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### River Derwent Ferry Service Masterplan feedback

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Thank you for the opportunity to comment on the River Derwent Ferry Service Masterplan.

The ferry trial between Bellerive and Hobart is the first type of local public transport in Tasmania that has allowed bikes to be brought on board the service and shows there is demand for this option. The most popular services often have full racks of bikes.

Allowing bikes on board public transport allows people who live or work too far from a stop to walk to access the service. It can mean the difference between catching public transport or being forced into driving.

Bicycle Network's main responses to the masterplan are in terms of making it easier and more desirable to ride a bike to catch a ferry. This will help ensure ferry services are available to a wider catchment of potential passengers.

#### **Suitability of proposed terminal locations**

The masterplan outlines the strengths and weaknesses of all sites considered. Our concern is that sites are on a shared path or separated cycleway, or one is soon to be built. That path or separated cycleway should be easy and safe to access from the surrounding streets.

This is an essential requirement as the majority of population will not ride unless they feel safe and comfortable, and for most people that means being separated from traffic. Most people who would like to ride won't if it means riding on roads with a lot of vehicles and/or vehicles moving at high speeds.

Of the chosen six sites, only three are on a shared path or cycleway, and most need work to ensure connection to residential areas.

- Sandy Bay – has the Sandy Bay on-road lanes but these are not suitable for the majority of the population as they are not separated from traffic. There is a short shared path from the north and nothing from the west. This needs a lot of work if the site is going to be useful for people riding.
- Howrah Point – needs to be joined to the existing sealed Clarence Foreshore Trail, which is under 1km to the north and the unsealed Tranmere Coastal Reserve trail which is about 1km to its south. A shared path or separated cycleways connecting the Rokeby Road shared path to the site would provide another safe link.
- Kingston Beach – the path along Osborne Esplanade would need to be joined to the breakwater and ideally a path from the south/south-west which is difficult because of the hilliness and narrow roads. Once again, there are no shared paths or cycleways connecting to the Esplanade.

- Lindisfarne – is on the foreshore trail which provides good access. There is also the Raminea Road ramp over the highway which could connect to a shared path or cycleway to the terminal.
- Regatta Point – well connected to the Intercity Cycleway and shared paths along the waterfront. Bridges over the highway also connect to the city, although cycleways are needed through the city to allow people to safely get to the bridges, such as the soon-to-be constructed Campbell Street cycleway.
- Wilkinsons Point – connected to waterfront paths but needs a clear connection to the Intercity Cycleway for the bulk of people in the area to access it. Such a link exists but needs to be improved and signed.

### **Secure bike parking**

Bicycle Network would like to see secure bike parking installed at Bellerive and any new terminal developed.

As most people are leaving their bike for many hours, providing more than just a hoop to lock up to would give them the confidence their bike will be there when they return. Unfortunately, the advent of battery-operated angle grinders means it's much easier to quickly cut a lock on a bike, which is why another level of security is needed.

Secure bike parking could be cages or lockers activated by an app or swipe card that people have to register with ID to use, or electronic docks which remove the need to carry a lock. Such locking docks are being used in New Zealand<sup>i</sup> and some European and North American cities<sup>ii</sup> and are starting to be installed in Australia.<sup>iii</sup>

Whatever the government decides to use at the bus park and rides could also be used at the ferry terminals. Secure bike parking means people will be more likely to leave their bike at the terminal all day and so more likely to use the service.

### **Ferry and terminal design**

While the design of ferries is not included in the masterplan, it's worth keeping in mind in terms of the available space for new terminals.

The current ferries are not fit for purpose as they are designed for foot passengers on tourist trips. We need ferries that have better access for people with bikes, scooters, wheelchairs and other mobility devices, and have covered space for them to be parked with seating nearby.

Vessels with separate access for foot passengers and passengers on wheels would help make getting on and off ferries a lot quicker. So could ferries which have a reverse docking design to allow a large number of people and devices to get quickly on and off.

This should be considered when determining the locations of new terminals. Sites with enough space for separate loading and unloading or reverse docking will be preferable to the current set-up.

The masterplan recognises the potential recreational use of the ferries in off-peak times and this should include bicycle riding. There are great paths on both sides of the river and ferries would make them easier to access. Ample bike/scooter parking should be factored into any new ferry design, knowing that they will be used during peak and off-peak times.

This is an example from Amsterdam of the reverse docking ferries with wide access:



And from San Francisco the two access ramps with ample covered bike parking at the rear:





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<sup>i</sup> <https://www.lockydock.co.nz/> accessed 14 September 2022

<sup>ii</sup> <https://bikeep.com/> accessed 14 September 2022

<sup>iii</sup> E-Micro has recently provided electronic docks to RAC Arena and Belmont Forum shopping centre in Western Australia, University of NSW, and the Pacific Fair Shopping Centre on the Gold Coast.