking residential areas to these zones. In addition, links to public transport hubs are also a priority.

In Greater Hobart the topography is a key factor in determining routes. Studies carried out elsewhere have shown that new cyclists will gravitate towards routes that have greater

separation from motor vehicles, fewer hills and interruptions, even if the distance required to cycle is greater (Bicycle Victoria – St Georges Rd Study, and VicRoads Metropolitan Trail Network data).

The intention of the plan is to identify routes that provide a high level of service by offering fast, direct links along roads and easements with gentle gradients. These routes will then be prioritised for improvement with the aim of creating a degree of separation from motor vehicle traffic. Options for separation include: (ranked from lowest to highest quality)

- wide kerbside lanes
- sealed shoulders
- on road bicycle lanes
- Copenhagen-style on road lanes
- high quality off road paths



Development of the Hobart Regional Arterial Bicycle Network

Terminology

Arterial on road bicycle routes

These are bicycle routes along main road corridors. Traffic speeds and volumes are usually higher along these roads but they are attractive to cyclists because of their directness, conduciveness to maintaining cycling speed and generally sympathetic gradients. In some areas, these are the only option for cycling between population centres.

Arterial multi-use paths

These are high quality pathways constructed away from roads, sometimes along waterways or other easements. They offer comfortable and continuous cycling along gently graded pathways which link to the on-road bicycle network.

Activity centres

There are many activity centres within the Hobart region. Some of these are commercial business activity centres others relate to education and industrial areas.

Within each council area, activity areas have been identified on the maps where a particular land use is concentrated.

These include:

- Retail and Commercial areas
- Industrial areas
- Education institutions

5.0 End of Trip Facilities

End of trip facilities including secure bicycle parking are necessary to compliment paths and on road cycling lanes.

Commuting, Recreational and Touring cyclists all have special needs during and at the conclusion of their journey.

These needs are generally termed “End of Trip Facilities” and include infrastructure such as directional signage, water fountains, public toilets and “Help” phones along with secure bicycle parking and storage at key destinations. For commuters additional requirements include clothing storage, lockers, showers and change rooms in close proximity to workplaces.

The Hobart Region needs a significant number of facility improvements and new infrastructure to cater for cyclists needs. A seminar for major Tasmanian business leaders in March 2008 organised as part of developing the regional plan showed the benefits to employers of providing end of trip facilities for their staff. Industry and business has a major part to play in encouraging and promoting cycling. Copies of the Bicycle Victoria publications, “The Cycle-Friendly

Workplace” and “The Bicycle Parking Handbook” are available from the participating Councils or online.

The councils involved with developing the Hobart Regional Arterial Bicycle Network are currently developing a signage strategy for the region and developing a facilities plan to complement the bicycle network.



6.0 Stakeholders

In order for the Hobart Regional Arterial Bicycle Network to progress from being a proposed bicycle network on paper to infrastructure on the ground, conscientious effort is required from all levels of government.

Federal - Department of Infrastructure, Transport, Regional Development and Local Government

The department is a member of the Australian Bicycle Council which manages and coordinates the implementation of the Australian National Cycling Strategy 2005-2010.

State - Department of Infrastructure Energy and Resources (DIER)

DIER is responsible for highways including the Southern Outlet, South Arm Hwy, East Derwent Hwy, Channel Hwy, Brooker Highway and Midland Hwy, as well as all signalised intersections. For other roads under the jurisdiction of local councils, approval must be sought from DIER for any traffic management changes including bicycle facilities. Therefore DIER has a crucial role to play in the implementation of the regional bicycle plan.

Local Councils - Hobart, Clarence, Glenorchy, Kingborough and Brighton

Councils carry out the majority of work on most arterial and local roads in their municipality. They are also responsible for construction and maintenance of trails and paths. The participating councils in the Hobart Regional Principal Bicycle Network Plan are the key drivers for implementing bicycle projects through their annual works programs under guidance from their local bicycle strategies. It is expected that councils will be a driving factor in the implementation of the regional bicycle plan.

Community - Cycling groups and bicycle advisory committees

Each Greater Hobart Council has a community bicycle advisory committee that provides the opportunity for members of the public to have input into the development of the bicycle plan. They provide a valuable resource for gaining insight and suggestions for provision of cycling facilities on specific routes.

