



31 July 2023

## Local Area Mobility Plans

Thank you for the opportunity to comment on the local area mobility plans for the northern suburbs and Battery Point.

It's encouraging to see the City of Hobart recognise the need for separated cycleways on high-volume, high-speed roads like Augusta, Creek and New Town. These could be convenient, quick corridors for people to get from Lenah Valley into the city, especially when the city also provides All Ages and Abilities cycling treatments on connecting streets like Elizabeth.

Explaining the rationale for more comfortable cycling infrastructure is important as confident bike riders and non-bike riders don't always understand how the majority of people who can ride view cycling on busy streets.

### Northern suburbs plan

Separated cycleways on Augusta Road, New Town Road and Creek Road in the short term and Forster Street/Giblin Street in the longer term make sense to give people riding a more comfortable journey on higher speed streets.

Four design options are presented for Augusta Road cycleways. While bi-directional cycleways can work in certain circumstances, on a stretch of road like this with so many driveway crossovers cycleways on both sides of the road would be less stressful for riders and drivers.

If unidirectional cycleways are opted for then the 2 metre wide option is preferred as it allows other riders to easily pass and would better accommodate trikes, cargo bikes and mobility scooters.

This means only one side of the road would be available for on-street parking but the houses along it are mostly 20<sup>th</sup> century so have driveways or garages to park cars off street. The major demand for parking will occur around Calvary Hospital, which has off-street parking, and the local shopping strip which has several side streets to soak up parked cars.

Because of some of the major uses along that road, like the hospital and shopping strip, there will need to be some consideration of how crossovers are dealt with to ensure it's clear to drivers where to slow and give way to riders. The same applies to formal pedestrian crossings over the cycleway to ensure people on bicycles give way to people walking across.

The other issue with Augusta Road and riding comfort is the poor surface. Where the edges of concrete slabs are raised up, or there are gaps, can concern some riders because of the risk of tyres hitting them at the wrong angle. Any cycleway should be planned so those ridges and gaps are not going to cause problems for people riding, or they should be covered with a smoother surface.

The Creek Road cycleway design is tight at 2.6 metres but is likely to have fewer riders as it will be more of a connector between Augusta and New Town roads rather than a corridor into Hobart. The bi-directional option can also provide a better outcome in limited space and could work along this road as there are decent stretches without driveway crossovers and road intersections on the rivulet side.

Traffic calmed streets and 30 km/h speed limits can provide comfortable riding conditions if traffic volumes are also low. The proposal for calm street treatment for Pedder, Wellwood and Haig streets could work provided the traffic calming is done well enough to reduce volumes. And elements such as kerb extensions and planting work to slow cars but not create uncomfortable pinch-point for riders. Ensuring extensions are built with cut throughs for bike riders, like the Unley example pictured in the document, are essential.

Building a cut through at the end of Pedder Street to allow people riding to continue while cars would reach a dead-end is a great idea. The City has recently painted an uphill lane on Giblin Street next to parked cars. While a lot of people won't like riding on stressful painted lanes, confident riders will appreciate a cut-through meeting up with the painted lane via a wide kerb ramp.

The longer term project of a shared path along the length of the New Town Rivulet to the Intercity Cycleway sounds good, but it will be interesting to see how well used the Creek Road cycleway is as it runs alongside most of the route the shared path would take, apart from the last link over New Town Road.

A shared path to connect Lenah Valley Primary School, New Town Primary School and Hobart City High School is a good idea considering the land corridor exists. Getting a plan in place in the short term would help to highlight the need for path connections in the Tasmanian Government's redevelopment of St Johns into a medical precinct. A shared path between the schools could also include a connection through St Johns to the netball centre and oval.

### **Battery Point plan**

The plan notes that many people riding through Battery Point are trying to avoid heavy traffic on Sandy Bay Road rather than starting or ending a trip there. While it is comfortable to ride through Battery Point because of the lighter traffic, unless people have an electric bicycle it tends to be too steep for many riders when the alternatives are a lesser gradient.

On-road painted lanes on De Witt Street are recommended to help with traffic calming and provide some cycling wayfinding because street trees prevent a separated kerbside cycleway. We'd like to see travel lanes narrowed as much as possible with wide painted buffers between the parked cars and the bicycle lane.

As the plan says, if traffic volumes don't come down after the treatments through the area, then the council should look at creating diversions for traffic. There should also be a plan in place for when the street trees reach their end of life to move them out into the road to create separated cycleways.

The recommended slow, shared traffic conditions on Hampden Road and the narrow shortcut through Knopwood-James streets may provide a small improvement for people riding. Most cars drive quite slowly along there so it's easy to take the lane as a rider but it does feel chaotic, so a more orderly design may make it feel more comfortable.

Either option for Hampden Road would be better for cyclists if there is enough traffic calming to bring down the volume and speed of cars. The blocking off of Runnymede Street for cars but not bicycles/scooters is a nice touch.

While the Montpelier Street design for a slow-speed shared zone looks good on paper it may not actually be an improvement for riders. Currently, Montpelier has wide travel lanes so there is plenty of space for a slow rider to head uphill and cars be able to pass them. Under the designs in the plan a slow rider moving at 10km/h uphill will be holding up traffic. Including an uphill lane for bike riders would mean people wouldn't feel pressured by traffic building up behind them.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alison Hetherington', with a long, sweeping horizontal stroke at the end.

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