



# Hobart Council Candidate Statements

## Ryan Posselt

Members of Bicycle Network Tasmania,

I am a strong advocate for improved cycling infrastructure in Hobart City. For years I have cycled for commuting, exercise and recreation. I am a road cyclist and a mountain biker and my two year old has developed a love for balance bike riding.

I recognise the many benefits of cycling to both individual and community. As individuals, cycling keeps us happier and healthier. It decreases the burden of disease as we age and keeps us moving. Lessening our need for complex health management. For the community, the benefits are multifactorial. Cycling reduces congestion. Every commuter is one less car on the road meaning journey times are faster for those that must drive. By replacing cars with bikes, air pollution and noise in the CBD is reduced making the city a more pleasant place to be. The more people riding bikes, the less we need to spend on maintaining expensive road infrastructure. Riding bikes keeps people out of hospitals in the long run, decreasing the burden on the health system. Improved health outcomes also decrease sick days, which improves economic productivity. The benefits of cycling cannot be overstated.

What is more, traditional barriers to cycling are being stripped down by technological advancements. The evolution of e-bikes and cargo e-bikes has taken the pain out of going up hill. Have a look next time you are in south Hobart – spot the number of people gaining significant elevation at 25km/h, in work clothes, with kids on the back. The game has changed!

If elected to Hobart City Council, I will be strong advocate for cycling infrastructure, both for commuting and recreation, including mountain biking infrastructure. Coming from a health background, I believe in best practice, evidence and expert advice. I am a consumer of cycling infrastructure, not an expert.

Bicycle Network Tasmania forms an important part of the mix as both expert and advocate body. In principle, I support the recommendations of the Tasmanian Bicycle Council's 2019 report for bi-directional separated cycleways in Hobart CBD. If elected, I will listen to the experts, look at the evidence and work to implement tailored solutions to Hobart that provides optimal cycling infrastructure. This includes working toward a Battery Point Walkway to provide safe, practical and pretty passage from Sandy Bay into the city. And as micro-mobility devices, such as e-scooters, continue to gain popularity the time has never been better to build a cohesive network of dedicated infrastructure

for bikes, e-bikes and micro-mobility devices.

For my detailed stance on mountain biking in Hobart visit the website:

<https://www.ryanposselt.com/post/mountain-biking-in-hobart>

Build it and they will come!



Ryan Posselt

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*Hobart City Candidate 2022*

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## **Gemma Kitsos**



I'm running for Hobart City Council to improve the liveability of our city. I have a vision for Hobart to become a cycling safe city. Hobart City Council has the potential to draw on the enthusiasm of its people to create safe, separate infrastructure and prioritise both health and the environment.

Bikes are a big part of my life. I commute to work by my touring bike, drop the kids to school on the cargo bike, run errands on the e-bike and mountain bike for the love of it!

Hobart has a thriving bike scene but I believe we can do better.

Hobart needs a bike master plan which focuses on safety for all users and the interconnectivity of current infrastructure. I will work towards achieving this during my term as a Councillor. Separated, safe infrastructure encourages more people to get on their bike to access their jobs, schools, services and local shops. Evidence shows that if riding is safe, more women and families will consider this a viable transport option.

Hobart City Council needs a voice that puts cycling on the agenda and builds the capacity to implement projects promptly.

E-bikes have changed the accessibility of riding. E-bikes have made cycling available to many more people allowing them to travel further, require less cardio-vascular fitness and negotiate Hobart's hills. E-cargo bikes now make it possible to take multiple children by bike. Once elected to Council, I will investigate funding available to assist with the purchase of an e-bike.

As a health professional, the benefits of riding a bike are clear. Riding improves cardiovascular fitness, reducing the risk of heart attack and stroke. There are many more health benefits that cycling affords; too many to list here. Importantly, riding also improves mental health. Safe and well-connected infrastructure means more people out and about improving their health and well-being.

Our CBD is congested with traffic. The implementation of a bike master plan will encourage road users to seek an alternative transport option allowing those who need to drive to do so more effectively. The University's move to the city means that active transport options have never been more important. They are healthy and affordable.

One of the first projects which I will bring to the Council is the development of a cycling link to the CBD along Collins Street. This is a missing link that will safely connect the South Hobart Rivulet track to the CBD and the inner city cycleway.

I will ensure that there is discussion around the provision of end-of-ride facilities and that this is adequately addressed in the planning scheme. These facilities include but are not limited to secure bike parking, lockers, showers and e-bike charging facilities. These small items make a big difference to those who are not quite convinced to use a bike for commuting or to run errands.