Regional body - CyclingSouth

CyclingSouth is made up of elected representatives and officers from Hobart, Glenorchy, Clarence and Kingborough Councils. Also represented on the committee is Bicycle Tasmania. An Executive Officer is employed part-time to promote and assist with cycling development in the region. This body provides a framework for ongoing liaison for implementing the Greater Hobart Bicycle Plan.

Transport bodies

Organisations such as the RACT, Motor Accidents Insurance Board and the Road Safety Task Force will have an interest in any proposed developments on the road network which will benefit cyclists and improve safety.

7.0 Implementing the Plan

Opportunities for implementing the Hobart Regional Arterial Bicycle Network arise through incorporating bicycle-friendly design in road projects and targeting funding to increase cycling opportunities in the Hobart region.

1. Major road projects and road upgrades

As part of road duplication, reconfiguration or construction, allocation of space for cyclists should be included in the initial design and eventual construction. DIER needs a policy response which outlines its mechanisms for making provision for cycling on roads identified in the strategy.

2. Traffic management modifications and maintenance

On roads where modifications are scheduled to be made such as traffic calming treatments or maintenance activities, investigations should be made for increasing separation of bicycle traffic from motor vehicles. This may involve narrowing vehicle lanes or relocating line marking in order to provide space for bicycle lanes.

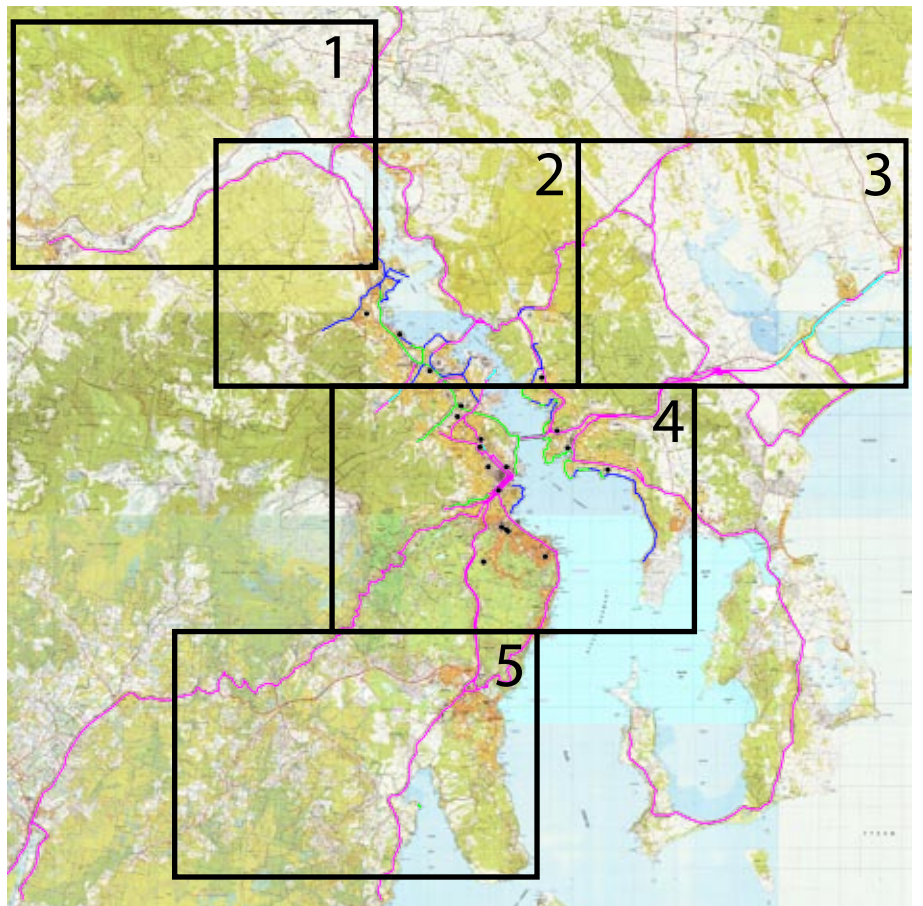
3. Implementing design work on bicycle routes

As part of councils' works programs, bicycle lane or path design and construction should be continued to achieve the principal bicycle network plan.

