

HOBART BICYCLE ADVISORY COMMITTEE

NOTES

Meeting held Wednesday 15 February 2017 at 1.00 pm in the Lower Ground Conference Room, Town Hall.

PRESENT:

| NAME | POSITION |
|----------------|---|
| Philip Cocker | Alderman, Hobart City Council (Chairman) |
| Helen Burnet | Alderman, Hobart City Council |
| Anna Reynolds | Alderman, Hobart City Council |
| Bill Harvey | 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 |
| Garry Bailey | Advisor, 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 |
| Robert Mather | Group Manager Open Space |

1. Apologies:

| NAME | POSITION |
|---------------|---|
| Jeff Briscoe | Alderman, Hobart City Council |
| Ann Edge | Road and Public Order Services, Tasmania Police |
| Will Oakley | Community Advisor, RACT |
| Bernd Wechner | Community Representative |

2. **Confirmation of Previous Notes** – Notes of 16 November 2016 and 18 January 2017 (Special Meeting) were confirmed as a true and accurate record.
3. **Appointment of Community Representative to HBAC and Amendments to Terms of Reference – Update (Mark)**
 - Due to the number and high quality of applicants for the Community Representative position, Mark created a selection criteria to further consider the applicants.
 - A sub-committee was formed and agreed to meet directly after the meeting to consider the applications further prior to the Council considering and endorsing an applicant at its meeting to be held 6 March 2017.
 - The amendments to the Terms of Reference were endorsed by the City Infrastructure Committee on 25 January 2017 and will be considered by the Council at its meeting to be held 6 March 2017.
4. **City of Hobart Cycling Projects List**
 - Brooker Bridge:
 - Tenders close 28 February
 - Construction should be completed this year
 - Tasman Highway Bridge:
 - Report going to Council to gain endorsement to lodge the planning application
 - Collins Street/Hobart Rivulet Linear Park:
 - Internal discussions to take place so project can progress to the design stage
 - Molle Street/Collins Street intersection – draft report received from GHD did not support the inclusion of a left turn arrow at the Macquarie Street/Molle Street traffic signals, this decision was also supported by the Department of State Growth
 - Mary suggested that a red light camera at the Molle Street Macquarie Street intersection may be beneficial but this would need to be undertaken by Tas Police
 - Sandy Bay Road:
 - The entirety of Sandy Bay Road now has a speed limit of 50km/h except for school zones (40km/h)
 - Project is now substantially complete and it was suggested that a media release would be a good idea. Mark will speak to Kerry Baker, the City's Projects and Executive Officer – Lord Mayor's Support. **Action: Mark**
 - Lenah Valley Retail Precinct Plan (Augusta Road):
 - Dr Cameron Munro of CDM Research prepared a report that included different options for bike lanes. The option that is in the design was considered the best option for this area rather than the Copenhagen style.
 - Battery Point Signage for bike route:
 - A risk review needs to be undertaken
 - A part-time officer will be commencing in the Traffic Engineering Unit soon who may be able to undertake the review
 - UTAS – Melville Street:
 - Garry attended the recent open day
 - Bike facilities not yet ready but bike culture will be created on its own
 - Battery Point signage is key to getting students to travel via bike to and from the campus
 - Battery Point walkway/cycleway would be great but planning may not commence until 2017/2018 financial year

- **UTAS – Campbell Street:**
 - Currently no parking provision in plans. Corey to speak to Stuart and Angela to try and rectify this
 - Neil advised that the configuration of Campbell Street may be changed when it is fully re-opened which may affect the development
 - The permanent location of the bus stop in Campbell Street is yet to be determined
- **City to Cove:**
 - A presentation from Terroir will be done at the next meeting or a special meeting if timing is a factor
- **Federal Street:**
 - Painted bike lane to be installed soon
- **Commercial Road ramp:**
 - To be constructed soon
- **Hobart Rivulet track:**
 - Rob advised that this is now completed
 - There has been a positive response to the track and signage
 - A problem with the speed of some bike riders has been identified and is being addressed

Transport Strategy Briefing/Update – Presentation by Stuart Baird

Stuart Baird, the City's Transport Engineer provided the Committee with a presentation of the current status of the development of the City's Transport Strategy. A copy of the presentation is attached (Refer Attachment).

