



Glenorchy Memorial Pool  
 Anfield St, Glenorchy, Tas 7010  
 PO Box 708, Glenorchy, Tas 7010

T: 03 6273 4463  
 E: [info@cyclingsouth.org](mailto:info@cyclingsouth.org)  
[www.cyclingsouth.org](http://www.cyclingsouth.org)

16 September 2019

The Secretary  
 Legislative Council Select Committee – Greater Hobart Traffic Congestion  
 Legislative Council  
 Parliament House  
 Hobart TAS 7000  
[ght@parliament.tas.gov.au](mailto:ght@parliament.tas.gov.au)

Dear Committee members,

**RE: Greater Hobart Traffic Congestion Inquiry**

Cycling South is a regional local government body consisting of five Greater Hobart Council representatives from Hobart, Glenorchy, Kingborough, Clarence and Brighton which aims to increase levels of cycling for transport and recreation.

Traffic congestion is having a negative impact on transport cycling. The annual counts program carried out in the morning peak from 7am to 9am on a Tuesday in March each year is finding that separated routes such as the Intercity Cycleway are maintaining steady numbers of riders but on-road routes with no cycling infrastructure are seeing a drop in the number of people cycling. It is speculated that it is becoming increasingly difficult and stressful to ride a bicycle on congested roads where motor vehicles volumes are increasing. A disproportional amount of road space has been allocated to private motor vehicles (for driving and on-street car parking) at the expense of public transport and cycling, with the efficiency of these modes compromised as a result. The CBD is particularly challenging for cycling due to the one-way street network restricting permeability and directness for people riding bicycles.

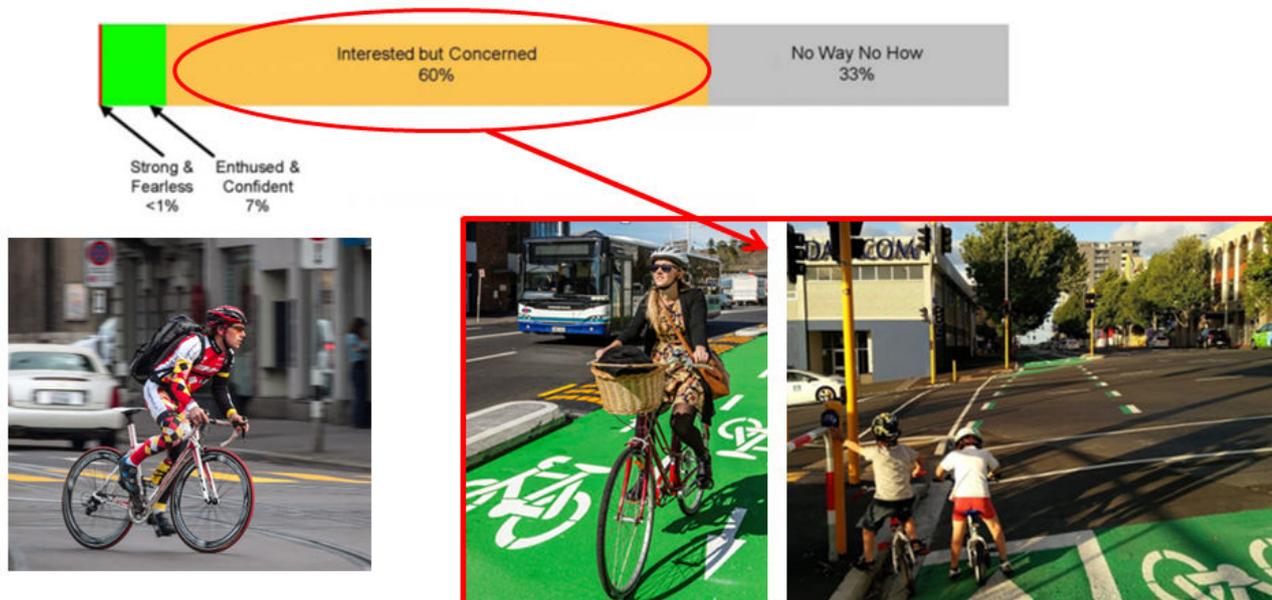
**School holiday traffic conditions all year round - modal shift**