As an elected Councillor, I will seek further funding opportunities to fund, implement and extend the Riding the Mountain Plan developing the mountain bike tracks (and shared used tracks) on the foothills of kunanyi. kunanyi offers a unique opportunity to build world-class tracks while respecting the biodiversity and cultural importance of the mountain.

More people on bikes reduce carbon emissions. Active transport is essential if we are to avoid 1.5 degrees of warming. I believe cycling is the confluence of health and climate action.

I recently successfully petitioned the Council to reduce the speed limit and improve signage at the Mcrobies Rd crossing in South Hobart.

I look forward to your vote. Let's put bikes back on the agenda.

Gemma Kitsos



## Louise Elliot

I believe in supporting more people to walk and ride by providing infrastructure that makes this safer, more efficient and more enjoyable.

If elected, I would advocate for:

- a high quality network of connected footpaths that are developed to maximise accessibility, including for walker and wheelchair users and people with prams
- installation of individual bike lockers and space efficient, undercover bicycle storage that is well-lit and CCTV monitored in off-street Council owned carparks and at key locations across the city
- creation of connected cycleways in at least two directions so that bike and scooter users can cross the city more safely. For example from the Rivulet track through Collins Street to Campbell Street and along Campbell Street (from Davey Street to Melville Street)
- a grant program that schools can access to install secure bike storage on their campuses
- Council supporting cycling safety education and awareness through in-kind support, such as via Council's social media channels and inclusion of material in mailouts to ratepayers
- mountain-biking tracks for all ability levels and, where feasible, supporting infrastructure like bottle fillers and bike wash-down bays



[www.louiseelliot.org](http://www.louiseelliot.org)

## **Raj Chopra**

### **To Bicycle Network Tasmania,**

I will be a strong supporter of improved infrastructure that will make it simpler for people to use bicycles and electric bikes because it is better for both individuals and our community. I would personally recommend the following.

1. Conduct a survey with the Hobart municipality to determine the number of persons who currently own and use bicycles or electric bikes in each area. The survey could be conducted online with the assistance of volunteers and in collaboration with various organisations.
2. Produce plans based on survey findings regarding the need for new infrastructure construction and infrastructure improvement.
3. Create more e-bike parking places with charging stations.
4. Run initiatives with schools to encourage students to commute to and from school on their bikes more frequently.

Given the escalating expense of fuel and the resulting health risks, I firmly believe that bicycles should be used as a form of transportation.

### **A quote from article below where a study was done by Stanford University.**

“Study at Stanford University, scientists equipped 1,000 commuters, including motorists and bicycle users, with mobile measuring devices and recorded their heart rate and breathing around the clock. The evaluation showed that people who made their daily commute to work by bike were not only more balanced and relaxed during the journey, but throughout the day. Especially after work, on the way home from work, the cycling test subjects found it much easier to switch off compared to their motorized colleagues”





**Kate Kelly**

I'm a big supporter of active transport, and until recently cycling and walking were my primary modes of commute. I stopped riding when pregnant due to several unsafe interactions with cars on the road.

I embrace the opportunity if elected to campaign for all forms of active transport, under both my commitment to emissions free future planning and active transport and recreation.

I want:

- \*SAFE dedicated bike and scooter ways throughout Hobart LGA.
- \*Safe and well designed shared points, ie- left turn exit lanes, and embarkment/ disembarking bike onto roadways.
- \* a Battery Point to city walkway incorporating a bike lane.
- \* heavy penalties for drivers not adhering to the 1.5m rule
- \* a bike trailer shuttle service from cbd to Kunanyi.
- \* cycle tour tourism initiatives.
- \* more lock up bike racks and cyclist lockers around the CBD.
- \* community incentives to cycle, ie- ride to work/ school day, and awareness raising events.

I want cyclists of all ages and abilities to feel safe to commute on our roads and on shared cycleways and for this future proofing, sensible and health friendly mode of transport to be supported, encouraged and grown.

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## **Bill Harvey**

As a current member Hobart Council, as well as membership of the Hobart Active Travel Committee and Cycling South, I am a strong advocate for increasing mobility options throughout Hobart.

I believe Hobart has the potential to become an attractive bike riding city and needs to continue to head in that direction. To encourage people to ride, the city needs safe, separated bike lanes and appropriate road speeds to make people feel safe and confident, and high quality end of trip facilities.

Currently, there's a sense that it's not safe to ride due to lack of space for bikes and the perceived danger that cars and careless drivers pose. The City needs to prioritise the construction of separated bike lanes, and must budget adequately to achieve this as well as become competitive in winning grants to further develop a city and broader network of bike paths.