- Garry, Mary representatives of UTAS will be meeting with Inspiring Place who is working with the City in the development of the Transport Strategy.
- Alderman Burnet will advise Stuart of the contact person within Health Services to ensure they are included in mail outs and invited to the relevant forums.
Action: Ald Burnet
- UTAS will be running their travel survey soon and Corey will keep Stuart and the Committee updated as to the progress. The survey should be completed by the end of April 2017.
Action: Corey
- The Committee asked what evaluations of the Transport Strategy will be done and Stuart advised that KPIs/targets will be built into the strategy but the metrics for these still need to be worked out.

5. Bike Futures Tasmania – Annual Conference

- Please register with Garry (Bicycle Network) if you would like to attend.
garrybailey@bicyclenetwork.com.au

6. HBAC Working Group – update (if required)

- No meeting has been held.

7. Other Business

- Mary attended the Bike Futures Conference in Melbourne last Friday and advised the group:
 - 70% of roads in the Port Phillip area are now signed as 40km/h
 - The Melbourne bike share scheme is currently under review. There are three options being considered:
 - Cancelling the scheme
 - Include hire as part of Myki (public transport scheme)
 - Increase the number of bikes

- RTrak is trialling a pedestrian count – the City of Hobart has been involved.
- Alderman Reynolds raised the issue of transporting bikes on Metro buses. The Committee agreed that a recommendation to the Council be included with the Notes of the meeting that the Council write to the Department of State Growth and Metro requesting that the design of the new buses to include bike transporting facilities. **Action: Alison/Mark**
- Garry will also gauge opinion on bike transporting facilities on buses with Bicycle Network members. **Action: Garry**
- Alderman Reynolds raised the issue of the walking/cycling track intersection at Cornelian Bay and advised that the Glenorchy City Council were looking at painting the crossings to make road users more aware. Angela advised that the Cornelian Bay intersection is going to be redesigned as part of a black spot project.
- Morrison Street/Waterfront – consistent signage/treatments needs to be used for the entire length of the Waterfront to ensure footpath/road users get the same message.
 - To be listed on the agenda for the next meeting for further discussion. **Action: Alison**
 - Stuart Baird to provide a presentation to the next meeting in relation to what currently exists and reviews that have been undertaken by Dr Cameron Munroe (CDM Research) in relation to this subject.

8. **Date of Next Meeting:** Wednesday 19 April 2017 – 1.00pm

9. **Meeting Closed:** 2.30 pm.

City of Hobart Transport Strategy

Hobart Bicycle Advisory Committee Briefing
15 February 2017

City of Hobart Transport Strategy

Community Sector Reference Group Briefing

➤ Introductions

Stuart Baird – Transport Engineer

➤ Context

➤ Roles and Responsibilities

➤ Parallel endeavours

➤ Intended process and timing

➤ Engagement and contribution opportunities

➤ Next steps

CONTEXT



CAPITAL CITY STRATEGIC PLAN 2015-2025

MISSION
*Our mission is to ensure good
governance of our capital city.*

GOAL 2 – URBAN MANAGEMENT

City planning promotes our city's uniqueness, is people focused and provides connectedness and accessibility

STRATEGIC OBJECTIVE 2.1

A fully accessible and connected city environment

- 2.1.1 Develop and implement a transport strategy
- 2.1.2 Enhance transport connections within Hobart
- 2.1.3 Identify and implement infrastructure improvements to enhance road safety
- 2.1.4 Implement the parking strategy Parking – [A Plan for the Future 2013](#)
- 2.1.5 Identify and implement measures to support the use of public transport
- 2.1.6 Implement the Principal Bicycle Network
- 2.1.7 Review network operation of city streets and adopt a network operating plan

✓ Commonwealth

- ✓ Funds National Highway, major infrastructure, R2R, Black Spot programs
- ✓ Sets national standards and regulation for safety, vehicle, rail, maritime, air etc

✓ State

- ✓ Responsible for state wide and Regional Land Use Strategy
- ✓ Responsible for provision and operation of road network through various Acts.
- ✓ Plans and Funds major State road and rail projects (inc. TasPorts through GBE)
- ✓ Responsible for public transport funding and regulation
- ✓ Controls vehicle licensing, registration and enforces road user behaviour (policing)
- ✓ Controls all traffic signals, maintains road line markings (not yellow)

✓ Local

- ✓ Local land use decisions which can impact on transport outcomes
- ✓ Owns , maintains and manages (under delegations from State Government) local roads, including footpaths
- ✓ Provides footpaths and cycleways (including bike parking) in the public domain
- ✓ Is a parking authority and establishes, operates and enforces parking rules

- ✓ **Commonwealth – National Land Transport Act 2014**
 - ✓ Environment Protection and Biodiversity Conservation Act 1999
 - ✓ Disability Discrimination Act 1992
 - ✓ etc.
- ✓ **State – Land Use Planning and Approvals Act 1993**
 - ✓ (Southern Tasmanian Land Use Strategy 2010-2035)
 - ✓ Roads and Jetties Act 1935
 - ✓ Traffic Act 1925
 - ✓ Local Government (Highways) Act 1982
 - ✓ etc.
- ✓ **Local – Highways By-Law (By-Law 3 of 2008) - (Local Government Act 1993)**
 - ✓ Other delegated powers
 - ✓ etc.

