



Australian Government
Department of the Environment,
Water, Heritage and the Arts



2009

Hobart Regional Arterial Bicycle Network Plan



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1.0 Introduction

The Hobart Regional
Arterial Bicycle
Network Plan identifies
arterial cycling routes
across the Hobart
region and provides
a framework for
developing on-road
and path networks for
cycling.

Cities need cycling facilities to assist facing the challenges of the coming century. This plan has been developed through a working group made up of representatives from Hobart, Clarence, Glenorchy, Kingborough and Brighton Councils as well as a representative from the Department of Infrastructure Energy and Resources. A small funding grant was provided by the Australian Government to assist with the development of the plan. CyclingSouth prepared the document with reference to the municipal bicycle plans of each Council and in consultation with the working group. The draft plan was launched in 2008 and the feedback received has been incorporated. This plan does not seek to identify every bicycle route that could be developed to link our communities; it focuses on the core arterial bicycle networks to provide urban connectivity. Similarly, this plan does not cover recreational or mountain biking trails, these will be the subject of a separate strategy being lead by Sport and Recreation Tasmania.

The purpose of the plan is to:

- Identify roads that are part of the arterial bicycle network to ensure future state and local road projects incorporate bicycle-friendly design in future works.
- Record existing and proposed arterial cycle routes on a regional map.
- Provide strategic direction in the development of an integrated cycling network and enable funding and grants to be directed towards cycling projects.
- Identify locations where end-of-trip facilities are required to enhance the cycling network



Mayors at the launch of the Draft Regional Arterial Bicycle Network Plan on 8 May 2008 - Cr Graham Bury (Kingborough), Ald Jock Campbell (Clarence), Ald Adriana Taylor (Glenorchy) and Ald Rob Valentine (Hobart) .Photograph Courtesy of the Mercury

2.0 Why value and provide for cycling?

Cycling has the potential to address many of the issues facing governments and communities today. Some of the advantages of cycling are:

2.1 Efficient and cost effective transport

Travelling by bicycle, particularly for short journeys and local trips, is a cheap and efficient form of transport. Bicycles require less road space and reduce car parking demand at destinations. They are also inexpensive to maintain and can be seen as a panacea to offsetting increasing petrol costs and the impact rising fuel costs have on household budgets.

In Australia typically 52% of journeys are less than 5km. Replacing these short car trips with bicycle travel can have a significant impact on congestion, wear and tear on existing roads and road maintenance budgets. Congestion is estimated to cost the Australian economy \$21 billion each year (Bureau of Transport and Regional Economics, cited in Bus Industry Confederation of Australia 2006).

2.2 Healthy communities

Tasmania has the highest rate of heart disease in Australia and significantly high levels of obesity and diabetes, caused primarily through inactivity. Cycling is a convenient method for fitting exercise into daily routine, particularly if it is used to replace car trips to work, school or shopping. According to the World Health Organisation a 30 minute cycle trip per day halves the chance of becoming obese or diabetic.

2.3 Liveable Communities

Our neighbourhoods are enhanced when more people get out of their cars and hop onto bikes or walk. Cycling helps to promote social interaction in local neighbourhoods by providing a human presence on our streets. Replacing car journeys with bike trips can improve the quality of life in residential areas through reduced noise pollution, less space taken up with carparking and improved security through passive surveillance.

Why value and provide for cycling?

2.4 Environmentally sustainable

Transport is responsible for 34% of household greenhouse gas emissions (Australian Greenhouse Office 2006). With short car trips being the most polluting, cycling is well placed to alleviate the level of pollution private motor vehicles produce. Driving 4km less a day reduces driving by 1460km a year - and cuts greenhouse gas by 3358kg and running costs by \$876 for an average medium car (RACV figures).

2.5 Economic Benefits to local communities

Increased levels of cycling has broad economic benefits for the community. Household transport costs can be significantly reduced by replacing a proportion car trips with cycling, leaving additional funds in household budgets for spending on local goods and services. Cycling also supports retention of local businesses by being conducive to local shopping.

