



May 2019

Connected Hobart submission

It is encouraging to see the various ideas that have been put forward in Connected Hobart to realise the city vision of becoming a more rideable city.

There are a few listed actions designed to make it easier to ride a bicycle or collect the data to provide the city with better information to plan active transport infrastructure, which Bicycle Network supports.

- **CPS06 CPTED trials**

This sort of technology can also be useful for active transport routes. Sections of streets can be blocked to private vehicles by use of solid but smart bollards which can be lowered into the ground by authorised personnel. These are used in Haarlem in the Netherlands and produce streets for walking and riding only.

- **CLI07 Get-Paid-To-Bike Scheme Trial**

This is a timely idea seeing Bicycle Network included a similar proposal in our [federal election priorities paper](#).

Countries and cities that have tried this include Belgium, The Netherlands, France and the Italian city of Bari.

Technology can make the administration of schemes easier with GPS units attached to bikes measuring distances travelled and times and then sending directly to the bank for reimbursement.

Another method is to provide tax deductions for riders or their employers, technology again can confirm the commutes happened and store that information for the tax office.

We wonder how easy it would be to come to a partnership with a company like Strava to collect the details so it could be done through riders' phones, watches or GPS units. However, a GPS unit may offer the additional security of being trackable if the bike is stolen.

- **CCU07 Active Travel and Environmental Gamification Trials**

This is also an interesting concept, although we'd prefer the direct payments to riders to encourage regular riding.

- **CIT01 Digital wayfinding and information kiosks**

Council could be more actively involved in mapping safer bike routes via open source maps such as OpenStreetMaps or providing its own mapping showing the quality of routes e.g. off-street paths, on-road separation, on-road painted lanes etc.

Information about recommended bike routes (which could include our [Bicycle Network Ambassador Routes](#)) could be made accessible to users through digital kiosks. In Portland, Oregon, the city government offers curated routes through its website: www.portlandoregon.gov/transportation/article/339920

Riders could also potentially rate routes and have that information available to other riders, e.g. 0 rating would not be suitable for most riders and 10 would offer a route suitable for all ages and abilities. There could be incentives to rate routes, similar to the get paid to ride to work scheme.

- **CIT04 Reserve Tracks 'Traffic Light' Notification Trials**

This would be useful for people using mountain bike tracks.

Digital trailhead information could be fed into an app so that riders can check before leaving home that the route they intend to take is open or free of works or warnings. Otherwise, it's annoying to travel up to The Springs or another entry point to find a track is fully or partially closed.

- **CTR02 Smart Parking**

There is no online information currently available to bike riders on where bike parking loops are and whether they are full. Any programs to improve data on parking must include bike parking and be easily available to riders.

- **CTR05 Cycle-to-City Bicycle Smart Locker and Membership Trial**

Hobart is in need of public end-of-trip secure bike parking, lockers, e-bike chargers and shower/change room facilities in the city centre. There are many small to medium businesses in Hobart that may not have these facilities or cannot afford to retrofit buildings to make it easier for employees to ride to work. And for people who want to ride into the city to undertake a variety of tasks, such a facility can mean they can ride in, get changed and leave their bike and bags in a secure location.

The Cycle2City facility in Brisbane is one such example of a public end-of-trip facility or the Mobility Hub in Victoria which is open to RACV Club members.

These facilities can be housed in existing car parks or other buildings which have easy access for bicycles and are within the city centre, close to many employers and other attractors like the hospital or university.

A swipe card can be used for access and charging and businesses can be encouraged to set up shop to offer services such as bicycle repairs, bicycle courier warehousing and laundries.

A lesser version of this is secure, swipe card accessed pods/shelters throughout the city that have bike parking and lockers available. A version of these have started up in New York and fit into the size of existing car bays: www.ooneepod.com

While not a technological solution, the city could also consider offering incentives to building owners who retrofit spaces for bike parking and lockers, such as a rates holiday or direct active transport grants.