Active transport, which includes bicycle riding, needs to be recognised as a key ingredient to tackling congestion in Tasmania's urban areas. Modal shift to walking and cycling has been identified in the RACT Mobility Vision and the City of Hobart's Transport Strategy. The Hobart Traffic Origin-Destination Report confirmed that the vast majority of cars are travelling to central Hobart in the morning peak (79%) and a similar amount are leaving from the CBD during the afternoon peak (76%). This travel pattern supports not just improved efficiency for public transport, but also high quality dedicated cycling routes into the Hobart city centre. Shifting a small percentage of commuters from cars to other modes is the most cost-effective and practical way of addressing increasing traffic congestion.



## Getting more people cycling

Currently the policies and guidelines around developing urban cycling networks are geared towards improving safety and conditions for 'Enthusied and Confident' riders in the form of painted on-road bike lanes and sealed shoulders. Research carried out by Roger Geller in Portland found that the strong and confident riders only make up around 8% of the population but there is a much larger portion of people 'Interested but concerned' who would like to ride but are afraid of traffic and concerned for their safety on the available infrastructure where there is no separation from motor vehicles. Unless the bar is raised on the quality of cycling infrastructure provided, it will be very difficult to achieve modal shift to cycling from the broader population.



Roger Geller – 4 types of transportation cyclists

Even when there are shared paths, they invariably transition onto roadways (eg: Hobart Rivulet Track) and don't function well for cycling when there is high pedestrian use (eg: Morrison St). In order to provide suitable infrastructure so that the "interested but concerned group" can make journeys by bicycle, separated cycleways are essential.

### Separated cycleways in high congestion areas

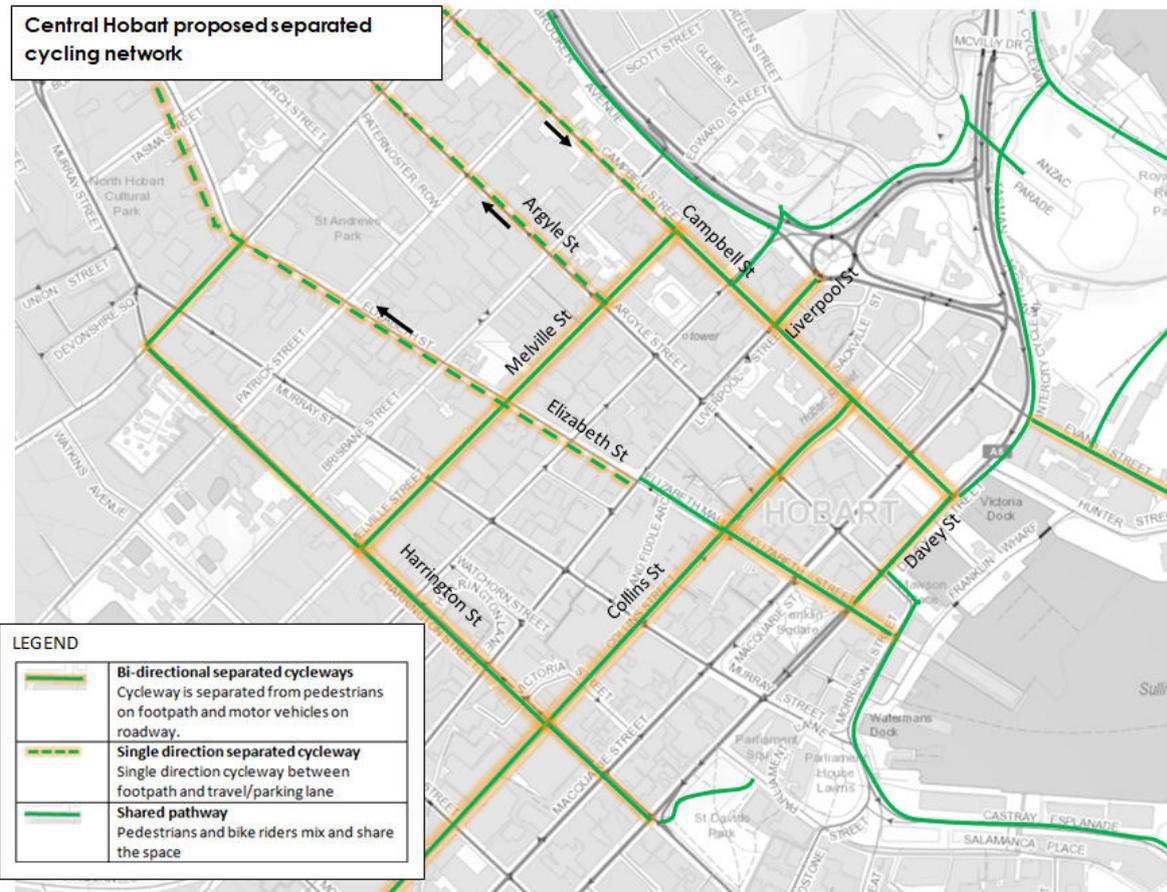
Cities around the world are implementing a network of separated cycleways to tackle traffic congestion, offer transport choices and make it easier for people to get out of cars and onto bicycles for short and medium-length trips. Separated cycleways have physical barriers (such as bollards, planter boxes or kerbing) between people riding bicycles and motor vehicles, and are suited to all ages and abilities. The advent of e-bikes addresses issues of topography as they eliminate the effort required to ride up hills and increase the distance that people can ride.