Bike lanes will also solve the issues with e-scooters on footpaths and will also be appropriate for mobility devices. The shift to a bike culture will require consistency of funding, but also a cultural shift in elected representatives to support the desired outcomes.

Creating a strong micro-mobility culture will also help address congestion and parking issues and assist achieving the national carbon reduction target of 43% reduction by 2030. Climate change is the greatest threat facing humanity and curbing transport pollution is a high priority.

The shift to bike riding is happening in cities across the world and Hobart needs to be part of this mobility transformation.



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## Louise Bloomfield

Bikes are a great low cost travel solution – but are limited to those within cycling distance of HCC bounds in most cases.

I have been concerned to see

- a) a number of bike riders not use helmets, follow road rules – including riding up the wrong way on a one way street.
- b) a number of bike riders get hit by other on road vehicles including in the CBD
- c) the use of children carriages that are not particularly robust in the event of an accident.



I would like to see the following:

1. the state Government of the day COMMIT to additional bus services so we have a reasonable and functional public transport system. This will reduce the traffic on the roads and hopefully the number of bicycle accidents on the road.
2. Once (1) occurs – draw up a bicycle plan so that there are full circuits of bike lanes. – That is you don't find yourself riding along to discover the lane ends and you are back in difficult traffic. With reduced traffic it will be easier to install bike circuits through all the suburbs and CBD.
3. Either encourage state Government of the day (more likely) or establish via council some bike use training so that we can increase the standards of riders and keep them safe.

Please note that until we see real commitment from State Government to establish good bus services – car use and all that goes with that such as parking will remain the order of the day. We cannot push those from outside HCC bounds out of work and educational opportunities simply because they cannot afford to live close by.

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## **Dr Zelinda Sherlock**

The City of Hobart is committed to Sustainable Transport Planning. The Hobart 2025 Vision, developed through an extensive consultative process, spotlighted Hobart residents desire to see '...improved opportunities for alternative transport options, such as bike riding, with an aspiration to create a city that is highly accessible through efficient transport options'.

It would be ideal if bike riders had separate facilities linking our 'residences, community facilities and workplaces', as you have noted, and we can certainly do more.

As you may be aware, some elements of a bike riding network already exist, such as the intercity cycle-way and the South Hobart Rivulet track – however, after living in Japan for nearly 14 years, I do understand the value and sustainable option of bike riding – and would support possibilities and opportunities to develop a more robust bike plan.

As you may be aware The City of Hobart has recently added additional bicycle parking facilities across the CBD and '...include bike hoops, pole vaults, secure bike wall anchors called "smilies" and bicycle boxes,' as well as the upcoming rejuvenation of the Argyle Street bike cage, to be re-opened with improved parking for bicycles.

If re-elected, the project I wish to prioritise as a long-term project is building and maintaining paths and separated cycle-ways that link to jobs, schools, services and local shops and can be ridden by people of all ages and abilities.

While there has been continued development of recreational cycling trails within Wellington Park, I would support providing more recreational trails and paths, as well as develop bike plans/strategies for the council area.

As a mother of two, I certainly would advocate for lower speeds (30km/h) on local streets where people want to ride, scoot and walk and have been delighted to previously engage in programs like Ride2School and Back on your Bike – and will continue to do so.

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## **Damon Thomas**

Ideally bike riders would have separate facilities linking residences, community facilities and workplaces. Unfortunately, the development of suburbs based on car transport means those networks don't exist and so we must create alternative options.

In our city, elements of a bike riding network already exist, such as the intercity cycleway and the South Hobart Rivulet track. There has also been a continuing development of recreational cycling trails within Wellington Park on Kunyani that I have strongly supported as a member of the Wellington Park Trust.

In my next term, I will prioritise creating the original planned bike way from the City Mall, up Collins Street to the Cascade Walk. This has been in concept form for a number of years and would make the transit to South Hobart safe and accessible.

I will also promote opportunities for the Council to work with the Bicycle Network to support people to gain skills in bike safety and maintenance.

Pillar 5 of the Hobart 2025 Vision, which was developed through extensive community consultation, highlighted that Hobart residents want improved opportunities for alternative transport options. With increasing traffic congestion, rising fuel prices and fuel supply constraints, and the need to limit our carbon dioxide emissions, now is the time for Council to make a genuine commitment to supporting sustainable transport options. It is an obvious response.

I will ensure that Council takes advantage of Federal and State funding Grants and programs to support Council investment in walking and riding options across the city.

The City of Hobart is on the record that it will develop concept designs and undertake individual consultation with stakeholders for the identified arterial routes. I will keep the Council to its promise for a continued review of the adequacy of these important community assets and investment in areas of identified need.

