

Greater Hobart Cycling Plan

For All Ages and Abilities (AAA)



Kingborough



The Hobart City Deal is a 10 year partnership between the Clarence, Glenorchy, Hobart and Kingborough councils, and the Tasmanian and Australian Governments. It provides a framework to guide and encourage further investment in Greater Hobart, plans for future growth and addresses key strategic and infrastructure challenges.

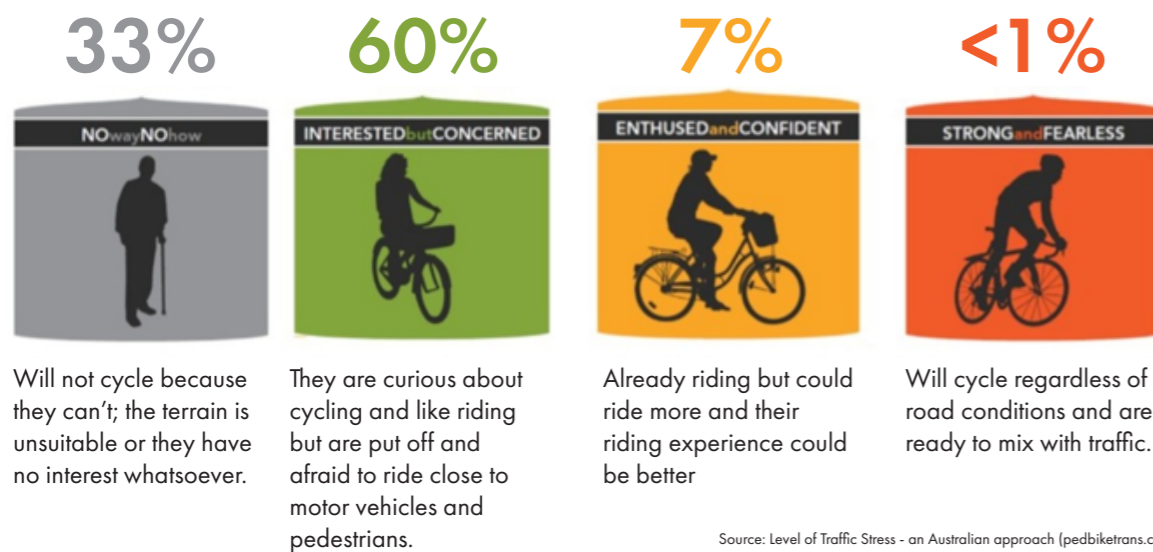
A key focus area of the Hobart City Deal is a Greater Hobart Transport Vision that includes the establishment of a reliable, sustainable and cost effective transport system with a focus on active and public transport. The aim is to help address traffic congestion by encouraging modal shift by improving cycling connectivity and accessibility which allow people to replace short and medium length car trips with bicycle trips.

The Greater Hobart Cycling Plan will guide the joint planning and investment of the Greater Hobart councils and the Tasmanian Government, to form an interconnected network of cycling paths across Greater Hobart, encouraging increased usage and enhancing active transport options across the region.

Research has shown that around 8% of the population will tolerate interactions with traffic when cycling and an additional 60% of the population are willing to ride if the level of traffic stress is reduced. This can only be achieved by adopting a Safe Systems Approach to develop a connected network of low-stress and inclusive routes that cater for All Ages and Abilities (AAA). It provides genuine transport choice to a wide range of people including children, older people and inexperienced riders to travel to work, school and move around their communities without being reliant on car travel.

