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## **Regional Land Use Strategies Review**

Thank you for the opportunity to comment on the review of the state's Regional Land Use Strategies.

Our comments are about the importance of planning for active transport, just as we plan for roads and public transport.

Of importance for active transport and recreation is the need for direct, consistent corridors that cross council boundaries to provide safe access to schools, shops, workplaces and recreational opportunities.

These exist for car travel and public transport and should also exist for active transport.

The southern strategy identifies the need for priority growth areas to be within 400–800 metres of an active transport corridor but doesn't include a map showing these corridors.

When these corridors are clearly identified they help developers and councils to plan around them and/or include elements of their construction within designs.

The draft strategy includes a map of the high frequency public transport corridors but should also include the strategic active transport corridors, such as those identified in the Keeping Hobart Moving Plan. These corridors are mapped on pages 22 and 23 of the Plan.

The Greater Hobart Cycling Plan is also useful for the Land Use Strategy to include as that too maps the routes agreed to by the greater Hobart councils and the state government for active transport.

While the southern strategy is the only draft open for consultation now, all three strategies should be mapping active transport corridors.

We welcome the strategy's prioritisation of active and public transport over car use in activity centres, provision of adequate end-of-trip facilities for riders and better integration of active and public transport.

These goals are the opposite of what has happened in the past and would require a wholesale re-evaluation of road reserves in all the existing activity centres to bring them

up to standard. It will take a long time for cash-strapped councils to achieve these changes on their own, especially as the state government has been inconsistent in its support for safe cycling infrastructure priority. While it's possible to incorporate changes into future works, a couple of blocks of cycling infrastructure without any other connections is not going to encourage more people to ride. Councils will need help to join up infrastructure to create networks that will take people where they want to go.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alison Hetherington', written in a cursive style.

**Alison Hetherington**

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