2.6 Economic contribution through cycle tourism

Tasmania is already recognised as a destination for cycle tourism. A survey of tourism operators carried out in 2008 found that cycle tourism, although still in its infancy, was a rapidly growing area (Cycle Tourism Australia Tasmanian Case Study Research 2008). In areas where good cycling facilities have been developed cycle tourism can make a significant economic contribution (Cycling Research Centre Cycle Tourism Report). The Greater Hobart region has potential cycling routes that would not only serve the local population but also appeal to visitors, including wine and gourmet food areas, natural attractions and historic sites of interest.



Tasmania's political leaders accepting their 'Cycling Promotion Fund' awards in 2009.

Why we need the Hobart Regional 3.0 Arterial Bicycle Network

A seamless bicycle network across the Hobart Region can be achieved with continuing co-ordination between Councils and State Government. This document shows the way for the required Infrastructure development.

Although Greater Hobart has a popular cycling facility in the form of the Intercity Cycleway, some foreshore paths and a few urban on-road bicycle lanes; generally the region is poorly serviced with bicycle facilities. Major activity centres such as the Hobart CBD, large shopping areas in Kingston, Rosny Park, Sandy Bay, Moonah and Glenorchy, Brighton and Bridgewater as well as the University of Tasmania campus in Sandy Bay are not easily accessible by bicycle.

Links from arterial cycling routes to recreation areas (eg Wellington

Mountain Bike Park, Clarence Mountain Bike Park) and large employers (eg Nyrstar-zinc works) need to be established.

Cyclists also cross municipal boundaries and a regional plan allows for consistent planning for cycling infrastructure between council areas. The Regional Arterial Bicycle Network Plan provides the state government department responsible for transport a document that identifies cycling routes and shows how they can become an integral part of the overall transport network for the region.



Development of the Hobart Regional 4.0 Arterial Bicycle Network

The regional
Councils have
recognised the
need to develop an
integrated bicycle
network to confront
the challenges of
the coming century
and have taken the
lead in developing
this plan.

The Hobart Regional Arterial Bicycle Network Plan sets out to identify activity centres for retail, education and employment and outline a network of arterial routes linking residential areas to these zones. In addition, links to public transport hubs are also a priority.

The 2007 Kingborough Council Bicycle Plan, 2008 Clarence Council Bicycle Action Plan, 2008 Hobart Council Principal Bicycle Network and 2008 Draft Glenorchy Council Bicycle Strategy were used as the foundation for developing the arterial bicycle route maps. Local bicycle routes are not

included in this plan and will still need to be developed by Councils through their municipal bicycle strategies.

The intention of the plan is to identify routes that provide a high level of service by providing fast, direct links along routes with the best available grades. It is envisaged that the determination of the bicycle facility type will be evaluated in the detailed design phase of individual links of the network. (eg. On-road: sealed shoulders, bicycle lanes, contra flow lanes, clearways, Copenhagen separated facilities. Off-road: shared paths, exclusive paths)



Development of the Hobart Regional Arterial Bicycle Network

Terminology

Arterial bicycle routes

These are bicycle routes along main road corridors. Traffic speeds and volumes are usually higher along these roads but they are attractive to cyclists because of their directness, conduciveness to maintaining cycling speed and generally sympathetic gradients. In some areas, these are the only option for cycling between population centres. There are a number of treatments that can be applied which aim of create a degree of separation from motor vehicle traffic. These include:

Sealed shoulders - Generally on non urban roads where space for cyclists can be created outside the edge line by sealing road shoulders.

Wide kerbside lanes – On multi-lane roads central lanes can be narrowed to provide additional space in the kerbside lane to give more space to cyclists and drivers sharing the lane.

Shared parking bicycle lanes – A wider parking lane which provides

space for cyclists to ride within the lane with adequate clearance from parked cars.

Exclusive bicycle lanes – Designated bike lane adjacent to the kerb for exclusive use by cyclists.

Contra flow bicycle lanes – A bicycle lane on a one-way street that travels in the opposite direction to motor vehicle traffic.

Clearway bicycle lanes – A kerbside bicycle lane that functions only during clearway times. Parking is permitted over the top of the bicycle lane at other times.

Copenhagen separated facilities – Barrier-separated bicycle lanes within the road reservation usually adjacent to footpaths.

Arterial paths

These are high quality trails or pathways constructed away from roads, sometimes along waterways or other easements. They may also be

constructed within the road reservation. They offer comfortable and continuous cycling along gently graded pathways which link to the on-road bicycle network.

Shared paths – such as the intercity cycleway allow a mix of pedestrians and cyclists.