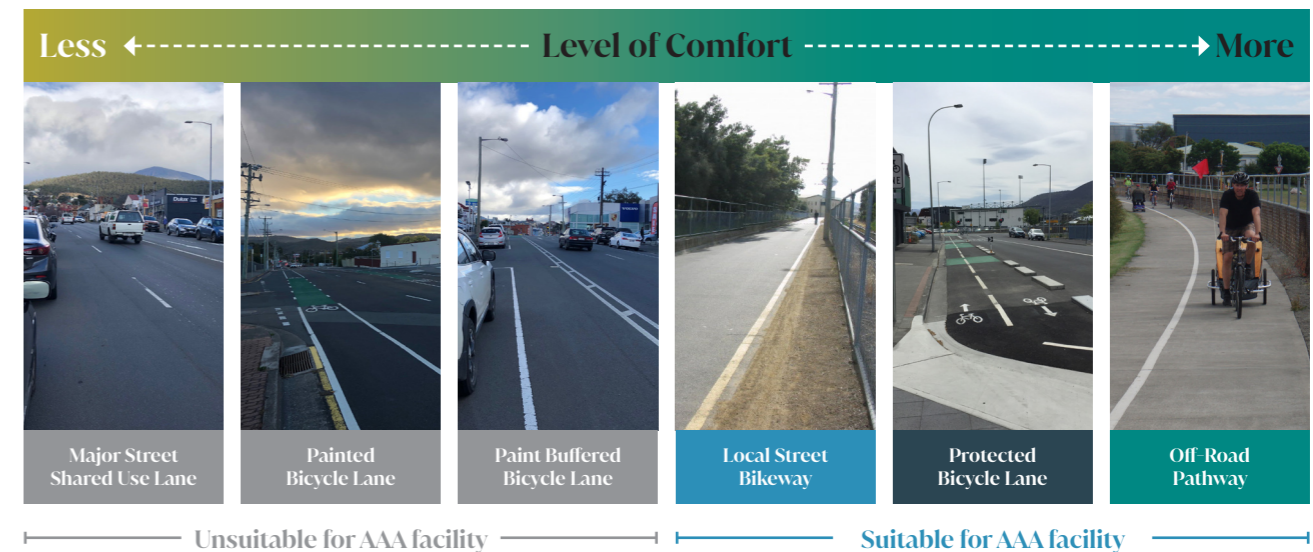
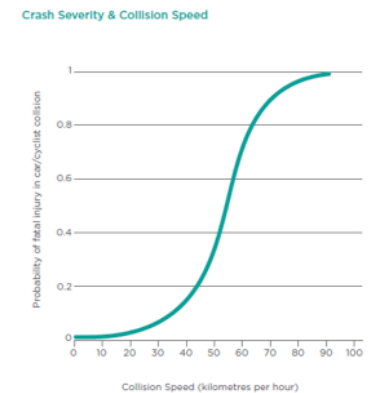
These AAA routes will complement existing and proposed cycling infrastructure identified in other adopted cycling plans by recognising a need for higher quality infrastructure on existing routes and the future network.

The Four Types of Cyclists



The Greater Hobart Cycling Plan aims to provide infrastructure that is safe, convenient and direct that comprises of:

- **Local Street bikeway** – Vehicle speeds should not exceed 30km p/h and traffic volumes should be below 500 vehicles per day. Traffic speeds over 30km p/h significantly increase the probability of fatal injury in the event of a crash (see table) so on higher speed roads separation from motor vehicles is desired.
- **Protected bike lane** – Provides physical barrier separation from motor vehicles on higher speeds and traffic volume roads, as well as separation from pedestrians particularly in locations where foot traffic is high. The facility should provide adequate width for comfortable passing and accommodate all types of wheeled active transportation such as e-scooters and cargo bikes.
- **Off-road cycleway** – This is shared with pedestrians and needs to be a minimum of 3.0m wide. Road crossings need careful consideration and grades should be minimised as much as possible.

