



30 May 2024

# Hobart Transport Strategy and Parking Plan

Thank you for the opportunity to comment on the City of Hobart's Transport Strategy 2024 and Parking and Kerbside Management Plan.

The general thrust of both the strategy and plan are welcomed. We need to make it easier for people to choose to ride, walk or scoot especially people who can't or don't want to drive. This includes anyone under the age of 17, new migrants, overseas visitors, people with some disabilities, people who can't afford to run a car, and older people without licences.

While some people have no option but to use a car across Hobart, other people would welcome the opportunity to be able to ride for shorter trips if they felt safer. By providing safer cycling infrastructure, it frees the road space for those who have no other option.

Safety for all road users should be a key element of any transport strategy, and it's positive to see it outlined here with specific actions to improve infrastructure to protect people's lives.

It's often cited that Hobart is a walking city because of the high number of people recorded in the census as walking to work. While Hobart is a compact city and conducive to walking, I'd also suggest that there are people walking who may like to ride but don't because of the lack of safe infrastructure. While footpaths are not always ideal because of poorly placed poles, absence of kerb ramps and narrowness, at least they are connected and mostly keep people safe from being hit by cars. Apart from the Rivulet Path and Intercity Cycleway and now Campbell Street, there is little other infrastructure that does the same for people riding.

The strategy does not nominate a goal to increase cycling infrastructure but instead refers to promises made in the Hobart City Deal and the Tasmanian Government's Keeping Hobart Moving plan to increase the number of people riding. It would still be useful to clearly outline what those goals are in the Hobart strategy to ensure necessary funding and resources are allocated to bike projects..

## Bike Plan

The strategy points to the need for a bike plan for Hobart. While the Greater Hobart Cycling Plan is providing direction in providing cycling infrastructure in the city centre, it would be ideal to have one plan which shows the intention across the whole municipality. This makes it easier to plan for the work involved and gives more certainty to residents and businesses relying on safe cycling routes.

A bike plan would also provide direction on bicycle parking, education programs, marketing programs, and business and community group support. The city's last dedicated bike plan was in 1997 and the design and delivery of cycling infrastructure has come a long way in the past 25 years so the need for a new bike plan is strong.

It would also bring together in one place the many results of neighbourhood and local area mobility plans and active travel to school plans. This will make it easier to understand exactly what's being planned across the municipality. Ideally, the bike plan should have come before the neighbourhood plans to provide the main arteries that local communities could then decide how they'd prefer to connect to. A plan for a core network of All Ages and Abilities cycleways across Hobart should be the priority before embarking on more neighbourhood plans.

## Students' Active Travel

Improving active travel to schools has been talked about for many years but until there are safe routes, parents are unlikely to agree to their children riding. This is an area the council could prioritise to remove one of the biggest barriers to riding to school. It would also help with traffic congestion as parents driving children to school is an acknowledged problem and highlighted during school holidays when traffic is more free-flowing.

## Prioritisation of Actions

Building a connected network of safe cycleways is the highest priority because we know it's by far the biggest barrier to more people riding. However, this will be ongoing work because the expense and the change required means it will have to be delivered in sections/stages. Behaviour change is an important element of getting people riding and is useful to have ready once enough infrastructure is in place to create realistic routes.

### Immediate, short-term, medium-term and long-term (or urgent, ongoing work)

2.4 – A.22 – Continue to enhance vulnerable road user safety through improved infrastructure.

6.2 – A.39 – Progressively connect and protect the bicycle network as identified in the Greater Hobart Cycling Plan for All Ages and Abilities.

6.2 – A.40 – Implement tactical/adjustable solutions to improve bike connectivity, visibility and safety. This could include protected intersections, lanes and pop-up mobility hubs.

6.3 – A.47 – Work with the Tasmanian Government to continue to develop high quality bicycle lanes on key state managed roads.

### Short-term

1.1 – A.3 – Create a travel behaviour change program with dedicated officer resourcing to lead and coordinate the delivery of behaviour change actions within this strategy.

1.1 – A.5 – Identify opportunities to promote active transport and collaborate with community and stakeholders through public events and activations (e.g. ride to work day, car-free day).

2.1 – A.15 – Develop a Speed Limit Reduction Policy including a review of existing lower speed limits and which establishes principles for where and why speed limit modifications will be considered and sought.

6.1 – A.32 – Support children's active travel to school through development of School Active Travel Plans.

6.2 – A.42 – Support the growth of e-bikes to get more people riding.

6.2 – A.45 – Ensure planned disruptions and works such as events or construction activities do not unduly impact cycleways in ways that are inconsistent with the directions of this strategy.

6.2 – A.46 – Work with the Tasmanian Government to develop a Hobart Bike Plan.