Exclusive paths – separate space for pedestrians and cyclists.

Activity centres

The Hobart CBD is the principal activity centre in the Hobart region. Rosny Park in Clarence, Glenorchy CBD, Kingston CBD and Brighton town centre are the primary activity centres in each municipality.

Within each council area, additional activity areas have been identified on the maps where a particular land use is concentrated. These include:

- Retail centres
- Commercial and industrial zones
- Education facilities and schools
- Transport hubs

Cycling Support 5.0 Facilities

Cycling support facilities, including secure bicycle parking are necessary to compliment paths and on road cycling lanes.

End of trip facilities

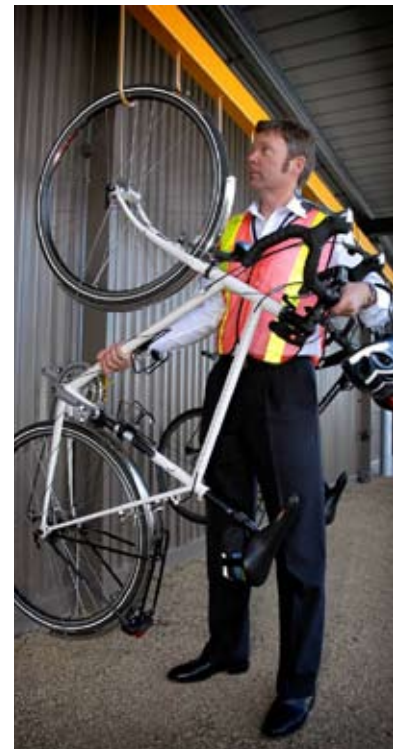
Commuting, Recreational and Touring cyclists all have special needs during and at the conclusion of their journey.

These needs are generally termed “End of Trip Facilities” and include infrastructure such as directional signage, water fountains and public toilets along with secure bicycle parking and storage at key destinations. For commuters additional requirements include clothing storage, lockers, showers and change rooms in close proximity to workplaces.

The Hobart Region needs a significant number of facility improvements and new infrastructure to cater for cyclists needs. Industry and business has a major part to play in encouraging and promoting cycling. Copies of the Bicycle Victoria publications, “The Cycle-Friendly Workplace” and “The Bicycle Parking Handbook” are available from the participating Councils or online.

Signage

The Department of Infrastructure, Energy and Resources has prepared a Tasmanian Cycle Signs Manual which is expected to be finalised by the end of 2009.



6.0 Stakeholders

In order for the Hobart Regional Arterial Bicycle Network Plan to progress from being a proposed bicycle network on paper to infrastructure on the ground, conscientious effort is required from all levels of government.

Federal - Department of Infrastructure, Transport, Regional Development and Local Government

The department is a member of the Australian Bicycle Council which manages and coordinates the implementation of the Australian National Cycling Strategy 2005-2010.

State - Department of Infrastructure Energy and Resources (DIER)

DIER is responsible for highways including the Southern Outlet, South Arm Hwy, East Derwent Hwy, Channel Hwy, Brooker Highway and Midland Hwy, as well as all signalised intersections. For other roads under the jurisdiction of local councils, approval must be sought from DIER for any traffic management changes including bicycle facilities. Therefore DIER has a crucial role to play in the implementation of the regional bicycle plan.

State – Department of Health

On several leading indicators the Tasmanian community is in poor health. A strategic objective of the Department is to assist in developing a healthier, more resilient and socially inclusive population through preventative measures. Cycling provides low impact

exercise which has been proven to have positive health benefits for individuals and society as a whole.

State – Department of Economic Development Tourism and the Arts Sport & Recreation Tasmania

In 2008 Sport and Recreation Tasmania established a trails and bikeways program. This program is developing a state mountain biking strategy and is responsible for the disbursement of a limited pool of matching funding for local government across Tasmania to implement cycling projects.

Tourism Tasmania

Cycle tourism is an important niche market for Tasmania and Tourism Tasmania has recognised this potential through the development of promotional material aimed at this market.

Local Councils - Hobart, Clarence, Glenorchy, Kingborough and Brighton

Councils carry out the majority of work on most arterial and local roads in their municipality. They are also responsible for construction and maintenance of trails and paths. The participating councils in the Hobart Regional Arterial Bicycle Network Plan are the key drivers for implementing bicycle projects through their annual works programs under guidance from their local bicycle strategies. It is expected that councils will be a driving factor in the implementation of the regional bicycle plan.