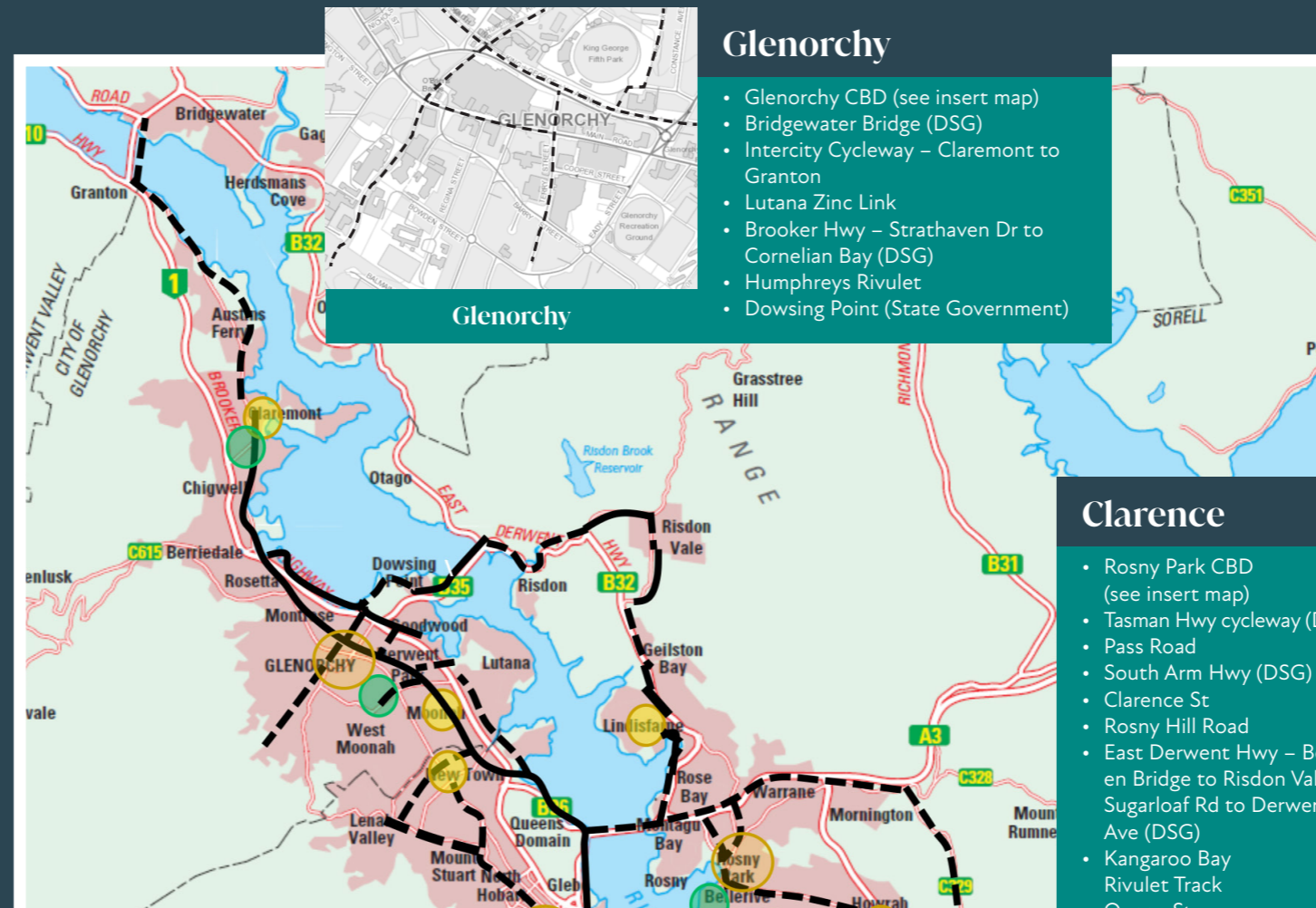


Source: City of Vancouver: Transportation Design Guidelines – All ages and abilities cycling routes

The Cycling Plan focuses on AAA standard routes and does not replace other adopted cycling plans but rather works in conjunction with these plans. They include the State Government's Principal Urban Cycling Network Plan, the greater Hobart Councils *Hobart Regional Arterial Bicycle Network Plan 2009* and individual council strategies, plans and policies.

These plans identify a range of cycling options, as demonstrated in the above graphic. Improvement work will continue to happen on the cycling network across Greater Hobart to provide immediate benefits to existing commuters, while the more comprehensive work on AAA routes identified in the Plan are programmed.