This is something that could easily be trialled in an existing off-street car park and it's worth bringing it forward in the Action Plan Timeframe.

- **CTR06 Road Monitoring Data Trials**

While this initiative states road reporting technology could be used for cycling road management, this idea could be extended to be interactive with riders. An online reporting tool could be developed so riders can report in real time any problems with on-road and off-road bike routes such as potholes, debris and blockages, and path re-surfacing.

- **CTR07 Last Mile Micro Mobility and Data Trials**

While this is welcomed, the city may have left its run a bit late as private companies providing e-bike, e-scooters and car sharing are already setting up in other cities around Australia.

Share bike schemes have failed in Melbourne and Sydney before, but new technology to better manage charging and parking zones, and the advent of electric bicycles and scooters, may prove more successful.

Such services are needed in Hobart to provide transport choices but are also limited by lacking infrastructure. A separated cycleway network through the city centre would encourage more people to hop onto an e-bike, as would wider footpaths for e-scooters.

Some cities with share e-scooters and e-bikes are converting on-street car parking bays into virtual docks for the dockless devices. This is space efficient but also a public way for the city to signal it's supporting alternatives to private car travel.

While public transport and other transport options are limited, it's difficult for most people to completely give up a car and rely on car sharing. However, with the increasing number of apartments already approved and waiting approval in the city, now is a good time to encourage and facilitate such options.

Any trial which can streamline the use of different transport options would be welcomed, whether that's one swipe card or one phone app that could be used to hire a bike, park your own bike, catch a bus or use car share.

As this is happening in other cities already, and one of the private companies is seeking to trial vehicles in June this year in Hobart, we would recommend bringing this forward in the Action Plan Timeframe.

- **CTR08 Connected and Actively Managed Transport Network**

This is much needed in Hobart, and hopefully the city can change the Department of State Growth's attitude to being more encouraging of people walking and riding.

Hobart would benefit from having an agreement with the state government on priority active transport routes and zones such as the city centre. Such routes and zones could then have signalisation that preferences people walking, riding and catching public transport over private car use, including letting people walking and riding cross an intersection before motor vehicle traffic does.

There is also "green wave" technology which allows riders on priority corridor bike paths to ride without stopping if they maintain a set speed of 20 km/h – they are notified by LED lights set in the path or countdown lanterns. New tech is being developed that will keep lights green if a certain number of riders approaches an intersection. This link talks more about the technology and includes a film showing how it operates in practice:
<http://www.copenhageneze.com/2014/08/the-green-waves-of-copenhagen.html>

Green Wave works with sensors in the street which detect bike riders and can also detect pedestrians. To really prioritise active transport on some routes, the in-street sensors can detect people wanting to cross the road on foot or bike and change the lights to stop motor vehicle traffic. The city of 's-Hertogenbosch in the Netherlands' traffic signals respond to whoever is waiting at intersections: <https://bicycledutch.wordpress.com/2016/06/21/traffic-lights-in-s-hertogenbosch-an-interview/>.

While it will take some time to determine priority routes and install sensors, some things such as traffic signal prioritisation for active transport could be enacted before the Action Plan Timeframe schedule of 22–23 for this action.

- **CEN02 Suburban Electric Vehicle Charging Network**

While most e-bikes can travel up to 80–100 km before being charged, it's always useful to have options to charge. Where this can be incorporated into existing infrastructure used for bike parking it would be useful.

- **CIN03 Street Lighting and Smart Poles**

There is an opportunity here to provide movement sensitive lighting on shared paths, such as lights which turn on or get brighter when a person is sensed on the path. This would need to work in with path sensors which are useful for counting users and activating streetlight signals.

- **CIN07 Digital Upgrades to Bus Stops**

We'd like to see much better integration of bicycles with public transport so that bikes can be carried on buses and ferries if they get off the ground. These kind of digital connected bus stops could help alert riders if buses they are waiting for are equipped with bike racks and if so whether there is space for their bike.

Yours sincerely



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