Existing Plans /Strategies (State examples)

- Southern Integrated Transport Plan 2010
- Tasmanian Urban Passenger Transport Framework
- Tasmanian Infrastructure Strategy/Project Pipeline
- Project 2018 – State Bus Contract Review Project
- Southern Regional Land Use Strategy
- Transit Corridors Project
- Draft Tasmanian Integrated Freight Strategy November 2015
- Minister’s Congestion Summit
 - Traffic Management Working Group
 - Greater Hobart Journey Management Team
- State Roads Audit

Existing Plans /Strategies (City of Hobart examples)

- Capital City Strategic Plan
- Sustainable Transport Strategy
- Parking Strategy
- Inner-city Development Plan – Transforming Hobart
- Retail precincts project
- Numerous other projects and aligning strategies

Engagement and issues identification in 4 modules

- To ensure we seek input in all areas of interest
- To provide time for stakeholders and individuals to contribute
- To widen the discussion across the transport 'task'

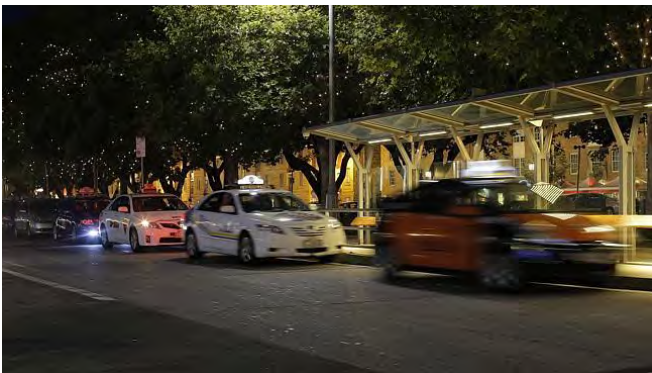
Freight, Port and Air – Undertaken September/October 2016



Private Transport -Current



Public Transport -2017



A wide-angle view of a paved road with a crosswalk, bordered by a sidewalk and lush greenery. In the background, a body of water and distant mountains are visible under a clear sky.



The Module approach

PHASE 1

- | | |
|---|-------------------------------------|
| 1. Module 1 – Freight, Port and Air | September – October 2016 |
| 2. Module 2 – Private Transport | November 2016 - March 2017 |
| 3. Module 3 – Public Transport | April - June 2017 |
| 4. Module 4 – Local Area Traffic Management | June - July 2017 |

PHASE 2

- | | |
|---|-------------------------------|
| 5. Develop an integrated draft Transport Strategy | January - September 2017 |
| 4. Community engagement on draft Transport Strategy | September - November 2017 |
| 5. Develop and final Transport Strategy | December 2017 - February 2018 |
| 6. Council consideration and endorsement | February - March 2018 |

- The City of Hobart will use its Your Say site as the principal engagement portal
- Background papers for each consultation module will be progressively released
- Consultation consultants will also run forums and small group meetings
- All documentation including feedback reports will be kept on the Your Say site

What we'd like you to do:

1. Become involved
2. Tell us your issues
3. Help us develop the Strategy
4. Recognise the diversity of Stakeholders and the range of solutions that will be considered

End of 10 minute briefing

- Thank you

Further Background – STCA Framework

Through the Southern Tasmanian Councils Authority, councils have agreed on a vision for a regional transport system that:

