



10 June 2022

Greater Hobart Committee
contact@greaterhobart.tas.gov.au

Comment on Greater Hobart 30 Year Plan

Thank you for the opportunity to comment on the Greater Hobart 30 Year Plan.

Making it easier to ride or walk for transport helps people to get the daily 30–60 minutes of recommended physical activity to improve health, and reduces carbon emissions and air pollution from averted vehicle use.

Riding a bike should be one of the first choices for people undertaking journeys under 10 km, but is unlikely to be for the majority of the population without safe, separated infrastructure.

Often cited US research breaks the population into four types of bike riders:

- **Strong & Fearless:** Less than 1% of population – will ride anywhere
- **Enthusied & Confident:** 7% of population – Will ride on painted lanes and quieter traffic streets
- **Interested but Concerned:** 60% of population – open to the idea of riding but won't ride in traffic without separation.
- **No Way No How:** 33% of population – will not ride regardless of quality of infrastructure.

When cities are designing and building their cycling transport networks they should be targeting the Interested but Concerned riders, but historically much of our cycling infrastructure has been designed for the Enthusied & Confident riders.

It is why the articulation of all-abilities infrastructure is so important in the principles outlined in the Greater Hobart Plan to “optimise public accessibility”.

Creating all abilities cycling infrastructure makes cycling a genuine transport choice for the majority of the population. The greater availability of electric bicycles means even more people are capable of riding in Hobart.

Optimise Public Accessibility principles

These principles are an important guide for the detailed planning aspect of the 30 year plan, however, there are a few changes which could make them more robust in their application.

8.1 Active transport to be promoted as the most healthy, sustainable and easiest mode of local travel throughout Greater Hobart.

This is an important change as people from countries where cycling is very popular, such as The Netherlands or Denmark, often say they choose to ride because it's the quickest and easiest way to get around, not because they are particularly interested in their health or pollution outputs. Making active transport easier than car travel will help some people shift travel modes.

8.3 Activity hubs are to be walkable and rideable to enable greater personal convenience and to benefit local businesses.

While walkability is a generic term that can incorporate cycling and scooting, it is not obvious, which is why it's important to be explicit about wanting to make an area rideable. Areas can be made walkable but then there's no space for people to ride or scoot at a faster pace, other than to be mixing with faster vehicle traffic. Ideally, our activity hubs will separate the different road users by speed to reduce conflict, so footpaths for people travelling at 3-5 km/h, cycleways for people travelling 15-25 km/h, and traffic lanes for faster speeds.

8.4 Transport routes and walking/cycling paths are to be upgraded and well maintained to ensure public safety and amenity and to provide all-abilities access.

No changes are suggested for this principle but it's important that "all-abilities access" and what that looks like for cycling infrastructure is spelled out to state and local government employees and contractors. Apart from off-road paths, many people in Tasmania are not used to seeing on-road all-abilities treatments so these need to be clearly described and guidance provided.

8.6 Promote the availability and benefits of active and public transport.

This is a really important aspect of helping people choose other transport modes. Active and public transport are up against mega-million dollar campaigns from car companies promoting that mode so they do need their own promotional pushes. As well as general marketing, this can also include behaviour change programs that help young people and adults learn to ride a bike, do basic bike maintenance, know what bike and gear to choose to make riding easier for transport, and have secure, convenient bike parking at their destinations.

8.9 Sufficient car parking is to be provided within the vicinity of activity hubs, but parking availability should consider the accessibility of active and public transport options.

While the underlying sentiment of this principle is fine, it is not directive enough to achieve the change we need. The problem we've had in trying to get safer, separated cycling routes in place is that on-street parking is given priority over other road uses, namely the safety and comfort of people choosing to ride, scoot, walk or catch public transport. This means cyclists are put in the way of being hit by car doors, waiting bus passengers don't have sufficient space or shelter, and people walking have to

negotiate narrow footpaths with poles in the middle. It needs to be clearly stated that general on-street parking does not have priority over other road uses. General parking can be provided off street by governments or by private enterprise, it doesn't need to be in the road reservation, except for a few specific uses. So, the principle could be re-written as:

8.9 (V2) Sufficient on-street car parking is to be provided within the vicinity of activity hubs for loading, disability and short-stay bays. Activity hubs should prioritise infrastructure in the road reservation that provides safe passage and storage for people walking, cycling, scooting, using mobility devices and catching public transport.

Commuter Cycling Network

The plan refers to the Greater Hobart Commuter Cycling Network map which is yet to be incorporated into this plan or the implementation plan. It is important that people get the chance to comment on this network map before it's adopted into the plan.

While there has been some consultation within cycling groups and councils on the network map, tapping into the experience of people who ride the routes every day, or want to ride but don't feel confident, will be critical for the success of the network.

The network map is to be presented with examples of All Ages and Abilities infrastructure types but Tasmanian councils also need detailed guidelines on what infrastructure options are available for AAA infrastructure, including ideal measurements, surface materials, separation types, etc. Most other states have developed cycling infrastructure manuals for AAA infrastructure, as have some city councils. The Greater Hobart councils could develop their own guidelines or work with the Tasmanian Government to develop guidelines for the state. This is important for ensuring that the planning is not let down by delivery which doesn't achieve good comfort levels for all riders.

Without having this commuter network map incorporated into the plan there isn't much more to comment on as it will be in the detail that the vision and plan are realised.

Yours sincerely



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