



18 June 2018

Feedback on Hobart City Vision

Thank you for the opportunity to provide feedback on the draft City Vision for Hobart.

Bicycle Network's key aim is to improve the health outcomes for Tasmanians by encouraging them to walk or ride to work, school or services, to embrace riding as a key part of their fitness, and simply to enjoy the freedom riding a bike can deliver.

Riding bicycles also have the benefit of being a non-polluting, low carbon form of transport that is also reasonably priced for a wide variety of users.

Bicycles take up far less road space than private vehicles, helping cities to move more people. And wear and tear on road surfaces from bicycle use is far less than that of motor vehicles, requiring less maintenance.

Local government has a key role to play in providing bicycle infrastructure designed for a wide range of ages. This means a connected network of separated bicycle lanes that can take children to school, commuters to work, students to university, and people of all ages and abilities to shopping and service districts.

The United Nations recommends that 20% of city transport budgets be spent on dedicated active transport infrastructure for walking and cycling. Hobart should be aspiring to this target if it does not already meet it.

Bicycle Network recognises the importance of the City Vision in guiding the city's strategic and annual planning. It is encouraging that the document asserts a strong preference for transport modes that are active and low polluting and bicycles are an obvious answer

The vision is not always explicit about what is meant by broad terms such as connectivity and safety. It also frequently mentions walkability and the concern is that riding is being bundled in with walking, when both transport and recreational riding benefit from their own infrastructure, separated from walkers.

With a few minor wording changes the vision could be a more useful tool in planning and building a safer, more connected city for all transport users and not just those transport modes currently being prioritised and utilised.

Vision Statement

The Vision Statement is quite long compared to others of its ilk and much of the sentiment would be difficult to translate into actual projects, programs and services. It's not overly useful as a strong, guiding statement for the city.

However, of interest for bicycle riders is the emphasis on connections and fresh air.

Connections can be read as personal or physical. One of the most important aspects of successful bicycle infrastructure is connectivity. Bike infrastructure needs to take people safely to where they need to go if it's going to be utilised.

Encouraging bike riding and walking are two ways to hold on to the fresh air feel of Hobart. While more people are buying newer model cars, the number of hybrid and electric cars in Tasmania is still low, meaning more cars and other vehicle traffic equals more pollution.

Identity Statement 1.4

1.4. We can access all the important parts of life, in a walkable city where we do not spend our lives commuting.

The description of the identity statements in the first section mentions bike lanes but this is not explicit in the actual statements.

We would add to identity statement 1.4 a "... in a walkable **and rideable** city..."

Facilities and infrastructure for riding are ideally separated from walking areas to reduce potential conflict and to allow bicycles to be a viable transport alternative to cars. If bicycles are constantly slowing for pedestrians it reduces their appeal as a quick, easy transport mode.

Walking, riding and driving should be separated in recognition of the different speeds and travel experiences. Just as bicycle riders want to be able to ride at a useful speed, people walking want to be able to enjoy the experience rather than always being on the alert for bike riders coming up behind them.

By adding "and rideable" it also gives suitable direction to staff that riding and walking are of equal status and require their own sets of infrastructure.

Pillar 1: Sense of Place

This pillar reinforces connection and safety as key elements in a sense of place.

1.4.3 Our spaces are well connected to one another. They are inviting, diverse, attractive, and safe and inspire movement.

The current wording could be better defined to make it clear what connection means in this point. You could say Hobart's spaces are well connected at the moment; if you drive a car.

We would add the following words: "Our spaces are well connected to one another **for people walking and riding.**"

Hobart's streets and places are too often designed around arriving and leaving by car, connections for people walking and riding are not given the priority that car travel is.

Pillar 2: Community Inclusion, Participation and Belonging

2.5.3 Our natural and built spaces and facilities enable activity and support and enhance our health and wellbeing.

2.6.3 We are a safe city, where everyone feels safe and is safe, including in public spaces. We look after each other.

We support these points as built spaces and facilities that enable activity can include walking and riding infrastructure.

To be a city where everyone feels safe, Hobart needs to provide separated bicycle facilities for those riders who don't want to ride in the same road space as vehicles.

Pillar 5: Movement and Connectivity

This pillar is a strong recommendation for more separated bicycle infrastructure with its emphasis on healthy, safe, connected and environmentally friendly transport modes.

While many of the points in this pillar are strong and provide clear direction, others are vaguer. We recommend the explicit inclusion of walking and riding in some of the points to clarify these modes are preferred to polluting, non-active transport modes.

We recommend adding “for people walking and riding” to the following statements:

*5.3.1 Our cityscape is easy to access and move through **for people walking and riding**, encouraging the movement of people ahead of cars.*

*5.4.2 Our transport networks provide optimised, easy, seamless and safe connections **for people walking and riding**, and we all know how to access and use them.*

Pillar 6: Natural Environment

To add strength and clarity to statement 6.4.5, adding the words “by planning and building the infrastructure needed” at the end of the first sentence identifies the role local government plays in this area.

*6.4.5 We make active and public transport easy **by planning and building the infrastructure needed**. We respond to new opportunities for energy efficient transport and design.*

This point also seems a little out of place in this pillar, it could be moved to Pillar 5.

Pillar 7: Built Environment

7.3.1 We have world-class infrastructure that supports affordable living and access to work, study, services and other facets of life.

7.3.2 Our infrastructure, services and other aspects of our built environment support equal access for all.

These pillar points are important for recognising the central role local government plays in providing infrastructure that can be used by people of all ages, with limited incomes and of varying physical abilities.

Separated bicycle infrastructure that connects to business, residential, retail and recreational areas is vital for getting people of all ages riding.

Separated bicycle infrastructure can also help people with physical disabilities to get around more independently as electric tricycles and cargo style bikes can be adapted to suit their needs. While they may not want to ride directly on roads with vehicles, they may be happier on separated bicycle lanes.

Importantly, bicycles are cheaper to buy, maintain and run than motor vehicles. This means they are potentially available as transport tools for a wider section of the population.

Electric bicycles, while still high in price compared to conventional bicycles, are still a much cheaper option in the long term than running a car or using public transport frequently. Electric bicycles are more likely than conventional bicycles to get people out of cars as they are faster, easier to ride and make hilly routes feasible.

Recommendations

Identity Statements

1.4 Add “and rideable” after “in a walkable”.

Pillars

1.4.3 Add “for people walking and riding” after “Our spaces are well connected to one another”.

5.3.1 Add “for people walking and riding” after “Our cityscape is easy to access and move through for people”.

5.4.2 Add “for people walking and riding” after “Our transport networks provide optimised, easy, seamless and safe connections”.

6.4.5 Add “by planning and building the infrastructure needed” at the end of the first sentence.



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