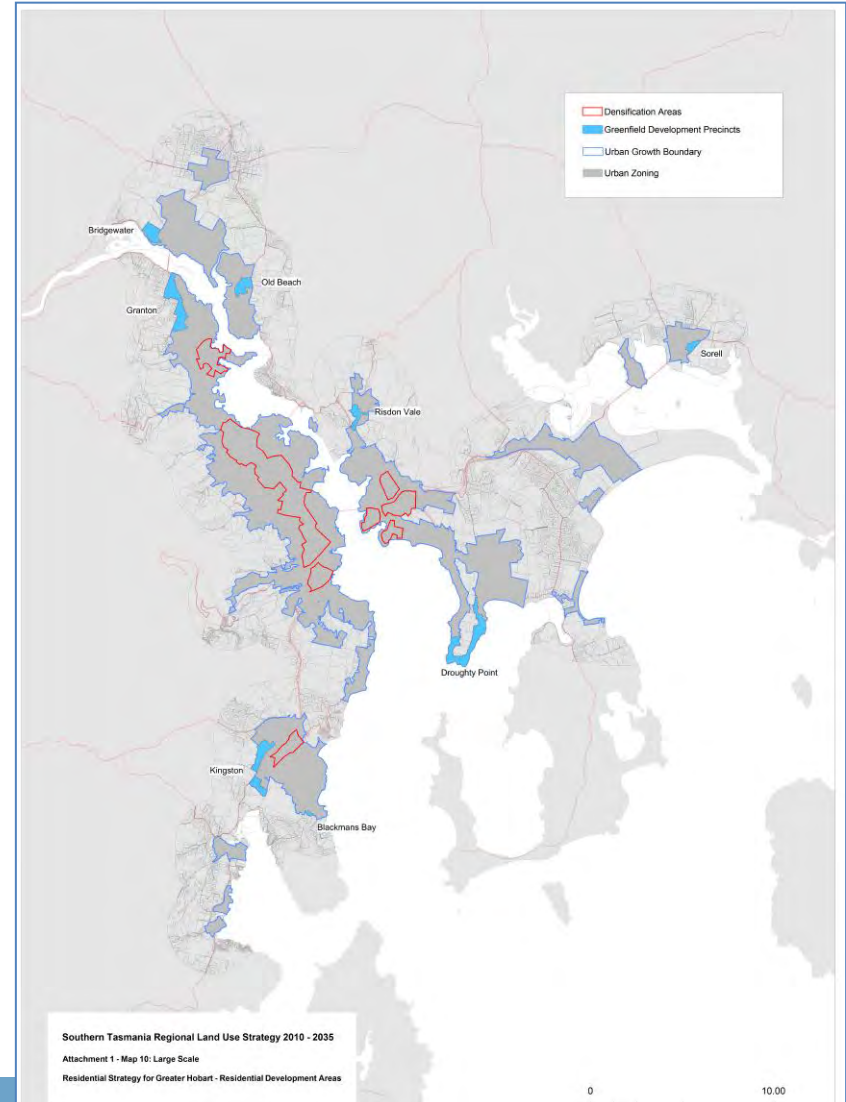
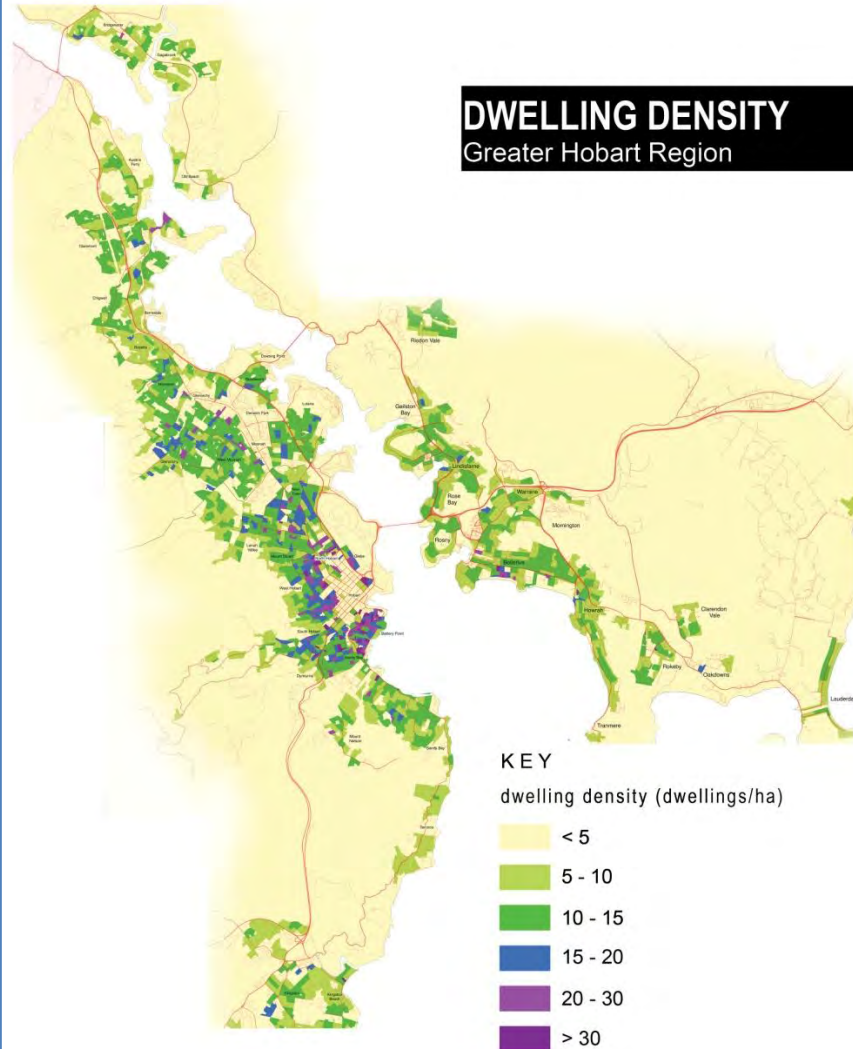
- maximises the efficient use of current infrastructure, assets and services
- is well maintained, resilient and managed in a sustainable manner for the long term
- supports seamless intermodal connections for passengers and freight
- is capable of supporting future economic growth and meeting the needs of our communities, while supporting quality of life
- improves accessibility and safety for all users
- provides an integrated and well connected transport system for rural and urban areas
- improves environmental and health outcomes for our community
- responds to climate change and an oil constrained future by lowering greenhouse gas emissions and reducing car dependency
- is integrated with land use planning
- is planned, coordinated and funded through a cooperative partnership approach between different levels of government and the community.