### Recommendations

In order to achieve modal shift to cycling Cycling South makes the following recommendations:

#### 1. Strategy: Revise the Principal Urban Cycling Network Plan for Hobart (PUCN)

Ensure the plan identifies separated cycling routes into the Hobart CBD from the south (Battery Point walkway), east (Tasman Highway corridor including the Tasman Bridge), west (Collins St) and north (Elizabeth St) as well as a CBD loop of bi-directional separated cycleways to overcome the barrier the one-way street system has on direct and convenient cycling in the city. The Tasmanian Bicycle Council produced a Separated Cycleways Plan for Hobart which identified a core grid of cycle routes in the CBD that connects UTAS sites, major employers and retail areas. The loop, comprised of bi-directional separated cycleways, identified Campbell St, Melville St, Harrington St and Collins St. A modified version of the Separated Cycleways Plan route map is included in this submission.



**2. Funding: Provide a grant for the CBD separated cycleways and establish an annual on-going cycling infrastructure fund (matched 50:50 by local government) for other cycling routes on the PUCN.**

The installation of separated cycleways in the Hobart CBD will require alterations to the streetscape, including relocating kerbs and poles and is likely to cost around \$4 - \$5 million to complete the core network. This is a relatively cost-effective treatment for tackling congestion that should not be left solely to Hobart rate payers to fund. Funding from the State Government to install the separated cycleway network will allow implementation within a short time frame.

Beyond the core CBD separated cycleway network an annual and on-going funding program is required to extend the cycling network into the suburbs. Local government has traditionally been the main driver for developing cycling routes in municipalities and a consistent matched funding program is required to give Councils lead time to scope projects and get them 'shovel-ready'. Without a committed annual funding program, local government is not going to commit resources to planning cycling infrastructure when matching funding is sporadic and unreliable.

**3. Safety: Implement safety improvements for Active Transport modes**

To increase the attractiveness of walking and cycling, speed zones of 30kph zones should be implemented in the CBD. Increased enforcement of red light running and intersection blocking by motor vehicles and distracted driving will also help create a walking and cycling-friendly environment.

**4. Efficiency & convenience: Improve Level of Service provision for active transport**

One of the challenges for providing efficient and attractive walking and cycling routes is the barrier that road crossings present. Invariably the amount of green time given to crossing roads on a signalised crossing is much shorter than the green time given to motor vehicles travelling parallel in the same direction. Arterial walking and cycling routes need to be given increased priority at intersections where they are parallel to arterial roads in the form of:

- Automated green time (where the green pedestrian signal activates without a button being pressed). Suitable treatment for routes with long green times for the parallel traffic lanes (eg: Macquarie and Davey Streets, Sandy Bay Road at Drysdale Ave).
- Extended green time (where the pedestrian signal remains green for at least 50% of the traffic signal cycle time or longer before the red signal starts to blink or countdown timers commence).

