



21 November 23

Thank you for the opportunity to comment on the Draft Precinct Plan, following face-to-face discussions during the development of the plan.

Throughout the development of the Macquarie Point precinct Bicycle Network has expressed the desire to extend the Intercity Cycleway through the site to Evans and Davey streets.

Cycling/scooting links are preferably separated from people walking because of the differences in speed and because people walking tend to be unpredictable.

If there are shared paths they need to be wide, at least 3 metres to match the existing cycleway, but wider if high volumes of users are predicted, to allow people riding to easily overtake other path users. When really high volumes of users are predicted, such as major events, it's better to separate people walking from people riding, scooting and skating.

The precinct plan

It's good to see the Intercity Cycleway has been extended through the site and we'd like to see the cycleway continue to Davey Street as a clearly marked transport route. As the precinct plan is still at the broad concept level, it's not clear if the cycleway does this or merges into the "plaza" area. While riders will have to slow down to a walking pace on big event days when crowds are arriving and exiting, for most of the time it will operate as a cycleway so it's preferred that it be marked as such all the way to Davey Street.

There will be a desire from a lot of riders to continue through to Evans Street to ride around the waterfront to destinations in Salamanca outside of event times. In 2020 we counted over 100 riders using the temporary path through the site to Evans Street between 7am and 9am before it was decommissioned. It looks like the concourse will be clear through to Evans Street for riders coming off the Intercity Cycleway but we'd like this to be confirmed. It should be easy to exit off the cycleway around the concourse and then exit onto Evans Street and vice versa.

Access road to the port. The proposed northern access road that will sit alongside the cycleway also has a spur leading into the port. The cycleway and port access will need to be grade separated to stop conflict with people walking, cycling and scooting and heavy vehicles coming in and out of the port. Preferably, the road will go underground and people walking and cycling will stay at ground level.

Bike parking

It's good to see a dedicated area set aside for bike parking that is close to the stadium. The key for this is that the bike parking provided is secure. Providing the standard short-term hoop parking will not be enough as people will likely spend hours inside the stadium and thieves will target parked bikes as they know owners will likely not emerge until the end of the event.

The RAC Arena in Western Australia has just installed its first secure bike parking docks that can also accommodate e-scooters:



RAC Arena
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Together, in partnership with our friends at [RAC WA](#), we're excited to be trialling a new Smart Bike Hub at the venue 🚲 🚲

The Smart Bike Hub is free to use and is suitable for bikes and scooters – including electric. It's the perfect place to securely park (and charge) your bikes and scooters while attending events at RAC Arena or exploring the Perth CBD.

The Smart Bike Hub is located outside Administration.



2 weeks ago

You can read more about this style of secure bike parking here: <https://bikeep.com/>. There are Australian and New Zealand distributors of these types of secure bike parking docks and lockers.

There may also be the opportunity to partner with the Department of State Growth to provide the same secure bike parking they are planning on providing at their bus park-and-ride hubs. This is based on a cage that people can lock their bikes in that also has secured door access via swipe card or app.

Kind Regards

Alison Hetherington
Public Affairs Manager Tasmania
210 Collins Street, Hobart 7000
alisonh@bicyclenetwork.com.au
p. (03) 8376 8804 m. 0475 817 435