(Some) Key Issues

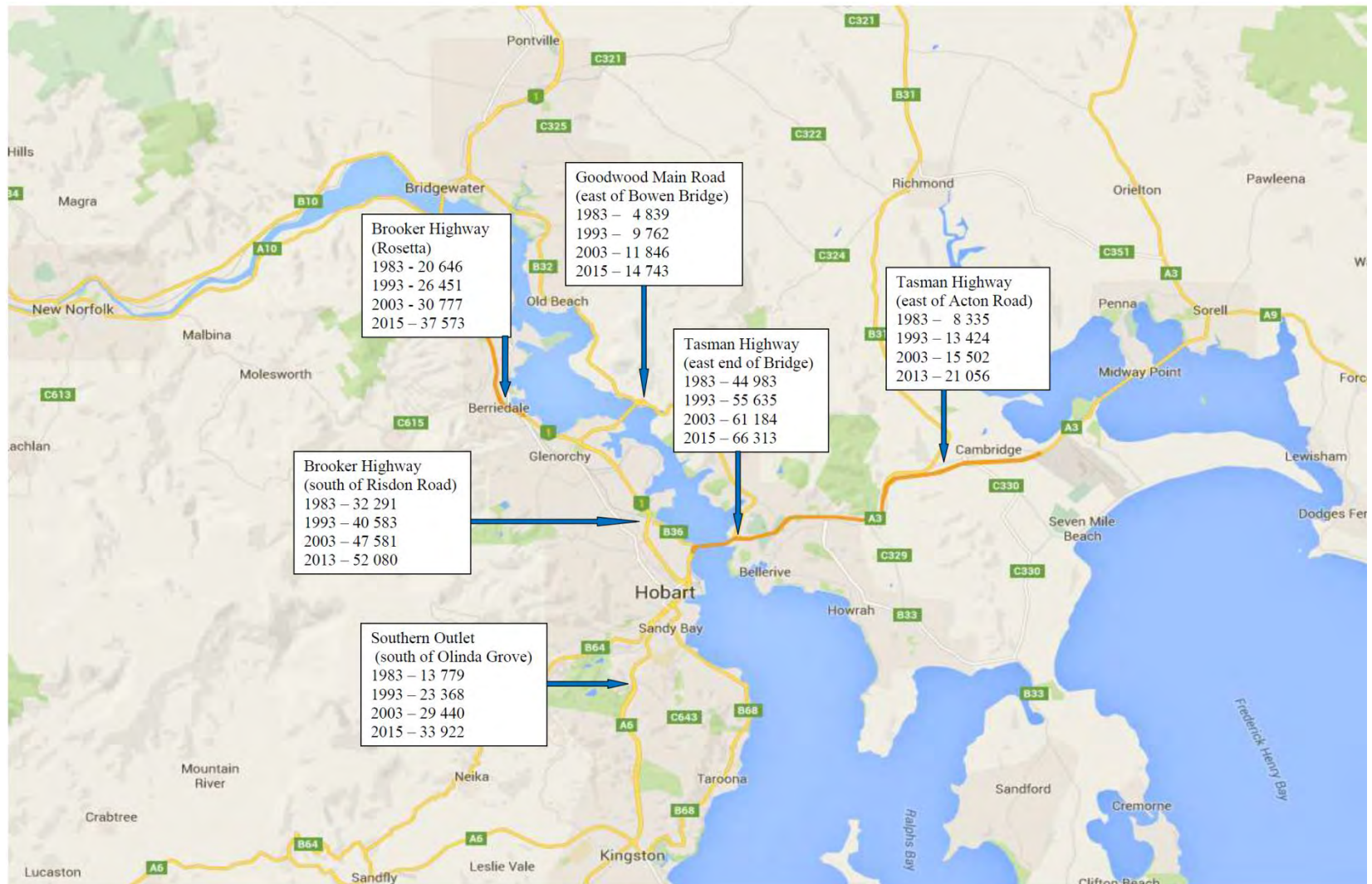
- Southern Tasmanian Land Use Strategy
 - Impacts of settlement growth areas
- Emissions
 - Health – Disease and Obesity, Climate Change
- Smart Roads style road space allocation
 - Busses, cars, bikes, pedestrians, parking, trees
- Safety and Liveability
 - Reduced speed limits, local area issues
- Funding (Federal, State, Local – Allocations)
 - Allocation and support for new modes