6.3 – A.49 – Work with the State Government on active transport connectivity to public transport stops.

### Medium-term

1.1 – A.4 – Refresh the City's workplace travel plan to support staff behaviour change.

1.1 – A.7 – Support behaviour change initiatives with schools through School Access Travel Plans.

1.3 – A.14 – Advocate to the Tasmanian Government for a comprehensive behaviour change program to support public and active transport uptake and complement infrastructure investment.

2.3 – A.17 – Ensure policy for trees and bike lanes is adhered to in greening in streetscape improvements as standard.

2.3 – A.18 – Ensure new plantings are located to support active transport and amenity objectives.

2.3 – A.19 – Prioritise active transport routes and public transport stops for new street plantings.

6.1 – A.31 – Continue to develop Local Area Mobility Plans to support the provision of improved active travel (walking and bike riding) facilities that will support more people to move around key destinations in their local area using these modes.

6.2 – A.41 – Improve lighting design to enhance safety on bicycle paths.

6.2 – A.43 – Work with providers to expand micromobility offerings such as e-bikes and seated scooters.

6.3 – A.48 – Work with the Tasmanian Government to trial a protected intersection and, if successful, implement where appropriate.

## **Parking plan**

It's good to see the city approaching the provision of vehicle parking from a broader viewpoint than just supply of and demand for parking spaces.

Many of the elements people want to see in their streets – more trees, safer cycling and walking infrastructure, public art, seating, covered bus stops and places to meet – can be included if kerbside space put aside for parking is freed up.

While some people need streetside parking for disability access, delivery services to businesses and pick up of goods and people, other visitors can park in an off-street facility and walk to their destination.

By prioritising on-street parking for those who need it, it frees space to include other elements that make our streets useable and safer for more people.

Kerbside, separated cycling lanes in selected streets have been installed in many cities around the world to encourage more people to ride. Being between people walking and physical separation from moving traffic is a more comfortable environment for most people who want to ride.

The more common facility in Tasmania is putting people riding on the road between parked cars and moving traffic with no physical separation between either. This means riders have the risk of doors opening on their left and being hit by a car on their right. It's not surprising that when surveyed most people prefer the kerbside separated bike lanes and won't ride on the roads unless infrastructure of that standard is provided.

Providing safer roads for all users is a priority of the Safe Systems Approach to road design, which has been adopted by federal, state and local governments in Australia. By liberating more space from parking it allows the council to provide safer infrastructure for all people on the streets to better protect people from serious injury and death.

## **Bicycle parking**

Kerbside bike parking for access to shops and services when people leave their bikes for a short period are useful so bikes don't fall over and can be secured. These can be the standard bike hoops that support the frame of a bike and allow for the frame and one wheel to be locked by a D-lock. On narrower footpaths, the pole vaults attached to existing street poles are a good compromise as they can help support a bike so it's less likely to fall.

While the nod to kerbside bike parking is appreciated, there needs to be provision of secure bike parking as well as the usual short-stay hoops.

There are products/concepts on the market that allow for bike parking docks, cages, and lockers that significantly deter theft because of an extra layer of security on top of a bike lock. These are operated by a dedicated swipe card or phone app that people have to register for and typically have

CCTV installed and located where there is frequent foot traffic for improved surveillance. Some of these secure options also include the ability to charge e-bike batteries.

Current secure bike parking cages at Argyle Street and Salamanca car parks are difficult to access and not suited to casual visitors. There needs to be another option that people can use across multiple sites rather than having to register separately for every site they may use.

Because of Tasmania's small size, working with the state government to implement a secure bike parking system that can be used for public transport stops and multiple sites across city centres makes sense. This could also fill the gap left by businesses which are not providing secure bicycle parking for staff and visitors.

Like other actions that involve working with the government, there should be an action to work with the state government to establish a network of secure bike parking across Hobart.

## **Actions supported**

Actions in the parking plan that directly affect people riding and are supported include:

3 – We will develop a kerbside management strategy for key routes in and around the city such as Elizabeth Street, Campbell Street, Argyle Street, Collins Street, Macquarie Street, Davey Street and Sandy Bay Road, noting future changes in kerbside use for the provision of bike and bus lanes.

10 – We will provide additional opportunities to park bikes and micromobility devices, including charging infrastructure.

11– We will continue to support active transport as a mode of choice for more Hobartians through our Transport Strategy.

## **Recommended Changes**

- Specifically include a goal to increase the number of people using micromobility like bicycles, scooters, skateboards, etc.
- Include a new action to work with the Tasmanian Government to implement a network of secure bicycle parking throughout Hobart that is easy to access for short- and long-term parking.
- Prioritise completion of a municipality-wide bike plan over more neighbourhood plans.