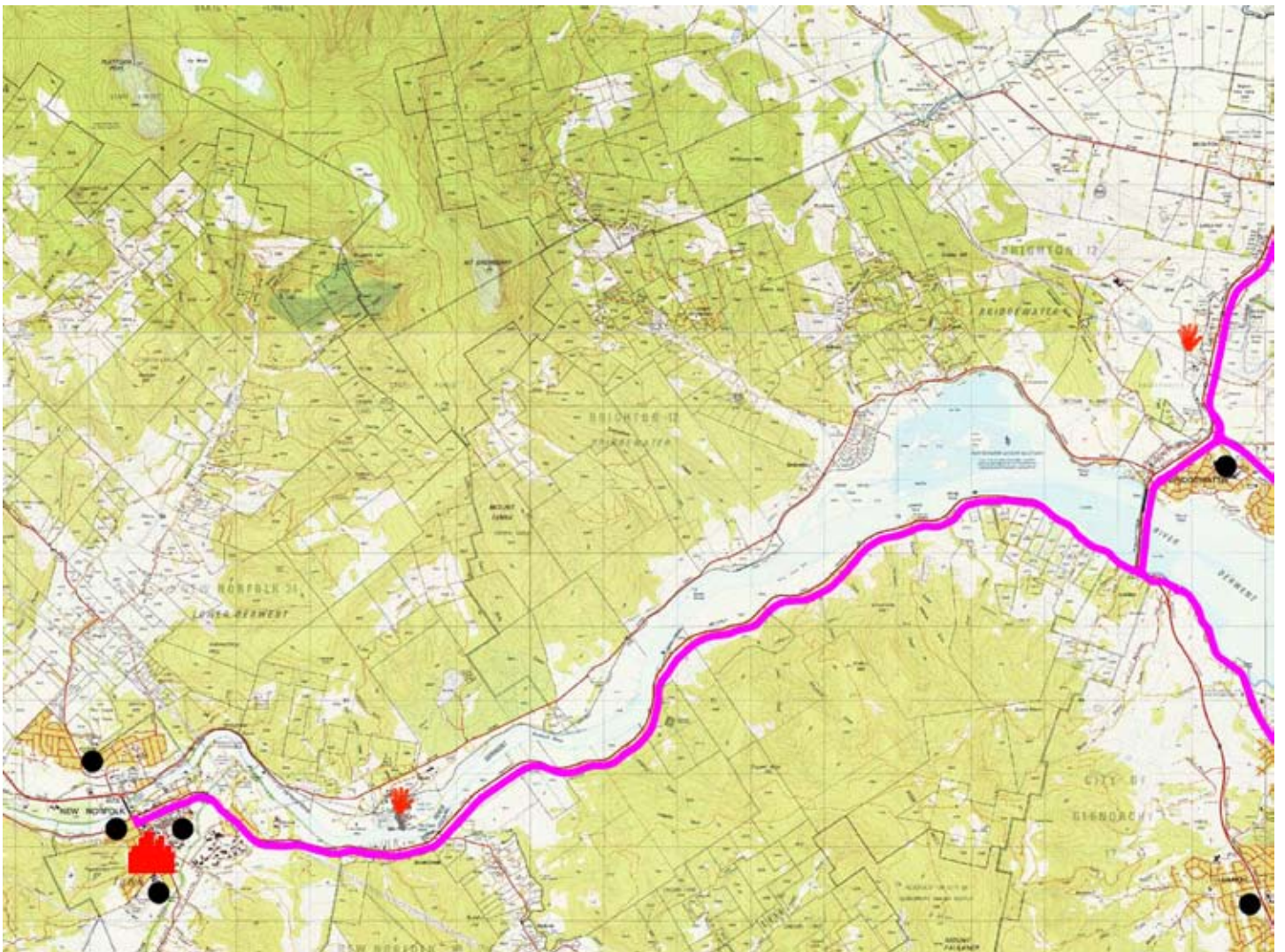
4. Measuring progress

Cycling South will monitor and document progress towards achievement of the arterial bicycle network on an annual basis.








