



22 March 2021

Park and Ride developments at Huntingfield and Firthside

This representation refers mostly to the bicycle access and storage at DA-2020-695 but also covers similar facilities at Firthside.

The government is proposing to build secure bicycle parking at the two bus stop park and rides they are creating at Huntingfield, opposite the Fork in the Road, and at Firthside on the corner of Browns and Groningen roads.

This is the first time we are aware of that there will be secure bicycle parking at a bus stop so the government is to be commended for catering to people wanting to ride for transport. They have the opportunity to create an example that can be replicated in other areas of the state at other major bus stops and for potential ferry terminals.

Confusingly though, they are proposing two different styles of bike parking at the two sites rather than utilising the best practice experience from interstate to create a new standard in Tasmania. We would like to see them using a consistent parking product that caters to the widest range of possible bike rider from the beginning.

We also have some concern that they are referring to the Australian Standard AS2890.3 for the hanging rails as we believe that is too tall if we are catering to the widest possible group of riders.

Firthside

The Firthside site has a cage similar to the Parkiteer cages used at railway stations in Victoria that is secure with a mix of easy-to-use Ned Kelly rails for hanging bikes and standing rails for people who can't lift their bikes.

The Ned Kelly rails are easier to use than rails that require the whole bike to be lifted as they allow riders to prop bikes onto the rear wheel and use their knee to hang the front wheel on a hook, so they don't need to lift the whole bike off the ground.

Having standing rails is also important as more people are getting heavier e-bikes that can't be lifted and for younger or older people who may not be able to lift a bike up even using the easier Ned Kelly design.

The cage will hold 23 bikes – it's not clear yet how the access system will work. The design drawings refer to swipe card access but we haven't heard yet how that system will be administered. The purpose of having a cage is to provide another layer of security to give people the peace of mind that their bike will still be there when they return. We'd like to see a system that is able to track users of the cages to mitigate against theft, and that adequate CCTV cameras are included in both cages to identify any attempts at theft or damage.

Huntingfield

The bike cage at Huntingfield is designed to hold 26 bikes but they seem to have chosen a type of bicycle parking stand that requires riders to lift the whole bike up on to hooks at shoulder height.

While some fit people with light bikes don't have a problem lifting their bikes, for older riders or people with injuries or upper body physical restrictions, and those with heavier bikes, this type of parking is impractical.

The exact operation of the bike parking is not clear because the development application does not include a detailed design, but does mention that the parking will accommodate four bikes per stand. We have notified the council of the missing A112 plans for the bicycle parking, but haven't received any further information.

It's likely that people will be riding to the park'n'ride because they don't feel fit enough or brave enough on congested roads without separation from vehicles to ride into the city. As such, the bicycle parking should be designed to cater to the widest possible group of riders and not just those fit enough to lift their bikes.

The design of the Firthside facility with the mix of standing and Ned Kelly style wall rails that don't require the whole bike to be lifted should also be implemented at Huntingfield.

Planning scheme deficiencies

The development application points out that the Tasmanian Planning Scheme does not provide a standard for park and ride facilities. Instead, the developers are using the transport depot planning rules, even though those sites have different functions to park and rides.

Without a standard to measure the project by, the council should set its own standard or work with the government to amend the planning scheme to cover park and rides.

Improvements for access

Under the planning rules the government does not have to consider surrounding infrastructure in its development application, but there are a few critical missing pieces of infrastructure that would make the park'n'rides more useable for people on foot, bicycle or scooter.

The Browns Road site is on the side of Groningen Road that doesn't have a footpath, so building a raised crossing across the road to the park'n'ride that is lit for early mornings and winter months and slows down turning cars and trucks would provide a more comfortable entry into the site from the main residential areas. The corner is very wide and curved to allow easy traffic turns, which is not a good design for a crossing for vulnerable road users and the government should be ensuring the risk to people crossing is minimised.

Likewise, at the Huntingfield site the government should be installing a well-lit raised crossing across Huntingfield Avenue for people walking or riding from the north. While the traffic management assessment says there are not enough people to justify a crossing, it's as much about perception and encouragement of people to walk and ride.

A new path linking the underpass under Algona Road up to the shared path on the edge of the Fork in the Road would also make it easier for people to walk or ride as they could then avoid having to cross the congested Algona Road roundabout. The heavy flow of two lanes of traffic through this roundabout means it is almost impossible for people on foot or bikes to cross at grade.

And for people coming from the south-east residential areas, a short section of footpath needs to be continued along Huntingfield Avenue from its current end near Sirius Drive. There is space in the road reservation to accommodate the about 200 metres or so in length. The alternative is to negotiate with the owners of the large property at 1179 to acquire a strip of land at the top of the embankment to build a path linking Sirius Drive to the park and ride.

Yours sincerely



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