Greater Hobart Regional Background

DWELLING DENSITY Greater Hobart Region



Traffic Volume Growth



Southern Region

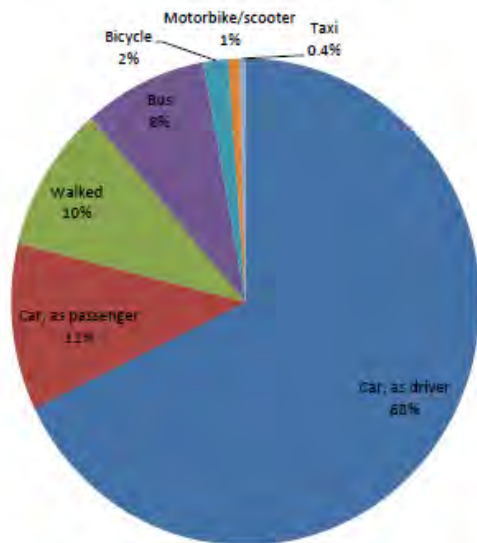
Modal Share

Hobart (i.e. Inc Clarence, Glenorchy etc)

Hobart is Tasmania's largest destination for journey to work travel.

Compared to statewide modal share percentages, people travelling to Hobart for work are more likely to use active (walking, bicycle) or public (bus) transport, and less likely to travel by car.

Mode of journey to work to Hobart



Mode of journey to work to Hobart⁶

| Mode | Number Travelling by Mode |
|--------------------|---------------------------|
| Car, as driver | 25,392 |
| Car, as passenger | 4,135 |
| Walked | 3,883 |
| Bus | 3,177 |
| Bicycle | 634 |
| Motorbike/scooter | 297 |
| Taxi | 145 |
| Other ⁷ | 1,259 |
| TOTAL | 38,702 |

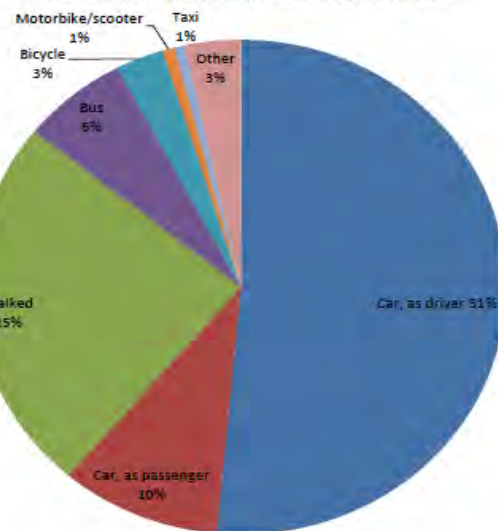
⁶ Values exclude those who did not go to work and those who worked at home.

⁷ 'Other' includes journeys undertaken by truck, ferry and by more than one mode of transport

Journey to Work – Modal Share

City of Hobart LGA

Mode of journey to work to Hobart: Hobart residents



⁸ Values exclude those who did not go to work and those who worked at home.

⁹ Includes journeys undertaken by truck, ferry and by more than one mode of transport.