I will continue my involvement in the Australian Bicycle Network, which commenced when I was Lord Mayor in 2011, when I also actively supported the Sandy Bay/City cycle way and promoted its extension to Nelson Road.

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## Anna Reynolds

Dear Bike Network members,

We have so much more we need to do to make Hobart a cycling friendly city. I feel somewhat disappointed that we haven't advanced things further than we have since 2018.

There are however some positives that have been delivered in the past 4 years, including:-

- A 1.7kms partially separated bike lane project for the CBD has been designed, approved and funded. But unfortunately the delivery has been painfully slow. When complete the project will deliver separated bike lane in Argyle, Bathurst and Campbell Streets.
- Approval of the City of Hobart's Riding the Mountain plan, which aims to improve the riding network in kunanyi/Mount Wellington's foothills. Four new trails with about 7km of new trail experiences on the mountain is complete or nearly complete.
- Other additions to the cycling / shared path network include the Rose Garden Bridge, Bridge of Remembrance, and trial section along Campbell St implemented as part of the changed traffic conditions in front of the new hospital buildings.
- The link from Macquarie Point to the Intercity Cycleway was developed as part of the carparking upgrade at the Regatta Grounds. The reopening of the link from here through the Macquarie Point development remains a frustrating uncertainty.
- The Molle/Collins Streets crossing with traffic signals have been complete and provide a safer crossing on this important cycling route to the south of the city.
- An uphill passing lane / road widening project between Hillborough Road and Pillinger Drive, with sealed shoulders and a small section of separated cycle lanes provides safe overtaking opportunities and more road space in the Fern Tree area.
- Bike parking that has been installed in this term of Council includes:-
  - secure bike parking boxes near the Hedberg building and in the Hobart Central car park.
  - Argyle Street car park bike cage has been refurbished
  - Additional hoops installed (Lenah Valley, Salamanca, New Town, CBD)
- A number of larger development approvals have included the requirement for bike parking and facilities for residents or workers
- Greater Hobart Mayors / Councils have been more proactive in advocating for cycling infrastructure in our lobbying of state and federal government
- Reduction of 40 km/h speed limits agreed to in the CBD and a number of other neighbourhood shopping areas.

If re-elected I will advocate for:

1. As a matter of priority, that Council endorse a clear and ambitious 10 year plan for separated cycleways in CBD and main commuter routes in/out of the CBD. There is an urgent need for a Council endorsed plan with clear delivery dates, budget identified including for additional staff to actively drive implementation of the plan

2. Federal and State funding of \$30 million for the Greater Hobart Active Transport Network Plan, which Greater Hobart Mayors have included in recent state and federal election advocacy and budget submissions

3. A 'Neighborhood Greenways network' across Hobart suburban areas. 'Greenways' are:

- Quiet, slow streets
- Streets that prioritise people walking, bicycling and scooting
- Are the backbone of the Safe Routes to School network
- Provide connections between neighborhoods, parks, schools, and shopping areas and link to the principal commuter network of separated lanes

This approach has been successfully implemented in Portland, Oregon. The value of a 'Green Ways' strategy will be a lower cost and faster roll out of a network of safer routes for cycling around the neighbourhood areas of the city.

4. Work closely with Bicycle Network Tas and Cycling South to ensure that Hobart's Local Provisions Schedule and other planning documents include reforms to improve the provision of bike parking and end of trip facilities in development across Hobart.

5. A new trial of bike racks on Metro Buses that runs for longer across more routes and with independent monitoring and assessment of the trial.

Thank you for your interest and advocacy for better cycling in Hobart.

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## **Nathan Volf**

I am running for election to Hobart City Council to lead this city into the future. This includes planning for Hobart's alternative commuters.

The safety of the people of Hobart is my top priority, whether through advocating for increased housing stock, acting on climate change or accessibility to our great city.

Increasing and properly maintaining separated bike lanes helps to aid in the accessibility to our City.

Creating separated, safe bike lanes will aid in traffic management and decrease the number of residents who utilise their cars for daily commutes. This decrease in road traffic will support action being taken against climate change by reducing emissions made by fossil fuel-powered vehicles.

Use of bikes and micro-mobility for transport greatly increases individual and community health and is a great way to help implement daily exercise into ones' routine.

Bikes are not just for transport - they are also a great hobby! If elected, I would advocate for the increased mountain biking paths. Riders of all skill levels would be able to take advantage of the variety of trails I would advocate to implement. Biking is also a great way to get around the city in a casual manner. Bike tours for tourists and those wishing to see more of the city's historic architecture can enjoy a gentle breeze while they learn about our great city.