Community - Cycling groups and bicycle advisory committees

Each Greater Hobart Council has a community bicycle advisory committee that provides the opportunity for members of the public to have input into the development of the bicycle plan. They provide a valuable resource for gaining insight and suggestions for provision of cycling facilities on specific routes.

Regional body - CyclingSouth

CyclingSouth is made up of elected representatives and officers from Hobart, Glenorchy, Clarence, Brighton and Kingborough Councils. Also represented on the committee is Bicycle Tasmania. An Executive Officer is employed part-time to promote and assist with cycling development in the region. This body provides a framework for ongoing liaison for implementing the Hobart Regional Arterial Bicycle Network Plan. It is recommended that a representative from DIER be invited to future meetings in order to provide a mechanism for communication between local and state government on cycling issues.

Transport bodies

Organisations such as the RACT, Motor Accidents Insurance Board and the Road Safety Task Force will have an interest in any proposed developments on the road network which will benefit cyclists and improve safety.

7.0 Implementing the Plan

With the launch of the original draft plan in 2008, the greater Hobart Councils invited the State Government to respond with a position to better provide cycling facilities to the citizens of greater Hobart and Tasmania.

Since that time Local Government has welcomed the initial move by the State Government through Sport and Recreation Tasmania to commit \$4 million in the 2008/09 state budget to support tracks, trails and city bikeways.

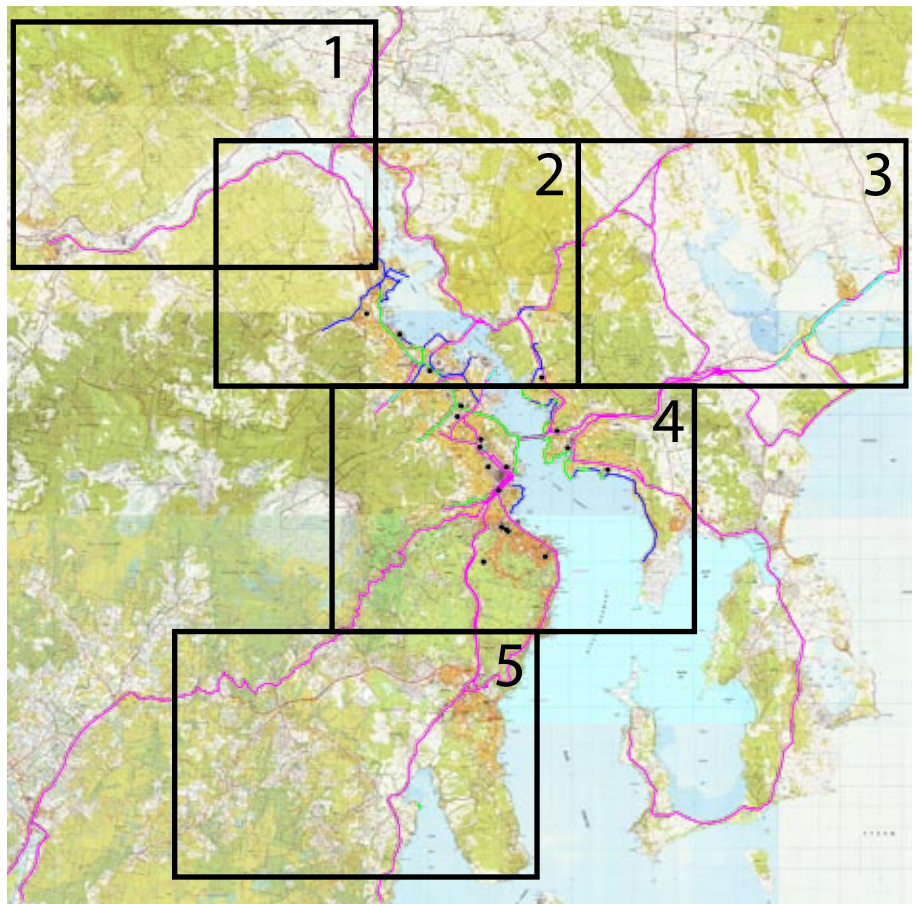
There has also been welcome movement by the State Department of Infrastructure, Energy and Resources (DIER) in conjunction with the State Climate Change Office to begin investigating urban passenger transport in greater Hobart. It is hoped the study being undertaken will recognise the important role cycling and walking can serve in delivering a larger share of the passenger transport task in the region.

