



28 January 2021

[REDACTED]
[REDACTED]
[REDACTED]

Draft Waratah–Wynyard Settlement Strategy

Thank you for the opportunity to comment on the draft Waratah–Wynyard Settlement Strategy. It's heartening to see that the council understands the elements that increase livability of the area and acknowledge that high levels of car dependency can be a detraction.

Providing more bike paths and better bike parking gives more people the choice of riding. Getting more people riding and walking means that people who have no choice but to drive because of health conditions or work commitments, for example, can get to where they need to.

Providing better cycling facilities may also make townships more attractive to prospective residents, which is something that may help counter the ageing of the population in the area, either attracting active older people or younger people to the area.

With the increasing availability of e-bikes, distances for riding for trips to work, school, services, shops and social activities can be extended from the current rule of thumb of about 5-10 km each way to 10-20 km each way. These kinds of distances are achievable for many Waratah-Wynyard residents provided there are paths and protected on-road cycleways so they feel comfortable riding.

E-bikes also help older people stay active for longer, especially with step-through models for people with hip or knee mobility issues and three-wheelers for people whose balance may be deteriorating. For some people with physical limitations or disabilities, riding a bike can be easier than walking provided there are paths and protected cycleways that take them where they want to go.

The council has already made good decisions in its development of the north-west coastal pathway. When finished this will provide a bike riding spine, with connections to be added to get to attractors such as schools and town centres.

In response to the recommendations in the strategy:

Low traffic accessways in new small development pockets

This idea will help to make local streets feel more rideable and walkable and reduce the dominance of cars in the streetscape. It will be particularly appealing to people who typically ride slowly such as children and less confident riders. Linking in with existing and planned paths and cycleways is important for the concept to work.

Greenways

Cycling routes should feel comfortable for the widest range of abilities and should improve perceptions of safety. Having direct routes that connect residential areas to places riders want to go such as workplaces, shopping areas, services and schools is essential for riding to be seen as a viable form of transport. On-street routes should be minimised unless they can be separated from moving traffic by physical barriers such as concrete blocks, bollards or planter boxes.

Park and Pedal

This is one of the more interesting recommendations and as the ACT official said, it will need to be well promoted for it to work. The car parks will also need to be well lit and open so that women feel comfortable using them, especially in the winter months when it may be dark in the mornings and evenings. Providing park and pedals will increase the expectation that the pathway between the car park and nearest town is in good repair and connects easily into the townships.

Bicycle parking

Installation of secure, undercover bicycle parking structures in Wynyard and Somerset is important as many workplaces don't have adequate bike parking and people coming from the Park and Ride may need places to park. This recommendation recognises the rise in e-bike ownership and desire for an extra layer of security to deter theft of the bikes, whether it's a locker, cage or CCTV coverage. It would be useful for the structure to have charging points for e-bikes and again for it to be in an open, well-lit location so women feel comfortable using it.

Active transport promotion

Providing support for events and programs that address the barriers to riding and encourage people to ride more often may help increase the number of people riding for transport. Sometimes it's not enough to provide good paths, people need help to see that the paths are for them too.

More Bass Highway pedestrian crossings at Somerset

As was recommended in the state government's corridor study for the area, more crossings would make it easier for people to get from the coastal pathway into town.

Wynyard pedestrian crossings over Bass Highway at Deep Creek and Oldina roads

Crossings would make it easier for people living to the west of Bass Highway cycle and walk to get into town.

Yours sincerely



Alison Hetherington

Public Affairs Manager Tasmania
210 Collins St, Hobart 7000

