



Hobart Bicycle Lane Trial

RACT Submission to City of Hobart

July 2020

The Royal Automobile Club of Tasmania

RACT enjoys a trusted position and extensive market penetration in the community. More than 200,000 Tasmanians are RACT members.

Formed in 1923, RACT is an apolitical and independent transport, infrastructure, road safety, tourism and mobility advocate.

It is committed to supporting and furthering the interests of Tasmanians and does this through a comprehensive program of consultation, education, awareness and public advocacy.

RACT is represented in a number of stakeholder reference organisations in Tasmania and undertakes liaison with government and other groups. It also has three regional advocacy committees which are made up of local volunteers and other relevant stakeholders.

RACT's advocacy activity is defined by a series of public policy documents developed and endorsed by RACT's Advocacy Committee and Board.

These policies have been informed by history, experience, statistical analysis, consultation, industry knowledge and, most importantly, our members.

Nationally, RACT is a constituent member of the Australian Automobile Association (AAA) which represents some 8 million Australian motorists.

Internationally, RACT has joined with other Australian motoring organisations as a member of the Fédération Internationale de l'Automobile (FIA) to work on road safety and related issues at a global level.

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RACT's Mobility Strategy

The RACT Mobility Strategy contains three key pillars, which include road safety, future mobility and sustainability, with an underlying theme of representing Tasmanian road users. Within each key pillar sits RACT's vision statements. The statement most applicable to this trial is:

Sustainability vision

- To have active transport options that encourage Tasmanians to undertake increased physical activity.

Hobart Bicycle Lane Trial

The City of Hobart, in conjunction with the Department of State Growth, has developed concept designs for a 12 month trial of bicycle lanes along Campbell and Argyle streets between Brisbane and Davey streets. This includes links on Liverpool and Bathurst streets.

These lanes will connect the existing on-road bicycle lanes on Argyle and Campbell streets, the Rose Garden Bridge and Queens Domain, the Intercity Cycleway and Sullivans Cove.

Most of the cycle lanes on each block have similar designs but some differ. The majority include adjacent peak hour clearways and flexible posts to delineate the cycle lane.

Background and evidence

According to Bicycle Network Tasmania, bicycles and cycle lanes are a more efficient use of road space, which can help to reduce congestion

However, there is a lack of separated cycleways in Tasmania, which help to reduce the risk of rider injury. This infrastructure can also alleviate safety concerns for cyclists, helping to increase uptake.

Cycling and walking make up just 8% of journey to work trips in Greater Hobart.

According to the Department of State Growth's Transport Access Strategy, there is evidence people will cycle around 6km to work and other destinations, and 3km to access high quality public transport, providing there are safe cycleways.

RACT's Active Transport Policy states that:

1. RACT urges all levels of government to fund and implement initiatives that reduce vehicle interaction with cyclists and pedestrians, including a network of separate and signed cycleways and walkways on Tasmanian roads, both through investment in new infrastructure and/or retrofitting on-street parking/narrow roads.
2. RACT supports governmental initiatives that assist with the removal or significant reduction of vehicles and parking from Hobart's CBD in place of active and public transport.

Similarly, RACT's Greater Hobart Mobility Vision also has a focus on separating cyclists from vehicles in a number of ways:

- In Hobart's CBD, including connections between Hobart's waterfront and the city centre.
- Active transport spines from the Rivulet Track to the Intercity Cycleway, Elizabeth Street south and north bound and from Sandy Bay to the CBD.
- Retrofitting existing infrastructure to provide connections to these spines.

Therefore, RACT policy and its Greater Hobart Mobility Vision are well aligned with the City of Hobart's plans to trial bicycle lanes in the CBD.

Position

RACT supports a trial of Hobart CBD cycleways as they are in line with the principles in its Greater Hobart Mobility Vision and Active Transport Policy.

However, while in support of a trial in principle, RACT would like to see a broad review of all current cycling infrastructure across Hobart. The objective of this review would be to ensure there is a cohesive network of infrastructure in the right locations and with the most appropriate connections.

The review should also focus on ensuring the location of infrastructure provides the best opportunities to physically separate cyclists from motorists. This has been a high priority for RACT for many years and is outlined in both the RACT's Greater Hobart Mobility Vision and Active Transport Policy.

With this in mind, RACT would like to see City of Hobart explore the prioritisation of active and public transport along Elizabeth Street, north and south bound. This is also in line with the Greater Hobart Mobility Vision, as well as RACT's Active Transport and Public Transport policies.

RACT believes the long-term focus on Elizabeth Street may provide opportunities for greater separation between cyclists and motorists, as well as allow for more vehicles on Campbell and Argyle Streets during peak periods. However, it is understood this is not within the scope of this project.

RACT also encourages the City of Hobart to consider similar trials of cyclist infrastructure outlined in the Greater Hobart Mobility Vision, including:

- Hobart waterfront to the CBD
- Rivulet Track to the Intercity Cycleway
- Sandy Bay to the CBD