Separated bike lanes should be prioritised in this wonderful city. It starts at electing a council in October that will create policy and actively invest in bike and micro-mobility infrastructure.



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## Helen Burnet

Have you ever wondered why there has been so little action on making Hobart more bike friendly?

I'd say it has not through lack of trying from the members of council who take interest in the health and well-being of our community, nor the strong advocacy from individuals and from organisations such as the Bicycle Network.

It is because there are just not enough elected members on council now who really understand that it is critical for not only the health of individuals but the health of our city to provide more infrastructure that connects east to west and north to south of our municipality.

We need people making decisions who actually understand the needs of commuting and recreational bike riders, and who understand the consequences of lack of action for the health of our city and planet.

As a health professional and someone with an interest in good urban design and the importance of transport choices, I completely understand the need to have a better network of bike lanes and paths that are safe and convenient.

This term I'd like to see:

- The Collins St spine linking the east and west—Completion of the local area management plans which have more bike lane offshoots
- A comprehensive bike plan that sees bike lanes progressively added when roads are upgraded
- More courage by council to say YES to trial bike lanes
- Safer separated bike lanes on major roads
- Roll on roll off ferries helping connect across Greater Hobart
- More bike parking and facilities for bikes and e-bikes as part of all new developments.

So, when you cast your vote this October, vote 1-5 Green, and for other candidates who understand just how important this is for the health of Hobart, and as a response to climate change. I seek your vote to help deliver a comprehensive approach to building better bike paths and facilities across Hobart.

Thank you.

Helen Burnet candidate for Cr and Deputy Lord Mayor



## **Marti Zucco**

I attach my discussion paper on "car parking revenue" to not go into consolidated revenue but into an infrastructure fund to improve all modes of transport from Ferries to Bicycle as I believe we should have options for all to have a choice of which mode best suits an individual. Car parking revenue is one way of ensuring that we reinvest in transportation and this will ensure there are funds available for projects that deliver options.

The attached preamble to my free car parking options point out what can be achieved with such a fund.

I have a viewpoint that we must work in a collective manner to improve all modes of transportation. I have put forward many ideas to assist the Bicycle users and over the years and attached a couple as most recently I put forward the option for motor bike users to reinstate parking for that mode of transport as I also have done previously for Bicycle parking in the Argyle street car park

# I attach a number of Ideas put forward over the years on options to assist those that use this form of transport as you will read I put forward an idea for a cantilevered bike lane on the bridge in 2013 seems like this maybe an option that maybe taken up now. It was an idea 9 years ago

**# The Bike parking in the argyle street car-park was from my Notice of Motion I actually sought to also have Showers built but this was refused**

# Also a bike safe program of 2014

I am a firm believer that all forms of transport need to be integrated and ensure we develop a far better transport system for our city that takes into account the needs of all

Kindest regards

Marti Zucco

\*Note attachments referred to in this statement can be found in Appendix 1 of this document.

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## **Jeff Briscoe**

Encouraging Bicycle participation and good infrastructure has always been part of my local government policy.

At various times I have been the chair of the bicycle state advisory group and chair of local bike groups associated with local government and long advocated the extension of the inner city cycleway.

I have been a champion of the Battery Point shared walkway, bike paths in Sandy Bay and also improving bicycle connections thru the CBD including to the Rose Garden bridge, Macquaire point connections, Molle St crossing and linear shared path to South Hobart from Collins St.

Hopefully the Campbell St bicycle lane will come on line shortly but there is still much to do to refit our city for active transport and hope to continue to this important work in the next council.

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## **John Kelly**

I have lived and rode bikes in Hobart my entire life.

John Kelly is my name and I am a candidate for Lord Mayor in the Hobart City Council elections.

Growing up in the sixties, before the mum & taxi service, bikes were a primary form of transport for kids. Having gone through the fixie, dragster. Malvern Star three speed eras, today I ride an electric bike.

I simply could not do without this new form of transport. The time, money and convenience (not to mention all the other benefits) are brilliant.

I am acutely aware of what this city needs to embrace the benefits of a bike culture and fully endorse ALL the principles that the Bicycle Network promotes.

Having been the innocent victim of at least two serious bike accidents involving inattentive car drivers, SAFETY is a major concern for me and an education program addressing this is needed. Safety should over arch all things relating to bikes from driver awareness, to bike lane design and this education program should be incorporated into school's curriculum.

Council could play a major role by having safe bike storage incorporated into the planning scheme with all new city buildings.

Now is the time to develop a permanent bike culture in Hobart and should I be elected I will make this bike culture an important part of my platform.



## Bec Taylor

I love active transport and the health, environmental and economic benefits it brings. As an employee of the City of Hobart I advocated for better active transport planning and use; as a community member I have continued to do the same.

