



Response to Clarence City Heart

Thank you for the opportunity to comment on the Clarence City Heart plans.

Bicycle Network supports more infrastructure being built that will cater to those people in the community who want to ride a bicycle for transport or recreation but don't want to mix with traffic. Only a small percentage of people are happy riding in traffic, with the majority of the population interested in riding but concerned about their safety.

The answer to this is to build an All Ages and Abilities (AAA) network of cycling infrastructure that physically separates people riding from vehicle traffic so your eight-year-old daughter can ride alongside your 80-year-old father.

The council is one of signatories to the Greater Hobart Cycling Plan which is committed to one of three types of AAA infrastructure to build a network of cycleways.

- **Local Street bikeway** – Vehicle speeds should not exceed 30km/h and traffic volumes should be below 500 vehicles per day. Traffic speeds over 30km/h significantly increase the probability of fatal injury in the event of a crash so on higher speed roads separation from motor vehicles is desired.
- **Protected bike lane** – Provides physical barrier separation from motor vehicles on higher speeds and traffic volume roads, as well as separation from pedestrians particularly in locations where foot traffic is high. The facility should provide adequate width for comfortable passing and accommodate all types of wheeled active transportation such as e-scooters and cargo bikes.
- **Off-road cycleway** – This is shared with pedestrians and needs to be a minimum of 3m wide. Road crossings need careful consideration and grades should be minimised as much as possible.

In that plan Bligh Street is marked for AAA infrastructure so it makes sense it's been included in the City Heart concept as part of the green spine running from Warrane to Bellerive.

It's a little surprising that more thought has not gone into the type of cycling infrastructure to go along the spine, especially as the intersections that will need to be upgraded have been acknowledged as has the need to remove some on-street parking to make room for other users.

This is a long overdue piece of infrastructure that needs to be developed to link residential areas and the Foreshore Trail to the shopping and services hub. Design for this should be prioritised in any action plan that arises out of the City Heart process.

New development opportunities

The plan to open up new development opportunities for residential, commercial and civic uses using existing car parking areas makes a lot of sense.

It would be useful for any building design to incorporate easy ground-floor access for bicycle riders and undercover, secure bicycle parking options for residents/employees as well as visitors. This is

especially so if the building adjoins the proposed Bligh Street Green Spine or other active transport routes.

Entrances to building bicycle parking should be an obvious exit on and off cycleways and shared paths for easy access to support cycling becoming a preferred transport option.

More open space

The plans for the four separate park areas look interesting and it's pleasing to see a trail network will be utilised to connect them all. The Kangaroo Bay Rivulet trail is listed in the Greater Hobart Cycling Plan to be developed into a AAA facility so would be the main transport link through the parkland as it is the shortest and most direct route. However, it will be great to have the rest of the trail network for children to practise riding and for less confident riders to enjoy a ride for fun and exercise.

The state government has plans for a AAA pathway alongside the Tasman Highway to join Mornington and Lindisfarne to the Tasman Bridge. Once the Tasman Bridge paths are upgraded to 3m wide paths this could become a major active transport link. Any trail network plans for the parkland area should factor in this highway shared path to ensure there is enough space and that connections on and off the path are obvious. It may be that part of the highway path could travel through the edge of the parklands to be more space efficient.