8.0 Mapping



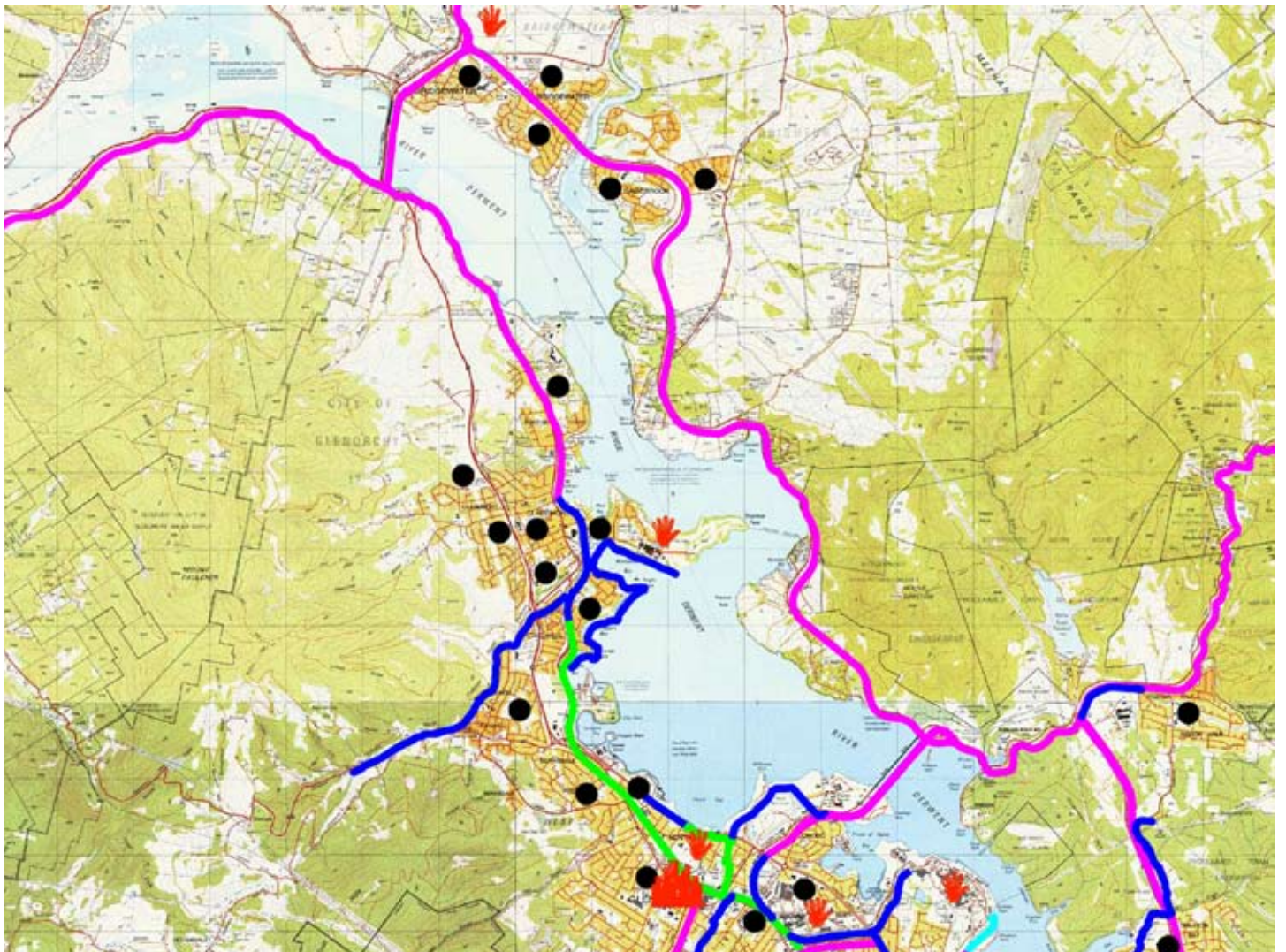
Map 1










Legend

- | | | | |
|--|--|---|-------------------------|
|  | Future/proposed onroad arterial bicycle routes |  | Education Institutions |
|  | Existing onroad arterial bicycle routes |  | Retail/commercial areas |
|  | Future/proposed arterial multi use paths |  | Industrial areas |
|  | Existing arterial multi use paths | | |