I want to see more designated/separated active transport lanes to encourage active transport. I enjoy bike riding, roller skating and scootering as a form of exercise and to get me to where I need to go. Unfortunately, the places I feel safe to skate or ride are very limited.

Safety and perceptions of safety are critical elements of a successful active transport system. I would like speed limits reduced to 40 or lower on busy arterial routes in and around the CBD – just as they are in other cities like Melbourne. This will further encourage people to pursue active transport options.

When cities are designed for bikes, and other active transport users, they are also accommodating folks with mobility devices. And it goes hand in hand with getting more cars off the roads.

I think nipaluna/Hobart has the potential to be one of the world's cleanest, greenest and most active cities. I am frustrated at how long change takes in this city and how much time we have lost. Climate change demands that we take faster action, and it is a major motivator for me running for Council.

A campaign poster for Bec Taylor, a candidate for Hobart City Council. The poster features a portrait of Bec Taylor, a woman with blonde hair, smiling. The background is a textured, reddish-brown wall. The text on the poster includes: "COUNCIL ELECTIONS OCT 22" in a green box at the top right; "VOTE 1" in a green box at the bottom left; "BEC TAYLOR" in large green letters in the center; "COUNCILLOR FOR HOBART CITY COUNCIL" in white text on a green background at the bottom left; and "THE GREENS" logo in a green triangle at the bottom right. A small line of text at the very bottom reads "Authorised by 9661865 2461 Anglin St, North Hobart TAS 7005".

## Steven Phipps

I am a climate scientist with more than 20 years of research experience. I want to work with the community to find practical solutions to the challenges of climate change and to transform Hobart into a sustainable and resilient city.

Active transport, and particularly cycling, is key to reducing our carbon emissions. However, the current cycling infrastructure in our city is limited. There are many ways that Hobart City Council can encourage cycling, with benefits for the entire community. Greater use of bikes would help people to save money on transport, reduce traffic congestion on our roads and help to create a happier, healthier and more vibrant city.

If elected, my priorities would be:

- Construction of an interconnected network of safe, separated cycle lanes throughout the city.
- Installation of public charging points throughout the city, to encourage and support the use of e-bikes.
- Installation of safe and secure storage facilities for bicycles throughout the city.
- Construction of the Battery Point Walkway, to link Sandy Bay with the city.
- Establishment of a city-wide bicycle share scheme, to make bicycles available to all.
- Establishment of a try-before-you-buy scheme for e-bikes, to help people find the right e-bike for them.
- Expansion of the ferry network, with electric ferries running up and down the river.
- Establishment of a fully-integrated, zero-emission public transport system throughout the city, allowing bicycles to be carried for free on buses and ferries.
- Establishment of park-and-ride schemes to reduce car traffic in the CBD.
- Requiring new apartment buildings and office buildings to have secure, undercover bicycle parking for residents and employees.
- Development of a Cycling Action Plan, with annual targets for all of the above objectives.

Steven Phipps  
Independent candidate for Hobart City Council

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## APPENDIX 1: Marti Zucco documents

MEDIA RELEASE

19 July 2013

### **Marti Zucco: Tasman Bridge must be made safer**

Federal candidate for Franklin, Marti Zucco announced today that if elected he will seek federal funding to solve the pedestrian and bike issues that currently exist on the Tasman Bridge.

"I am aware of those who have been injured while riding across the narrow footway and it's time to take action," Mr Zucco said.

"The current situation is dangerous and unacceptable to both pedestrians and cyclists who use the bridge and options need to be explored.

"We need to link the eastern shore with the western shore with a dedicated bike lane so that it is safe for both pedestrians and bike users.

"I have had discussions regarding possible options and I have floated the possibility of a cantilevered structure on the southern face of the bridge that could resolve the issues.

"We are aware that a dedicated bike lane on the road surface area is not an option, so alternatives need to be explored and a counter levered option may be the solution.

"Whatever the outcome, my intent is to seek federal funding to pursue whatever it takes to make the bridge safer for all those who use it," he said.

**ENDS**

#### **For further information:**

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Candidate for Franklin

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## Media Release

### Technology can make it safer for Bikes and Cars on our roads

Alderman Marti Zucco said today that "Technology can play a serious role in road safety for cars, cyclists and also motor bike users"

Over the past 18 months I have been investigation and Idea and also discussing this with a number of stakeholders and believe that this idea could go a long way in assisting in the issues that we have with cars and cyclists on our roads.

State Government has a proposal for a one meter distance to be adhered to when cars and cyclists are on the road. How this can be policed or who is at fault is questionable to say the least. All I can see is the legal profession heavily involved in litigation on whether it was one meter or less.

