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Keeping Hobart Moving plan

Thank you for the opportunity to comment on the *Keeping Hobart Moving* plan.

It's a welcome step to have a plan that broadly sets out what the government will do to improve public and active transport over the next ten years and beyond so there's a shared understanding of where we are heading.

Active transport

The commitment to increase the number of people riding, walking or wheeling to 16% by 2033 and the commitment to All Ages and Abilities (AAA) cycling corridors are particularly important inclusions.

A target of 16% of people riding, walking or wheeling to work across Hobart by 2033 is achievable if the plan is enacted. Most of the current 8% of people who currently do this are walking rather than riding or wheeling, so putting a network of safe cycle routes in place by 2029+ could substantially lift the number of people riding or wheeling.

The *Greater Hobart Cycling Plan* means that for the first time there is also a map of a connected network of AAA cycling routes. *Keeping Hobart Moving* lists delivery of the *Greater Hobart Cycling Plan* by 2029+, which would make a big difference for transport choices.

However, for the vision of a city connected by active transport corridors to be realised, the government needs to provide increased and consistent funding for planning and construction. Current funding is far too low to deliver the sort of network envisaged in the *Greater Hobart Cycling Plan* by 2029+.

Our active transport routes have been too slow to be planned and built and we need to catch up by accelerating their construction. We still have too many gaps in the network, most notably through the centre of Hobart, and these need to be filled if people are going to choose to ride or scoot.

There's no reason why we can't use the temporary cycling infrastructure that many other cities rolled out during the COVID lockdowns to get a network in place quickly. Doing this would also be a way of trialing different routes so necessary adjustments can be made before permanent infrastructure is installed.

Adjustments to the network

The *Greater Hobart Cycling Plan* was compiled based on councils' plans for cycling networks that have been around for several years.



The proposed introduction of rapid bus stations and ferry terminals may mean new AAA cycling routes are needed to connect these to residential areas. Planning for each terminal and station should factor in the cycling routes that need to be improved to AAA standard, expanded or built from scratch.

The Cycling Plan was also not compiled with a stadium at Macquarie Point in mind. The stadium's viability includes having public and active transport systems in place to move large numbers of people. If it goes ahead there may need to be changes to existing routes and the addition of other routes to move crowds quickly.

The addition of new public transport routes and the stadium may blow out the timeline for a completed city-wide cycling network beyond 2029. As such, there should be prioritisation of which routes are critical for completing the most useful sections of the network.

Regional corridors

Keeping Hobart Moving also includes active transport networks that extend beyond Hobart to connect to Snug, New Norfolk, Brighton and Sorell. These are listed for delivery by 2033+. Some of these are already linked to projects underway, such as the Bridgewater Bridge and South East Traffic Solution but others have had little planning to date.

These active transport network corridors recognise that people may want to ride for transport locally and that e-bikes lengthen possible riding distances. Bridgewater to Glenorchy/New Norfolk at 20km would be too long for many people on a standard bicycle, but on an e-bike it becomes an achievable distance. The corridors would also allow people to ride to current park-and-ride hubs and future rapid bus stations.

Local government

The challenge with getting adequate active transport networks in place will be that most of the land mapped in the plan is owned by local government.

Local government has not always been supportive of AAA cycling routes in the past. It would be useful for the government to facilitate education and training of local government staff and councillors about AAA routes so they come to decision-making from an informed, evidence-based position.

Local businesses should also be included so they better understand the economic benefits of increasing foot traffic in their street rather than just providing car parking.

Setting up a funding and governance structure to ensure *Keeping Hobart Moving* is delivered with local government will be an important factor in its success. Many councils cannot afford large cycling infrastructure projects that would benefit their communities, just as they can't afford many road projects, so alternatives to matched funding should be on the table.

The government could put a body/team in place that delivers new cycling corridors, ferry terminals and rapid bus stations via an agreement with the relevant councils. This could streamline decision-making and delivery so that the new services are built and activated quickly. The same body/team could also be responsible for the



behaviour change work that's needed to encourage people to diversify their transport choices.

Public transport integration

We'd like to see a focus on integrating cycling with public transport with the roll-out of new ferry terminals and a rapid bus service. Using a bike/scooter to access ferry terminals and bus stops that are too far to walk to opens up the option of public transport for more people and more journeys.

This means ensuring there are AAA paths that get riders to ferry terminals and rapid bus stations, and these are equipped with secure bike parking. These should be built as part of the preparation for a terminal/stop so there are safe ways to access it from the first day a service starts running.

Ferries and rapid buses should be designed so that they can easily carry bicycles and other micro-mobility devices. The ferry trial has already shown there is demand for this integration and rapid buses in other cities carry bikes on board.

Technology is already being used in other places to let passengers know if there is space for their bike on board. Sensors in bike racks can be linked to apps so passengers know whether they can take their bike on board the next service or whether they need to lock it up at the terminal/station or wait for another service.

Secure bicycle parking

Secure bike parking is a necessary part of the infrastructure roll-out, especially considering the growing uptake of e-bikes and other electric micro-mobility options.

People who spend \$5000 on an ebike are going to be cautious about locking it up in the street as battery-operated angle grinders make it easier for thieves to cut good quality locks.

Providing bicycle parking infrastructure that offers an extra layer of security over just a lock will give people more incentive to ride for transport. This includes cages, lockers and electronic docks.

When planning cycling corridors and public transport hubs, the government should also be planning secure bike parking.

A secure bike parking solution that could also be used by local governments and businesses would be ideal to make the experience seamless for users. This means a system operated by an app or readily available card, such as the Metro Greencard or a dedicated bike parking card.

Behaviour change

While Keeping Hobart Moving is an infrastructure plan, encouraging people to change habits built up over many years will also require dedicated programs and marketing campaigns if the 16% mode shift by 2033 is going to be achieved.



Behaviour change programs like our Back on your Bike and Ride2School programs provide people with the skills and knowledge they need to try riding for transport. They cater to the children not getting taught to ride by their families and older Tasmanians who never learnt or haven't ridden for such a long time they need to learn all over again.

Some paths and routes are hidden from view of people driving and walking, which is why effective advertising and marketing is important. Signage/wayfinding for cycling options should be obvious to everyone and be linked to main thoroughfares.

People may notice new paths and cycleways but don't always make the mental connection that such infrastructure is for them. We recently saw an example of this when Kingborough Council widened and sealed its Whitewater Creek path to provide a safe link between Huntingfield and Kingston. A woman who works in Kingston came to our Back on your Bike program as she could see the path would get her to work but was too nervous to start riding on her own. After two sessions honing her skills and boosting her confidence, she is now riding to work using the new path.

Marketing and advertising campaigns that offer incentives or other encouragement to change modes also have their place. Being given bike accessories, free maintenance sessions or coffees when a new path is opened and advertising promoting riding all contribute to helping someone to decide to ride.