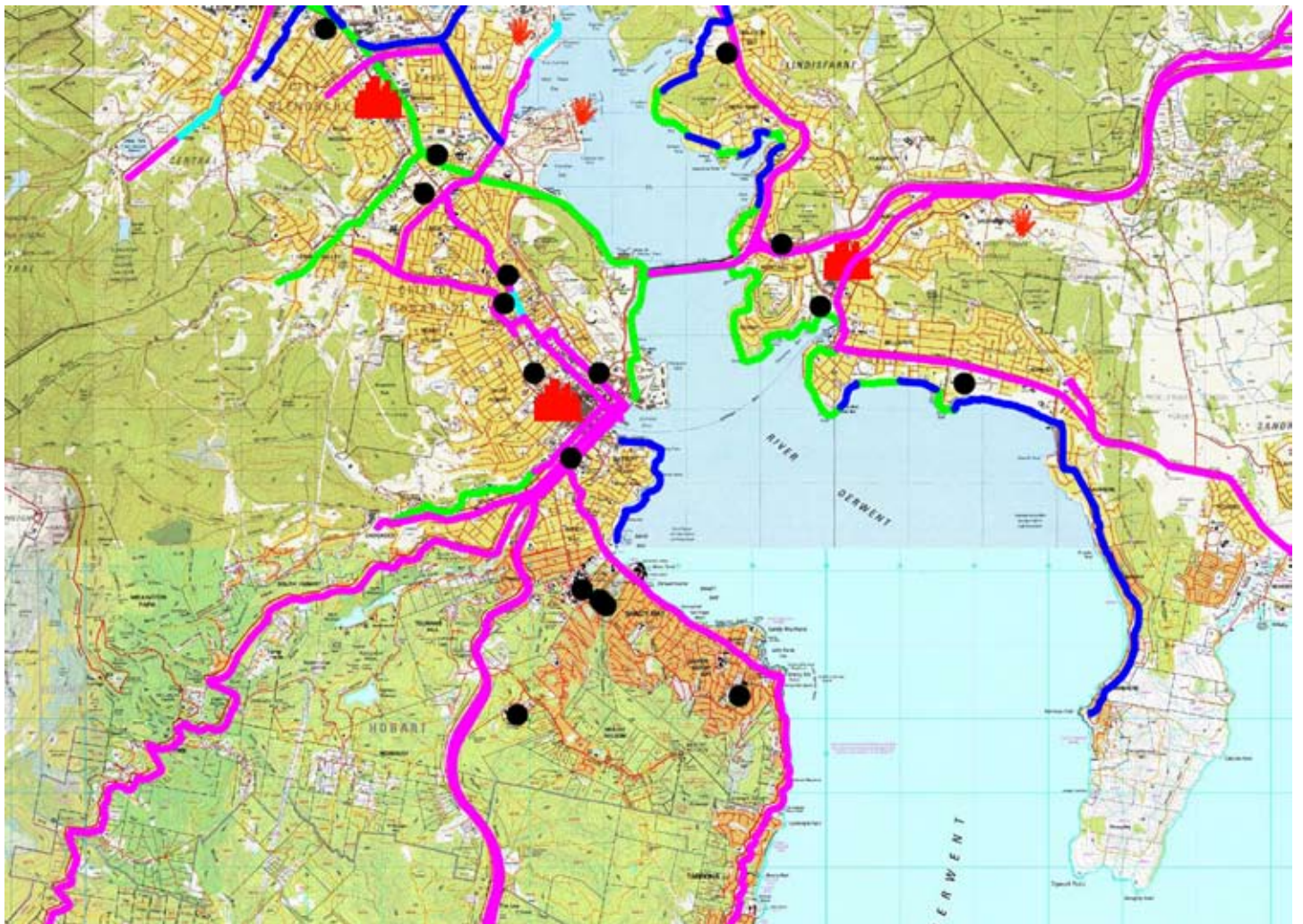
Map 2










Legend

- | | | | |
|--|--|---|-------------------------|
|  | Future/proposed onroad arterial bicycle routes |  | Education Institutions |
|  | Existing onroad arterial bicycle routes |  | Retail/commercial areas |
|  | Future/proposed arterial multi use paths |  | Industrial areas |
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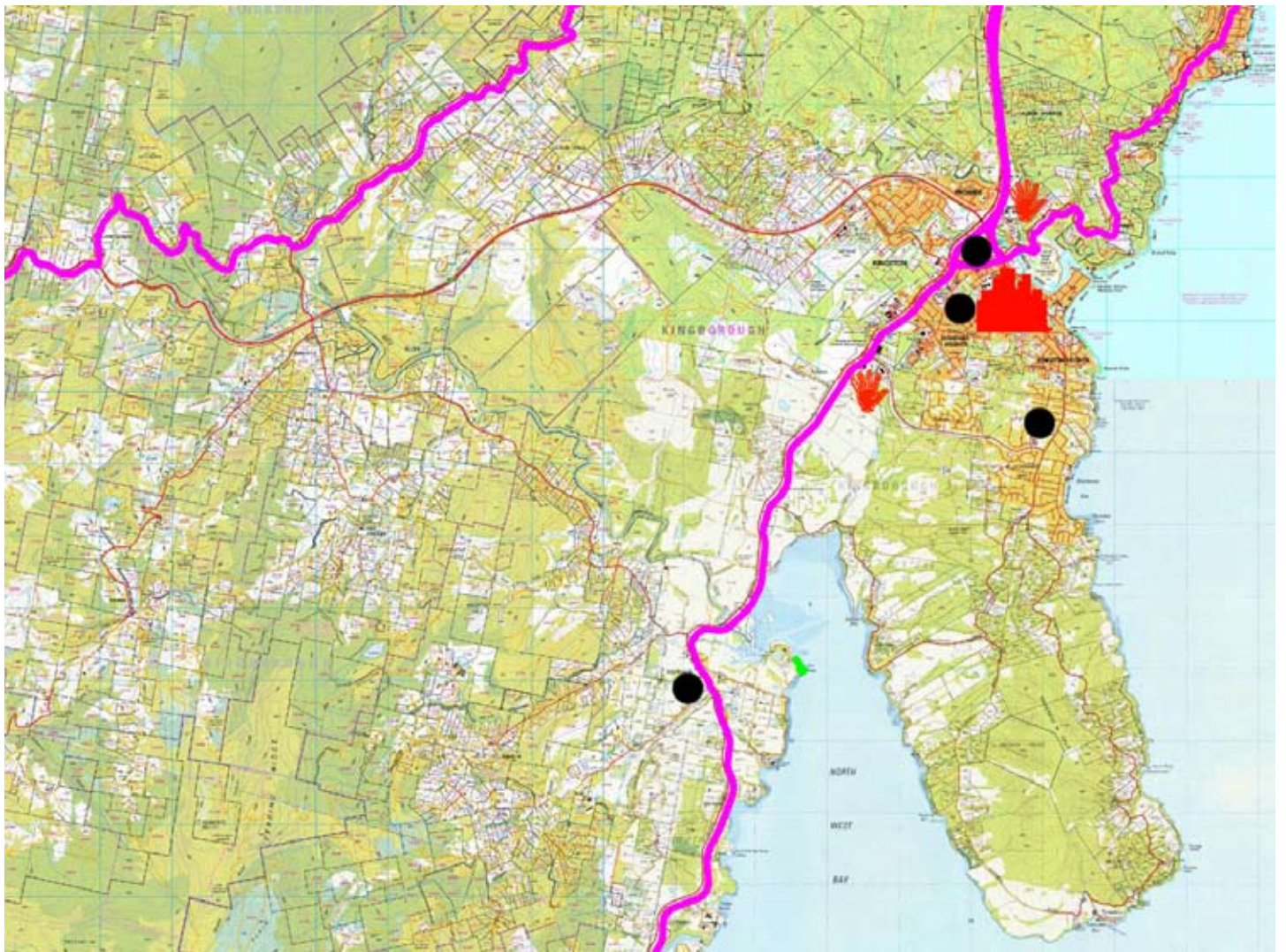
Map 4










Legend

- | | | | |
|--|--|---|-------------------------|
|  | Future/proposed onroad arterial bicycle routes |  | Education Institutions |
|  | Existing onroad arterial bicycle routes |  | Retail/commercial areas |
|  | Future/proposed arterial multi use paths |  | Industrial areas |
|  | Existing arterial multi use paths | | |

Map 5



Legend

- | | | | |
|--|--|---|-------------------------|
|  | Future/proposed onroad arterial bicycle routes |  | Education Institutions |
|  | Existing onroad arterial bicycle routes |  | Retail/commercial areas |
|  | Future/proposed arterial multi use paths |  | Industrial areas |
|  | Existing arterial multi use paths | | |



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11. Glenorchy City Council 2008, *Glenorchy Bicycle Plan (Draft)*



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The Hobart Regional Arterial Bicycle Network 2008 Draft document has been released for public consultation. The councils involved would appreciate your comment and input.

Please forward comments and input to:

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