This idea will go a long way towards assisting in determining distance and also providing a warning that a cyclist and car are at an unsafe distance.

The idea is in two parts; part one is what I am calling "bike Safe" and parts two is "road Safe"

The idea is basically using an "Ultrasonic Distance Sensor" The Technology is readily available and comes in various forms and all that would be required is to be adapted for this use.

The idea is to have a sender on a bike and a receiver on a car placed at the appropriate point in which a "ping" or sound will be heard inside the car when a cyclist is within the set distance.

What would be required is legislation to ensure that all road users must have sensors installed whether it is a receiver or sender.

The question will be asked who will pay for this and that is a debate that needs to be had should this idea be pursued to reality.

These sensors cost at an average of around 20 dollars each and of course would require installation but I would envisage that a specifically adapted design purchased in bulk could see the item cost reduced.

What needs to be taken into account is not the “cost” of the device but is a life or someone being hurt more important than having a device that could assist in seeing less accidents on our roads? The Bike safe sensor could also be installed on motor bikes and assist in the blind side of cars.

Part two being “road safe” and looking at the big picture in that left side reflectors on Highways could be adapted as senders to assist cars veering left off the highway to also installing senders on the centre road strip to assist in the same process whereby the technology could be that when a cars blinker are on it disconnects the Highway mode within the car.

Part two is something that would require the State or Federal governments to investigate further but the “bike safe” should be developed in conjunction with Councils as Councils are heavily involved with bikeways and should take some responsibility in the safety of all road users.

In conclusion “We need to find solutions to making our roads safer implementing laws is only a step but as we live in a technological era so why not use technology to further assist in road safety no matter the cost as what price can we put on a life and all the associated costs of accidents”

Alderman Zucco further added “I will take this matter to Council for consideration and now we have a challenge to the Tasmanian techno’s to see if they can make it happen”

Further Details Contact Marti Zucco 0418120060  
13<sup>th</sup> October 2014

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# PARKING DISCUSSION PAPER – Free on street parking in Hobart

A Major Policy Change

**Car parking revenue to be directed towards Parking & transportation infrastructure – NOT consolidated rates**

- **In line with the previous Act and changed in recent times**
- Delivering more and improved parking in CBD
- Delivering peripheral park and ride
  - with shuttle buses utilised as free peripheral public transport
- Motor Bike parking & associated Infrastructure
- Ferry services & Infrastructure
- A bike strategy with designated links from the CBD to destination points not impacting of major arterials subject through to tri partisan funding
- Long term reintroduction of tram/light rail
  - Subject through to tri partisan funding

## **A TOTAL REVAMP OF ON STREET PARKING – NEW TECHNOLOGY INNOVATIVE IDEAS FREE ON STREET PARKING FOR METERED SPACES WITHIN THE PARKING TIME LIMIT**

**How can this be achieved?**

In 1954 the Hobart City Council introduced a plan to increase on street parking without parking meters and no intent to charge fees. Mercury report July 15<sup>th</sup> 1954

On the 10<sup>th</sup> of November 1954 Launceston was provided the power to introduce parking meters under State legislation with a Bill to proceed. The Bill went further to say ***“That all fees less expenses for operating the meters shall be applied towards the provision on street parking areas or buildings”***

On the 1<sup>st</sup> April 1955 the Hobart City Council was the first city in Australia to introduce “PAID Parking meters” this is after stating that this would not happen in 1954.

Parking when meters were introduced it had a twofold impact with benefits to commuters.

1. To manage and monitor those who were overstaying
2. Parking revenue to provide more parking both on and off street

Fast forward bicycle parking was also introduced in off street car parking.

Further forward around 2018 Hobart City Council Embarks on “friendly parking meters” and installing 1800 new in road sensors advocating a “new age” in parking, parking meters and a new “easy pay” app”

Well we all remember the fiasco and debacle of these meters which to this day are the worst parking meters I have ever used. Yes there are far better and superior and “Easy to use” new technology meters on the market. So I say in the “political rush” Hobart ended up with dud meters.

I say this because the meters have a very small screen many in black and white and when the sun shines one can barely read them. Then to actually pay for parking it’s like watching grass grow how slow they are. Unlike the Meters in Melbourne they are fast with larger screens and quick and easy to use. Oh yes we are advised that one “should” download the “Easy App” and using the meters is so easy and you can use them “anywhere at any time” well it’s illegal to “top up” meters passed the “time period” so that slogan has its pitfalls.

