



17 January 2025

Glenorchy Cycling Plan

Thank you for the opportunity to comment on the draft Glenorchy Cycling Infrastructure Plan. It's fantastic to see the council putting such a plan in place to progress safe facilities for people who want to ride for transport and recreation around the city.

Do you support the objectives identified in the plan?

Yes, supporting riding to become a genuine transport choice is very important. Our current infrastructure, which mostly sees bikes mix with traffic, is not a genuine option for the majority of the population. Providing safer roads and cycleways separated from traffic is critical if people are going to choose riding for short trips, or indeed any trip. Providing safe cycling connections to public transport with secure bike parking and allowing bikes to be taken on board buses can add even more transport choice.

The only comment is about Objective 2.3: you could delete "all" and "where suitable" to make it a stronger objective. Engineers, planners and designers will have varying understanding of what is suitable, so it's better to take that subjective assessment away. If the objective is "Deliver walking and cycling infrastructure as part of transport infrastructure projects" then it becomes an expected element rather than a discretionary one. Project managers will then have to explain why it's not being included rather than ignoring it from the outset.

And for Theme 3 you could change "recreation" to "activity". You can get as much joy and physical benefit from riding to school as you can from riding for recreation.

Do the routes identified connect to the places you travel to?

It's great to see an emphasis on routes that connect to schools, shops, services and recreational sites and using the Cycleway as the obvious spine in the network. Local riders will have valuable input on how these routes could be improved so it's good to see the mapping option used as part of the consultation.

As discussed in Section 3, the Intercity Cycleway needs significant improvements at road crossings to make it a AAA facility. As it is, few parents would allow children to ride the cycleway on their own because of the dangers at frequent road crossings, some with quite poor sightlines..

The greatest challenge for the council will be installing infrastructure of a standard that will actually make people comfortable to ride on these routes. While the rationale for determining route hierarchy is sound, the reality is that secondary routes won't be widely used unless they separate riders from traffic and include safer road crossings.

I'm confused as to why the Zinc Link (61) is classed as a recreational route. This will be an important transport connector for people working in Prince of Wales Bay industrial area and the zinc works, and for people living in Lutana to get to Main Road. It would also allow Lutana to become part of the catchment for Moonah Primary School as some of those households are closer than to Bowen Road Primary School.

Which five routes do you think are the highest priority to deliver or upgrade?

- The Rosetta Link as the Claremont Park and Ride work is due to start soon and in its entirety it also connects three schools.
- Barossa Creek Trail – this will be needed once the ferry terminal goes live but is also useful now to help people get to the DEC. The council could work with the DEC to set up a Park and Bike once this has been fixed so people could park at the DEC for free when it's not being used and ride to the Cycleway.
- Extension of the cycleway to Granton would be an important lengthening of the primary route and will be filling a gap between the existing cycleway and new paths connecting to the Bridgewater Bridge.
- Goodwood Road path should be undertaken when the showground development begins to provide a link between the new site and the eastern shore.
- Fixing the Intercity Cycleway at road crossings is essential if it is to be considered a AAA facility. Although this would ideally be done once the state government has finished a design for the development of the corridor for rapid buses.

Do you have other comments on the Future Cycling Network?

Other councils with cycling plans have found it useful to convene a community committee/panel to help staff with continued prioritisation and finessing of routes and final designs. Glenorchy should consider setting up such community representation for this plan.

Once that group is in place the council can work with them to put some of the projects into a 5-year timeline so the priority routes can be progressed through council funding as well as grant applications to state and federal programs.