For example the Evans St/Davey St crossing where the Intercity Cycleway enters the waterfront area is one of the busiest cycling routes into the city. In March 2015 a manual survey was carried out at the intersection for 2 hours in the morning peak which found that 240 people crossed the road at Evans St (63%) while 140 motor vehicles turned from Davey St into Evans St (36%). At the time Davey St motor vehicles had a 90 second green time while the parallel shared path had a 4 second green time, and only if the crossing signals were activated prior to the signals changing. The level of service was incredibly low and resulted in high levels of non-compliance with the red signals.



*Example of arterial cycling traffic being unfairly disadvantaged by signals at crossing. The onus should be on left turning vehicles to give way to people on the crossing in accord with the road rules, rather than limiting crossing time for cyclists and pedestrians.*

Where busy roads need to be crossed, pedestrians and riders usually have a long wait time before the crossing signals activate and when they finally do get a chance to cross, the time to complete the crossing is insufficient. Busy roads cut off communities and discourage even short journeys by foot or bicycle. Improved provision at busy road crossings should include:

- Complete crossings at signalised intersections (where the crossing can be completed in a single phase rather than a part-way crossing where people must wait in an island in the centre of the road for a complete traffic signal cycle before they can complete their crossing).
- Advanced green pedestrian signal (where people can get part way across the road before motor vehicles start moving, which also makes them more visible to drivers).
- Wombat crossings (zebra crossing on a speed hump) should be recognised as a legitimate treatment to give priority to people over motor vehicles in lower speed environments around shopping areas and schools. There has been resistance to using wombat crossings due to historic problems of drivers not stopping at zebra crossings but the trial installation of a wombat crossing on Hill St, West Hobart, has been met favourably by the community.



Hill St West Hobart – before



After wombat crossing installed – February 2019

## 5. Policy: Integrate with public transport:

There should be a commitment to provide undercover bicycle parking and shelter for pedestrians at major transit hubs. At stops on major bus routes a minimum of one bicycle parking rail should be provided.



*Example of undercover public bike parking at transit hub*

There are times when it is useful to be able to take a bicycle on a bus due to a breakdown, poor weather or multi-modal trip but even when buses are virtually empty, it is not possible to catch a bus with a bicycle in Tasmania. A conditional trial to allow bicycles on low-floor buses which have a cleared area behind the driver for prams, wheelchairs, bulky items and bikes and at the discretion of the driver, based on how crowded the bus is. This is a good way to gaining understanding of the level of demand for taking bikes on buses in Tasmania's major cities and is low cost as it would only require installation of straps to secure bikes (as well as prams and wheelchairs) along with a change in policy.



*Example of space for wheelchairs and prams with straps to secure them.*

## 6. Planning: Amend Statewide Planning Scheme to incorporate end of trip facilities

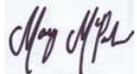
Providing secure bicycle parking in multi-unit residential developments and showers and lockers in addition to bike parking within all large commercial developments is essential if people are to consider alternatives to using private motor vehicles. Active transport can be in the form of walking, jogging, scooting, kayaking and cycling and provision needs to be made for storage of equipment and changing clothes. All new buildings and retrofitted buildings must be required to provide end of trip facilities.

Planning schemes have formulas for the number of car parking spaces that must be provided in new developments or change of use, which lacks the flexibility to consider other ways to alleviate car parking demand, which helps to generate traffic congestions. Providing bicycle parking as an alternative to car parking and locating a development on a public transport or active transport route should allow for an offset in the number of car parking spaces provided under the planning scheme.

Traffic congestion presents opportunities for shifting priorities in funding and road space to other more space efficient modes of travel. A clear policy that values the movement of people along road corridors in the form of travel lanes, bus lanes, footpaths and separated cycleways over the storage of private motor

vehicles on roadways is needed, particularly where off-street parking is available. There is strong potential to increase the proportion of trips to the Hobart CBD by bicycle and reduce the number of motor vehicles driving to and around the CBD. Constructing a core network of separated cycleways is the part of the solution to addressing traffic congestion in Hobart.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Mary McParland', is written over a light blue rectangular background.

Mary McParland  
Executive Officer