But what is ironic the meters allow this to happen and there are many users that are being “Fined” for pumping the meter. Even though the meter “accepts” the “extra” payment its illegal and one can be fined even through the meter has been boosted. A bit like a gaming machine accepts your money and you lose with a fine!

So how can the Hobart City Council make on street parking more user friendly and compete with other municipalities that market free parking!

The solution is simple the Hobart City Council offer free parking on all on street metered car parking spaces. Now before the bean counters at the HCC start having a heart attack that millions of dollars nonrevenue will fly out the door. Then that's the 1950's thinking in a modern age.

#### **THE NEW TECHNOLOGY**

With the predicted 1800 new sensors one of the fundamental reasons for parking meters has now been overcome. The sensors monitor any car that enters the space and "actually" the time starts when the car enters the car space. So the meter itself knows that there is a car parked in the spot so one has to pay for the "time period" be it half hour one hour or two hours as an example.

#### **THE CURRENT NORMAL PROCEDURE for over parking**

The sensor and the Meter are in sink and the time is ticking. What happens next is that when the "paid" time runs out parking attendants are pinged and it's a "race" to who gets there first. The parking attendant or the person who has over parked. If the parking attendant arrives beforehand and starts the printing process for the fine it's too late one is fined and that it.

#### **THE PROPOSAL:**

Free parking for those that use an on street car park and depart within the allocated time limit of the space. As the add says "its simples"

#### **THE FREE PARKING:**

So let's use a one hour space for this example "If you park and leave within the one hour" parking is FREE. Yes I can still hear the bean counters alarm bells ringing. Yes first hour FREE!

#### **THE REVENUE (part one) - Let's say \$5 for the Hour**

BUT if a person parks over the time limit (with 3 minutes grace) the fee (\$5) is then charged for the period. So the onus is on those who use the space to receive the free parking. Sounds a little strange but like anything new "it's a state of mind" and I have no doubt it will catch on.

#### **THE REVENUE (part two)**

Once the \$5 is charged for the first hour (overstay 3 minutes) if the Vehicle is not moved within 10 minutes of an overstay another \$10 is charged for an overstay with no immediate fine

#### **THE FEE OVERVIEW**

This is similar in parking in an off street carpark the longer you stay the more you pay, but as per the First hour would have been free had the breach not occurred. Again similar to an off street carpark that offers first hour free

#### **THE FINE**

Once the 10 minute period of overstay is reached the Vehicles will be then fined as per the current process.

#### **IMPLEMENTATION & PAYMENTS**

I have no doubt that the question would be asked how the charges would occur if a person is parking for FREE? The only drawback is to receive FREE parking one must pay by card or the easy pay app. So the time to really move into the new age and all on street parking is card or app only.

#### **PAYMENTS BY CARD WOULD BE AS FOLLOWS.**

One enters the car park number swipes their credit card and the \$5 fee will be charged at the end of the time period of one hour (plus 3 minutes grace period) that is if the vehicle has not moved. If the vehicle moves then prior no fee is registered towards that credit card. The same would apply for the Second fee should the vehicle not be moved within the 10 minutes.

#### **CURRENT METER TECHNOLOGY**

As the current meter operating system is slow as it is I have no doubt what is being proposed would require the IT experts to either reprogram the current system or other but in this day and age of programming anything is possible.

## **THE NEGATIVES**

I have no doubt that there will be pros and cons with this type of proposal in particular the technology and mechanism to implement it. It may require a complete revamp of the current system. But I am confident that this can be achieved. Yes at a cost but the current meters need to be upgraded as they are not up to standard as far as I am concerned.

The Meters in Melbourne are so easy to use and recently I was in France and the Meters in the City I was in were also easy to use compared to what we have now. It could mean that to swipe a credit card to be charged later would require some sort of fee up front. If that's the case the IT experts would resolve those issues and if need be there is a Charge for parking in the First Hours it could be as minimal as say 50 cents for the process.

## **POTENTIAL LOST REVENUE**

The City of Hobart should embrace shoppers to come to the CBD and move in and out of the City to conduct business every dollar spent in our City is a dollar well spent. As with the case when paid parking was approved under the proviso that the funds a spent back into car parking the HCC should go back to the intent of paid parking and that ALL on street parking revenue is not used to subsidise rates but improve the infrastructure of the City.

I would assume that considering that "Fines are greater than actual parking revenue" this may not change. A full evaluation would be required but getting people back to the CBD is far more important than parking revenue as if the City traders continue to struggle and NOT pay their rates that would be worse that losing a portion of parking revenue.

This is a discussion paper for revolutionising on street car parking in all current paid metered parking in the City & Salamanca.

Alderman Marti Zucco

20<sup>th</sup> August 2022

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