The proposed cycling network crosses State and Local government boundaries and jurisdictions. Funding responsibilities for this transport network and associated facilities will need to be borne by new State Government commitments, possibly along similar lines of arrangement as exist in other Australian States.

In order to progress this plan for an integrated cycling network for the greater Hobart region the following actions would assist:

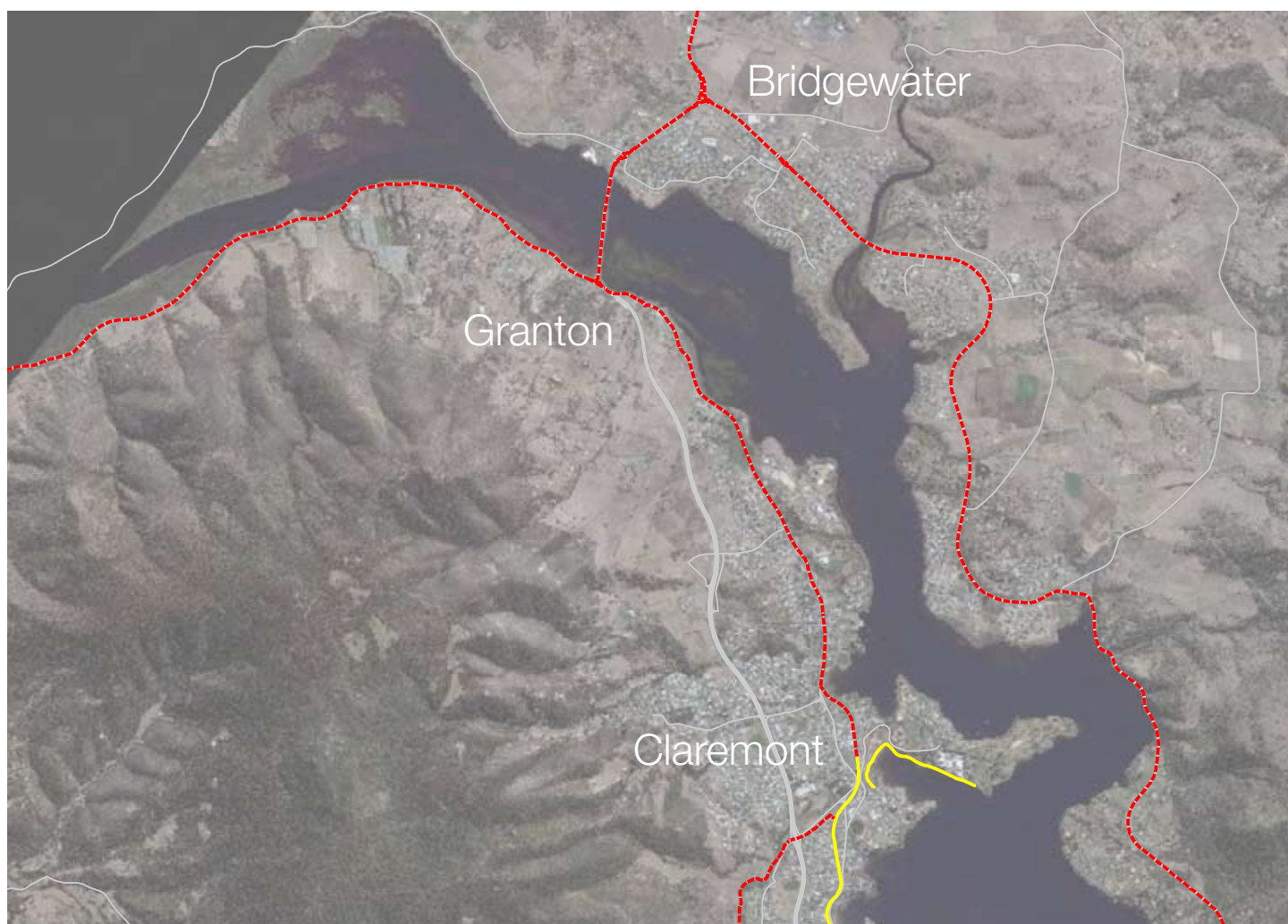
1. A commitment from State Government to advance the Arterial Bicycle Network plan together with development of an implementation strategy.
2. Establishment of a co-ordinating body. Cycling South and the greater Hobart Councils will facilitate an ongoing forum with DIER and other appropriate State Government Department representatives.
3. Resolution of roles and responsibilities along with funding for the plan between Local and State Government, with the models used in other Australian States forming the basis of a negotiated agreement.
4. Development of a priority project list through the co-ordinating body.
5. Dedicated State Government funding and resourcing within DIER to advance planning, design and construction of the integrated network and its associated elements.