Greater Hobart Cycling Plan



Glenorchy

Glenorchy

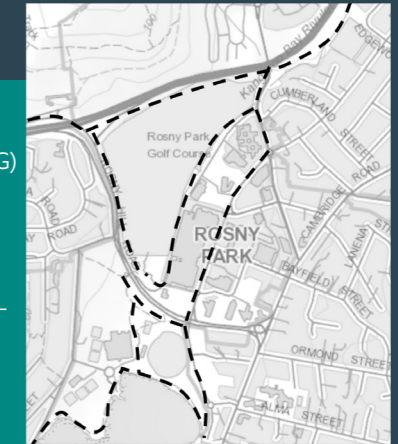
- Glenorchy CBD (see insert map)
- Bridgewater Bridge (DSG)
- Intercity Cycleway – Claremont to Granton
- Lutana Zinc Link
- Brooker Hwy – Strathaven Dr to Cornelian Bay (DSG)
- Humphreys Rivulet
- Dowsing Point (State Government)



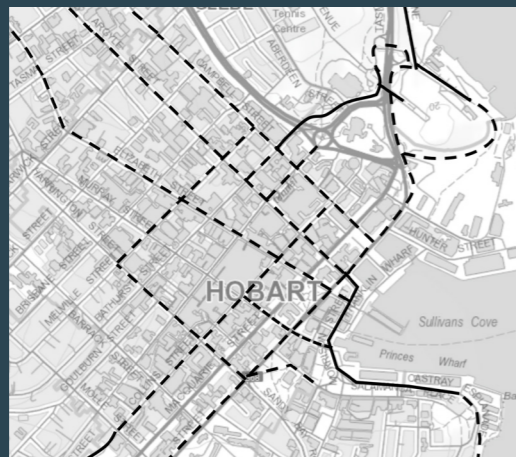
Clarence

Clarence

- Rosny Park CBD (see insert map)
- Tasman Hwy cycleway (DSG)
- Pass Road
- South Arm Hwy (DSG)
- Clarence St
- Rosny Hill Road
- East Derwent Hwy – Bowen Bridge to Risdon Vale / Sugarloaf Rd to Derwent Ave (DSG)
- Kangaroo Bay Rivulet Track
- Queen St



Rosny Park



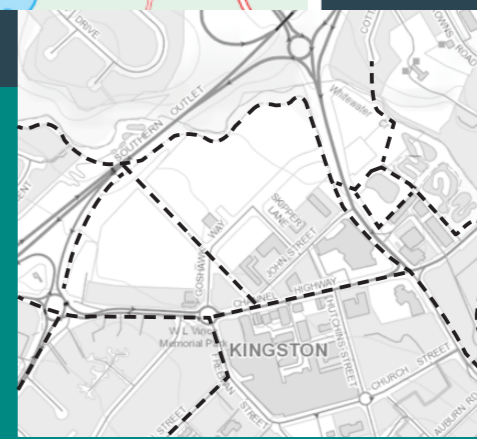
Hobart

Hobart

- Hobart CBD (see insert map)
- Hobart Rivulet Track
- Battery Point walkway
- Collins St
- Campbell St
- Argyle St
- Melville St
- Bathurst St
- Liverpool St
- New Town Road
- Elizabeth St & mall
- Intercity Cycleway – extension to Elizabeth St / waterfront
- Maypole Rivulet Track
- St David's Park link

Kingborough

- Kingston CBD (see insert map)
- Channel Trail – Huntingfield to Kettering (DSG)
- Algona Road (DSG)
- Roslyn Ave
- Denison / Maranoa / Redwood Rd
- Channel Hwy Huntingfield to Kingston (DSG)
- Whitewater Creek Trail – Huntingfield/Kingston to Kingston Beach



Kingston

Legend

- CBD Activity Centre
- Local Activity Centre
- Transit hub / park & Ride
- Proposed Cycling Network
- Existing Network

December 2021

