

HOBART BICYCLE ADVISORY COMMITTEE

NOTES

Meeting held Wednesday 20 July 2016 at 1.00 pm in the Lower Ground Conference Room, Town Hall.

PRESENT:

| NAME | POSITION |
|----------------------------|---|
| Philip Cocker | Chairman – Alderman, Hobart City Council |
| Helen Burnet | Alderman, Hobart City Council |
| Luke Middleton | Project Manager Active Transport and Signage Infrastructure, Department of State Growth |
| Corey Peterson | Sustainability Manager, Commercial Services and Development, UTAS |
| Mary McParland | Executive Officer, Cycling South – Greater Hobart Councils Regional Cycling Committee |
| Emma Pharo Garry Bailey | Adviser, Bicycle Network |

CITY OF HOBART OFFICERS:

| NAME | POSITION |
|--------------|--|
| Mark Painter | Director City Infrastructure |
| Neil Noye | Director City Planning (ICAP representative) |
| Angela Moore | Manager Traffic Engineering |

1. Apologies:

| NAME | POSITION |
|---------------|---|
| Jeff Briscoe | Alderman, Hobart City Council |
| Anna Reynolds | Alderman, Hobart City Council |
| Bill Harvey | Alderman, Hobart City Council |
| Neal Denning | Associate Director, Strategy and Planning, UTAS |
| Ann Edge | Road and Public Order Services, Tasmania Police |
| Will Oakley | Community Advisor, RACT |
| Bernd Wechner | Community Representative |
| Robert Mather | Group Manager Open Space |

2. **Confirmation of Previous Notes** – Notes of 18 May 2016 were confirmed as a true and accurate record.

3. **Notice of Motion adopted by the Council** (refer Attachment A)

- (i) Tim Short, the City's Group Manager Executive and Economic Development and Michelle Hack, the City's Coordinator-Strategic Performance Measurement and Analytics attended the meeting to seek the views of the Committee in relation to bicycle hire and loan schemes.

The Committee provided the following feedback:

- The bikes may be used for longer distances rather than the expected short term/short distance use.
- The City of Hobart used to provide push bikes for City officer use but officers generally use their own bikes if they want to travel this way.
- Hobart's one-way traffic system and lack of contra flow lanes makes for numerous disconnections for people trying to cycle around the city. These disconnections/road blocks would need to be addressed prior to any scheme being introduced.
- Due to Hobart's hilly nature and depending where travel routes would be, eBikes may need to be considered.
- As an alternative for individuals hiring bikes and getting around Hobart on their own, it was suggested that a cycling/instructional tour could be a good option.
- It was decided that it would be beneficial for Tim to consult with Corey to set up a trial with students at UTAS as there appears to be a demand for this mode of transport. A few nodes could be set up i.e. around UTAS/Sandy Bay to see how it goes.

4. **HBAC Working Group – update**

- The Battery Point cycling route signage project is progressing.
- Signage at the Medical Science Precinct has now been installed to advise cyclists that undercover bike parking is available in the basement.

5. **Hobart Counts Analysis** (Mary)

- Mary will email the 2011-2015 results to Committee members. **Action: Mary**

6. **City of Hobart bicycle infrastructure report card** (Emma) (refer Attachment B)

- Discussion of items already covered during meeting.
- The Bicycle Network would like to see work done to reduce 60 km/h and 50 km/h speed zones in the Hobart area to 50 km/h and 40 km/h respectively, where required.

7. **Other Business**

- The City of Hobart's Transport Strategy is to be split into four modules for community consultation purposes. The first module (Freight, Port and Air) will be commencing soon. The strategy is due for completion December 2017/January 2018.
- Corey will bring a draft copy of the UTAS Transport Strategy to the next meeting. **Action: Corey**

- Concerns were raised over the connection of the new Brooker Bridge to Campbell Street. The City's Manager Traffic Engineering advised that this connection will be looked at as part of K block removal at the Royal Hobart Hospital.
- Rose McArthur, Technical Director of Integrated Transport at Mott MacDonald gave a Workplace Travel Plans presentation to interested stakeholders and the general public on 7 July 2016. The City will be working with Rose to develop a City of Hobart Workplace Travel Plan, which includes cycling. Other initiatives the City is currently working on include the Transport Strategy and the formation of a Traffic Management Working Group with the Department of State Growth.
- Annual Ride to Work Day to be held 12 October 2016. Emma to speak to City of Hobart officers in relation to booking the required space to conduct the event.
- State Bike Week will be held in March 2017.
- Emma liaising with the City's GIS Development Officer in relation to bicycle asset clarification.
- The City's Traffic Engineering Unit is currently undertaking 'on-foot audits' recording where bike safe grates need to be installed and also the location of bike hoops around the City. Emma and Angela to discuss if there are any further projects of this nature where University students could be involved as part of their studies.
- Mark advised that the Sandy Bay Cycleway should be completed by the end of this year.