Hobart Regional Arterial Bicycle Network 8.0 Routes & Mapping



The information shown on these maps does not represent current Commonwealth, State or Local Government Policy. The publisher does not guarantee or make any representation or completeness, nor will they accept any responsibility for loss or damage arising from its use.
Source: Various State and Local Government data sets.

Map 1 : Brighton



Legend

Arterial Cycleways Status

- Existing
- Future

Map 2 : Glenorchy



Legend

Arterial Cycleways Status

- Existing
- Future

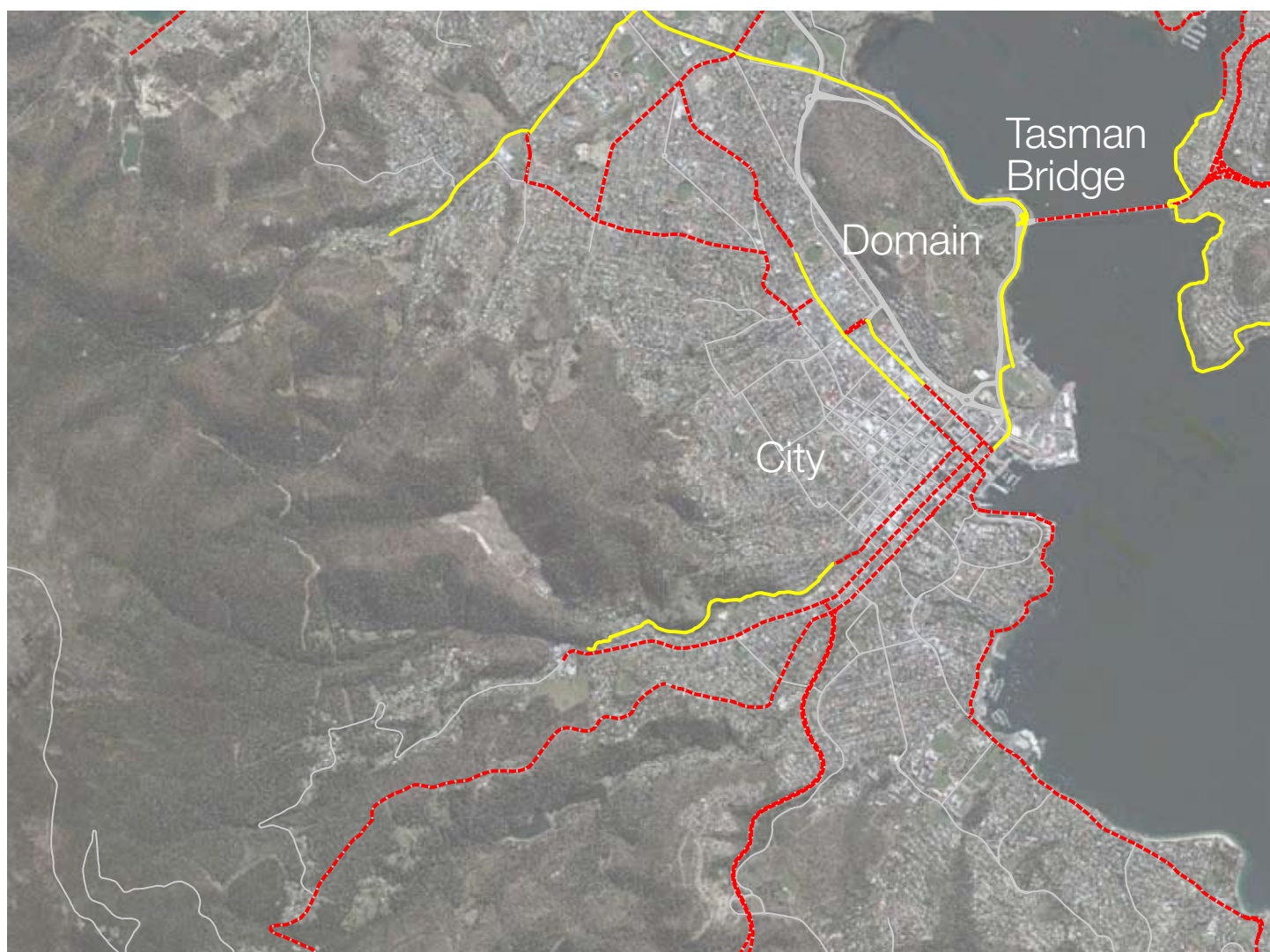
Map 3 : Clarence



Legend

- Arterial Cycleways Status
- Existing
 - Future

Map 4: Hobart



Legend

Arterial Cycleways Status

- Existing
- - - Future

Map 5 : Kingborough



Legend

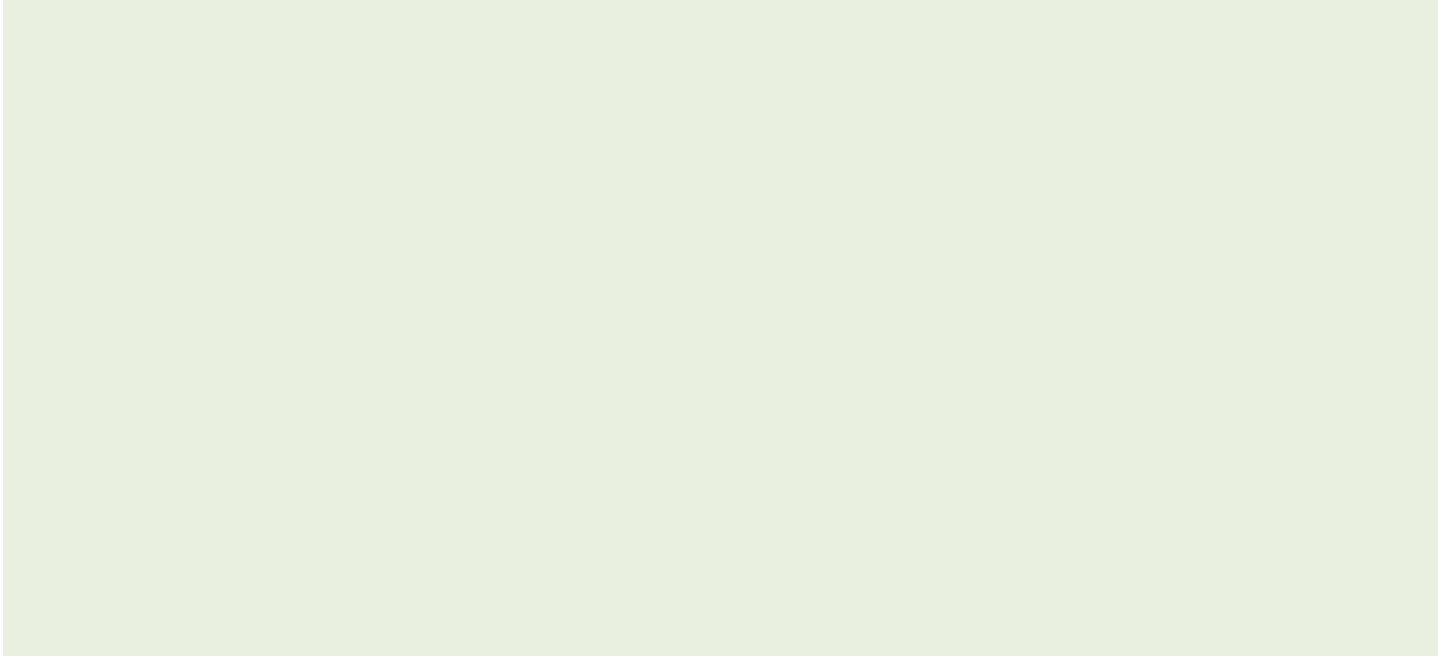
Arterial Cycleways Status

- Existing
- Future



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