Mode of journey to work to Hobart: Hobart residents⁸

| Mode | Number Travelling by Mode |
|--------------------|---------------------------|
| Car, as driver | 7175 |
| Car, as passenger | 1362 |
| Walked | 3427 |
| Bus | 901 |
| Bicycle | 409 |
| Motorbike/scooter | 104 |
| Taxi | 89 |
| Other ⁹ | 473 |
| TOTAL | 13940 |

Origin and Destination

Journey to work origin and destination: Greater Hobart Region 2011

| | | JTW Destination 2011 | | | | | | |
|-----------------|-------------|----------------------|----------|-----------|--------|-------------|--------|--------|
| JTW Origin 2011 | | Brighton | Clarence | Glenorchy | Hobart | Kingborough | Sorell | TOTAL |
| | Brighton | 975 | 614 | 1,678 | 1,565 | 103 | 54 | 4,989 |
| | Clarence | 230 | 7,401 | 2,937 | 9,490 | 442 | 323 | 20,823 |
| | Glenorchy | 457 | 1,469 | 7,059 | 7,159 | 328 | 81 | 16,553 |
| | Hobart | 141 | 1,453 | 2,240 | 17,050 | 798 | 75 | 21,757 |
| | Kingborough | 61 | 678 | 1,148 | 6,551 | 5,452 | 23 | 13,913 |
| | Sorell | 67 | 1,102 | 631 | 1,528 | 91 | 1,570 | 4,989 |
| | TOTAL | 1,931 | 12,717 | 15,693 | 43,343 | 7,214 | 2,126 | 83,024 |

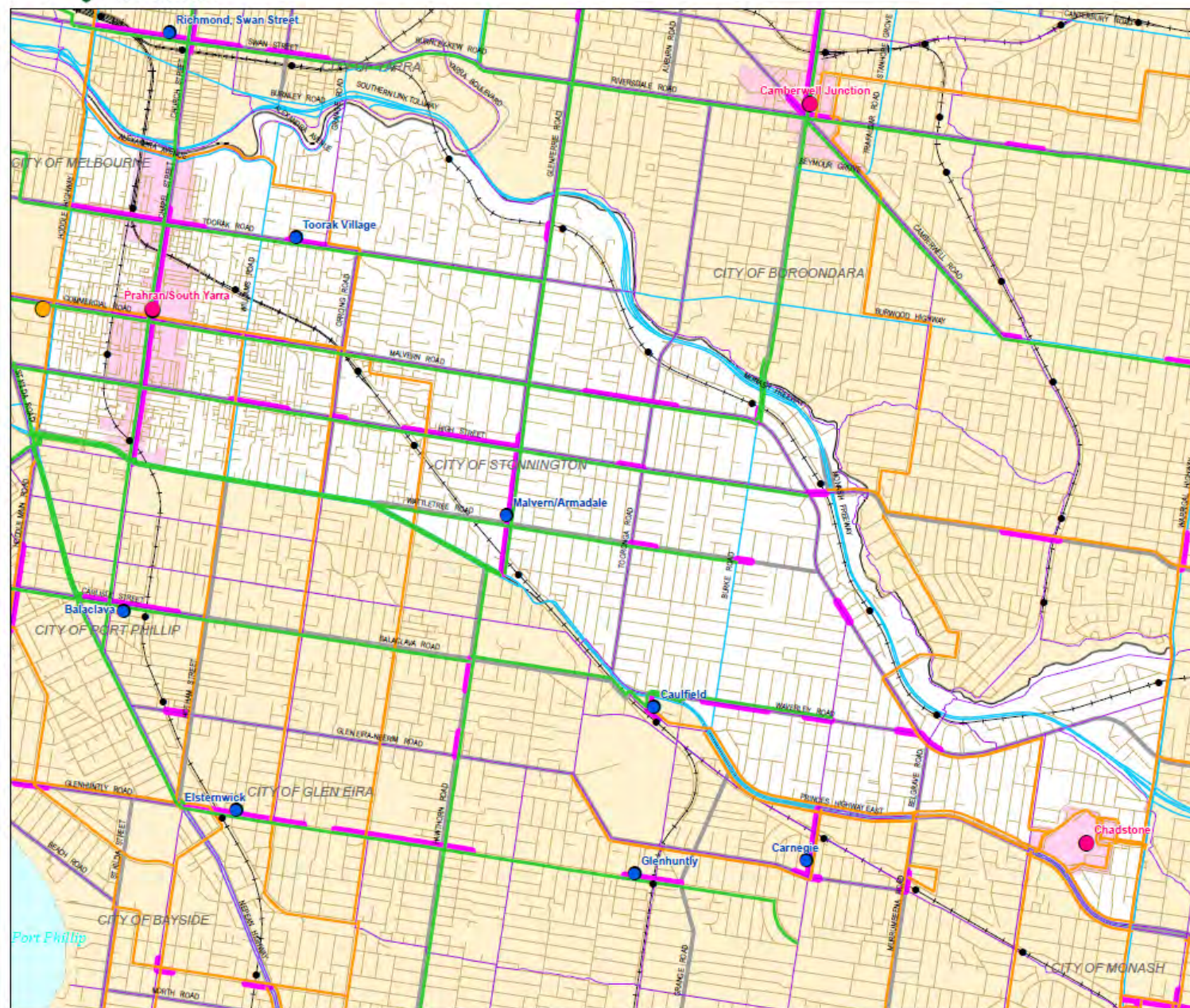
- Over 52 % of all JTW is to Hobart
- Over 71% of all JTW is shared between Hobart and Glenorchy
- The red areas show the “Through Hobart JTW Traffic” – 2,874 journeys (3.5%)
 - (Note some may be other modes – bus, motorcycle etc)