8. Date of Next Meeting: Wednesday 21 September 2016.

9. Meeting Closed: 2.15 pm.

The following Notice of Motion was adopted by the Council at its meeting held on 21 March 2016:

MOTIONS OF WHICH NOTICE HAS BEEN GIVEN UNDER REGULATION 16(5) OF THE LOCAL GOVERNMENT (MEETING PROCEDURES) REGULATIONS 2015

In accordance with Council Policy 2.01 the following Notice of Motion, which was adopted by the Finance Committee, be considered by the Council.

14. BICYCLE HIRE AND LOAN SCHEMES – FILE REF: 13-1-9; 37-1-1

Ref. Open FC Supp 14, 16/3/2016

LORD MAYOR

- That:
1. A report be prepared documenting the proposition of Council developing a rental bike service for locals and visitors, acknowledging the private operators that exist in Hobart and whether there is a greater demand than what is presently catered for by the private operators who service the City. A key objective of this investigation is to ensure that Council does not operate this service in competition with local operators and instead, serves to address any gap that may exist with the present service level in the City.
 2. The report should also include any learning's from international, national and local operators and local government rental bike programs, including the City of Brisbane, the City of Adelaide, the City of Melbourne and the City of Parramatta.
 3. The report should include recommendations and the feasibility for Council to implement a rental bike service for Hobart and what opportunities exist for Council to partner with the already existing commercial operators in delivering this service. The Council also look at ways to reinvigorate the Art Bike scheme.
 4. The report further address the costs associated with the recommendations made.
 5. The report also give consideration to the hire of electric bicycles.



Image on the left (City of Melbourne), on the right (London)

Rationale:

Cities around the world use bicycle hire and loan schemes for both citizens and visitors with local area transport options.

Bicycle hire/loan schemes introduced in many cities around the world have seen outstanding usage and demand – providing useful, sustainable transport solutions.

As the number of people opt to ride a bike has surged in recent years due to greater environmental awareness, the desire to reduce living costs associated with being a motorist and to avoid long periods sitting in traffic, a number of Councils are seeing bikes as a potential revenue stream by renting them out.

Councils are taking a proactive approach to easing traffic congestion through implementing a rental bike service not only as a revenue opportunity, but also to enhance the lives of their citizens.

The rental bike service is intended to increase opportunities for cycling, encouraging locals and visitors to explore places of interest around the local government area and maximise the safety and comfort of cycle users.

With the implementation of ICAP, a lot of work has been done in Hobart to promote and facilitate pedestrians and cyclists to experience improved accessibility and mobility around the City. There is now a wonderful network of cycle paths such as the intercity cycleway, Morrison Street shared path, Mt Wellington, Sandy Bay shared path and a number of on-road bike lanes.

Previously, the City of Hobart has partnered with Arts Tasmania and Tasmanian Museum and Art Gallery (TMAG) in 2010/2011 to introduce the “Art Bike Scheme”. The introduction of this innovative scheme was conceived to capitalise on the opening of the “New” Mona art gallery and the expected rise in “Art and Culture tourists”.

http://www.hobartcity.com.au/community/arts_and_culture/public_art/artbikes)

1. This innovative public bicycle sharing project was widely reported in both arts publications and other public works and government publications following its introduction.
2. The Art Bike project has been seen as successful by project partners – introducing custom bicycle parking spaces to mark not for profit art galleries and have a steady usage (demand) profile in its initial years of operation.
3. The ‘helmet issue’ was overcome by issuing bicycles with helmets – through a human to human interaction – not an automated system (such as operates in Melbourne and Brisbane –for example).
4. However, the system began to suffer when the bicycle collection/ return location at the TMAG was relocated to the basement (disability access entrance) used during the redevelopment.

5. The scheme suffered further when the bicycle collection/ return location at the TMAG was eliminated following the TMAG redevelopment and the associated staffing budget cuts.
6. The single bicycle collection/ return location at the Elizabeth Street Arts Tasmania office is removed from the City Centre and reportedly “difficult to locate” by tourists and visitors.

This initiative is strongly aligned with the Capital City Strategic Plan 2015 – 2025, Goal 1, Goal 3 and Goal 4.

Goal 1 – Economic Development, Vibrancy and Culture, “City growth, vibrancy and culture comes when everyone participates in city life”. Specifically strategic objectives:

- 1.1 Partnerships with Government, the education sector and business creates city growth.
- 1.3 Vibrant city centre and suburban precincts.
- 1.4 An enriched visitor experience.

Goal 3 – Environment and Natural Resources, “An ecologically sustainable city that maintains its unique character and values our natural resources”. Specifically strategic objectives:

- 3.1 Increased resilience to climate change.
- 3.2 Strong environmental stewardship.
- 3.3 A highly valued natural and cultural open space network.
- 3.4 Leadership in environmental performance with the efficient use of natural resources.

Goal 4 – Strong, Safe and Healthy Communities, “Our communities are resilient, safe and enjoy healthy lifestyles”. Specifically strategic objectives:

- 4.1 Community connectedness and participation realises the cultural and social potential of the community.
- 4.2 City facilities, infrastructure and open spaces support healthy lifestyles.

City of Hobart bike infrastructure report card

In 2011, Bicycle Tasmania produced the 2012-2020 Healthy Connections report, outlining the infrastructure needed to make it easier to ride a bike in Tasmania. Below is the list of the projects we included in 2011 and their current status.

Projects **well underway or**






completed

Planned or planning well underway









Projects unplanned and unfunded


Local Streets and Ride2School – 7 projects; three in City of Hobart

| Local Streets and Ride2School | HBAC list | Rationale or relevant plan | Status |
|--|-----------|----------------------------|---|
| 1.1 Battery Point Inland route | Yes | UTAS |  |
| 1.2 Commercial Road connection (2016 works) | Yes | |  |
| 1.6 Riding routes to schools Southern Tasmania | | Ride2School |  |

Off-road connections – 19 projects; 7 in City of Hobart

| Off-road connections | HBAC list | Rationale or relevant plan | Status |
|--|-----------|----------------------------|---|
| 2.1 Battery Point Walkway | | UTAS |  |
| 2.3 Cornelian Bay to Lutana Cycleway connection | Yes | |  |
| 2.6 Hobart Rivulet Track (sealed surface in lower section and Gore St crossing) | Yes | Links to ICAP |  |
| 2.8 Mawson Place to CSIRO | Yes | ICAP |  |
| 2.9 Intercity Cycleway to Tasman Hwy underpass (low priority) | | |  |
| 2.17 Sandy Bay Rd cycleway connection (Shared pathway constructed from Derwent Water Ave to Marievillle Esplanade) | Yes | |  |

On-road connections – 22 projects; 18 in City of Hobart

| On-road bike lane connections | HBAC list | Rationale or relevant plan | Status |
|--|-----------|----------------------------|---|
| 3.1 Argyle St from Davey to Brisbane St | | UTAS |  |
| 3.2 Argyle St from Lewis St to New Town Road | | |  |
| 3.3 Argyle St to Campbell St via Burnett St connection | | UTAS |  |
| 3.4 Augusta Rd to Lenah Valley Road (uphill bike lanes installed between Giblin and Pottery Rd in 2015) | Yes | |  |
| 3.5 Campbell St bike lanes | | UTAS |  |
| 3.7 Collins St | Yes | ICAP |  |
| 3.8 Davey St | | |  |
| 3.10 Elizabeth St CBD to North Hobart | Yes | ICAP |  |
| 3.11 Elizabeth St to New Town Road (uphill bike lane from Federal St to Augusta Rd) | Yes | |  |
| 3.12 Federal St bike lane (being designed. Funded in 2015/16) | Yes | |  |
| 3.13 Harrington St | | |  |
| 3.14 CBD bicycle facilities Liverpool and Murray Sts | | |  |
| 3.15 Intercity Cycleway on road connections (Main Rd bike lanes at Austins Ferry could be considered a link to the cycleway) | | ICAP |  |
| 3.18 Macquarie St/Cascade Rd from Southern Outlet to Cascade brewery | | |  |
| 3.19 Murray St Warrick to Liverpool | | |  |
| 3.20 New Town Rd from Risdon Rd to Augusta Rd | | |  |
| 3.21 Sandy Bay Road bike lanes (on-road lanes from Taroona to Lower Sandy Bay in mid-2016) | | |  |
| 3.22 Macquarie St bike lanes from Southern Outlet to Argyle St | Yes | |  |

New projects – since 2011

| New projects – since 2011 | HBAC list | Rationale or relevant plan | Status |
|--|-----------|---|--------|
| Evans Street signals | Yes | | |
| Lenah Valley missing link | Yes | | |
| Molle Street crossing | Yes | | |
| Tasman bridge paths | Yes | | |
| Improvements around UTAS CBD buildings | Yes | Links to some of the projects from 2011 | |
| Improvements at Regent/Antill/Parliament | Yes | Relates to 3.22 | |
| Huon Road below Strickland | Yes | | |
| Marievillle Esplanade | | Relates to 3.21 | |
| Forster Road to Risdon Road | Yes | | |
| Macquarie Point | Yes | | |
| | | | |

General projects

Speed limit reductions

Signal changes to automatic green and equitable time for green compared with other road users

Report on inner Hobart Transport Strategy