Road Hierarchy

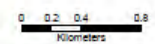
2.4 The Tasmanian Local Government Road Hierarchy – Urban roads

| Classification | 1. Arterial | 2. Collector | 3. Link | 4. Local access | 5. Minor access | 6. Unformed |
|---|--|--|--|---|---|---|
| Functional Criteria | | | | | | |
| Function/ predominant purpose | Provide the principal links between urban centres, or between urban centres and rural regions. | Connect arterial roads to local areas and supplement arterial roads in providing for traffic movements between urban areas, or in some cases rural population centres. | Provide a link between the arterial or collector roads and local access roads. | Provide access to residential properties and in some cases commercial properties, at a local level. | Provide access to residential properties and irregular access to community facilities such as parks and reserves. | Roads not maintained by the council or non-constructed/maintained road reserves or roads that have a very low level of service. |
| Connectivity description | High connectivity - connecting precincts, localities, suburbs, and rural population centres. | High connectivity – supplements arterial roads in connecting suburbs, business districts and localised facilities. | Medium connectivity – connects traffic at a neighbourhood level with collector and arterial roads. | Low – connects individual properties within a neighbourhood to link roads. | Low – provides access to properties. | Future roads or roads that have a very low level of service. |
| Guidance Metrics | | | | | | |
| Average Annual Daily Traffic (AADT) | >10 000 vehicles per day (vpd) | 3 000 - 10 000 vpd | 1 000 - 3 000 vpd | 50 - 1 000 vpd | <50 vpd | N/A |
| Heavy vehicles permitted | Yes - thoroughfare | Yes - thoroughfare | Yes - some through traffic | No thoroughfare, local access only | No thoroughfare, local access only | N/A |
| Average Annual Daily Truck Traffic or Equivalent Heavy Vehicles (AADTT / EHV) | >1 000 AADTT or >10% EHV | 250 - 1 000 AADTT or >10% EHV | <250 AADTT or >10% EHV | N/A | N/A | N/A |
| Public transport route | Yes | Yes | Yes | No | No | N/A |
| Carriageway form | 2 or 4 lanes | 2 lanes | 2 lanes | 1 or 2 lanes | Typically 1 lane | N/A |
| Running surface | Sealed | Sealed | Sealed | Sealed/unsealed | Sealed/unsealed | Unformed |

- The Road Hierarchy deals only with vehicles
- Needs to be overlayed with the:
 - Arterial Bicycle Network
 - Metro Bus Routes
 - Activity Centres and Pedestrian Priority Routes
- A Road Use Hierarchy addresses:
 - Mode/User
 - Place
 - Time (e.g. AM peak, Daytime Off-peak, PM peak & Evening Off-peak)



ROAD USE HIERARCHY CITY OF STONNINGTON



LEGEND

- Road Use Hierarchy**
- Tram Priority Route
 - Bus Priority Route
 - Bicycle Priority Route
 - Pedestrian Priority Area
 - Preferred Traffic Route
 - Future Preferred Traffic Route
 - Traffic Route
 - Future Traffic Route
- Note: Some lines are offset to improve clarity.

Activity Area

- Central Activities Area
- Principal Activity Area
- Major Activity Area
- Specialised Activity Area

Other

- Railway Station
- Railway Line
- Local Roads
- Activity Area Boundaries

KEY MAP



DISCLAIMER

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VicRoads *SmartRoads* Video



www.youtube.com/watch?v=x98YDQkelKw

Transforming Hobart



Transporting Hobart