



12 December 2018

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Domain Highways Planning Study

Dear Roland

Thank you for the opportunity to comment on the Domain Highways Planning Study.

Bicycle Network has an interest in improving roadways for people riding bicycles, with a focus on separation of riders from motor vehicles to create All-Abilities infrastructure that is suitable for people aged 8–80 years.

Research has shown that providing cycle routes that are separated from motor vehicles will appeal to up to 60% of the population, rather than the up to 10% who are willing to ride on roads with painted bike lanes.

It is preferable in busy stretches to have dedicated cycling facilities, rather than shared paths with pedestrians. However, there is also the option of having a raised cycling path alongside a footpath, with a small drop down to separate the two or with a barrier such as plantings and clear signage to direct people riding and walking.

If a shared path is opted for then it should be as wide as possible to be useful for bicycle riders.

Brooker Highway

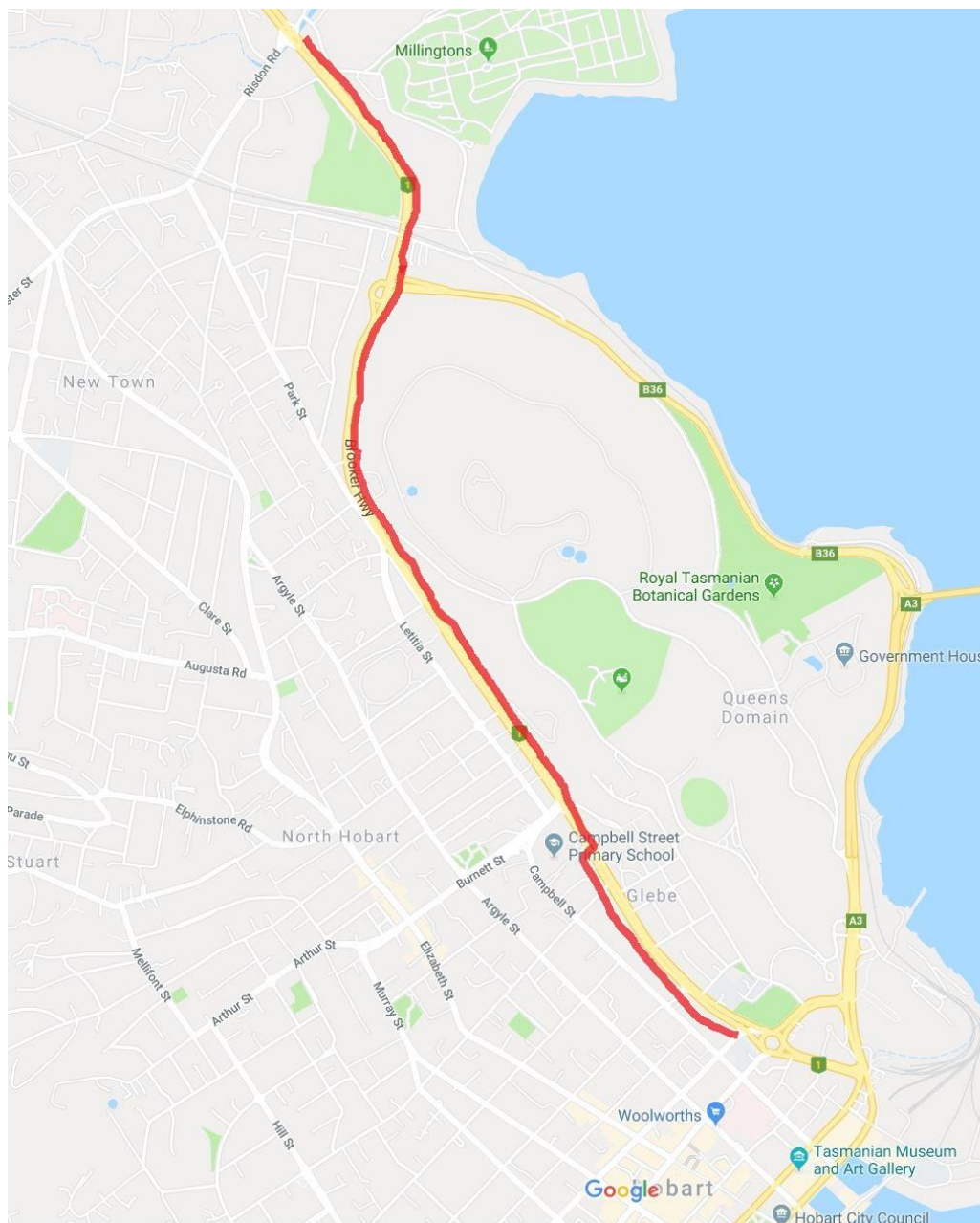
The Intercity Cycleway provides a key connector to the city alongside the Domain and Tasman highways for people living north of the Domain. The Brooker Highway is not generally considered a safe road to ride on, although there may be some demand for a bicycle connection along it for people living in New Town, North Hobart and The Glebe and northern suburbs connecting into the Intercity Cycleway.

Cyclists living in New Town and North Hobart are likely to take a combination of Park, Letitia and Campbell streets to ride to the city as these are lower speed and lower traffic than the Brooker Highway. Campbell Street has painted bike lanes on part of the street, but these only cater to a small percentage of the population who are willing to ride next to moving vehicles.

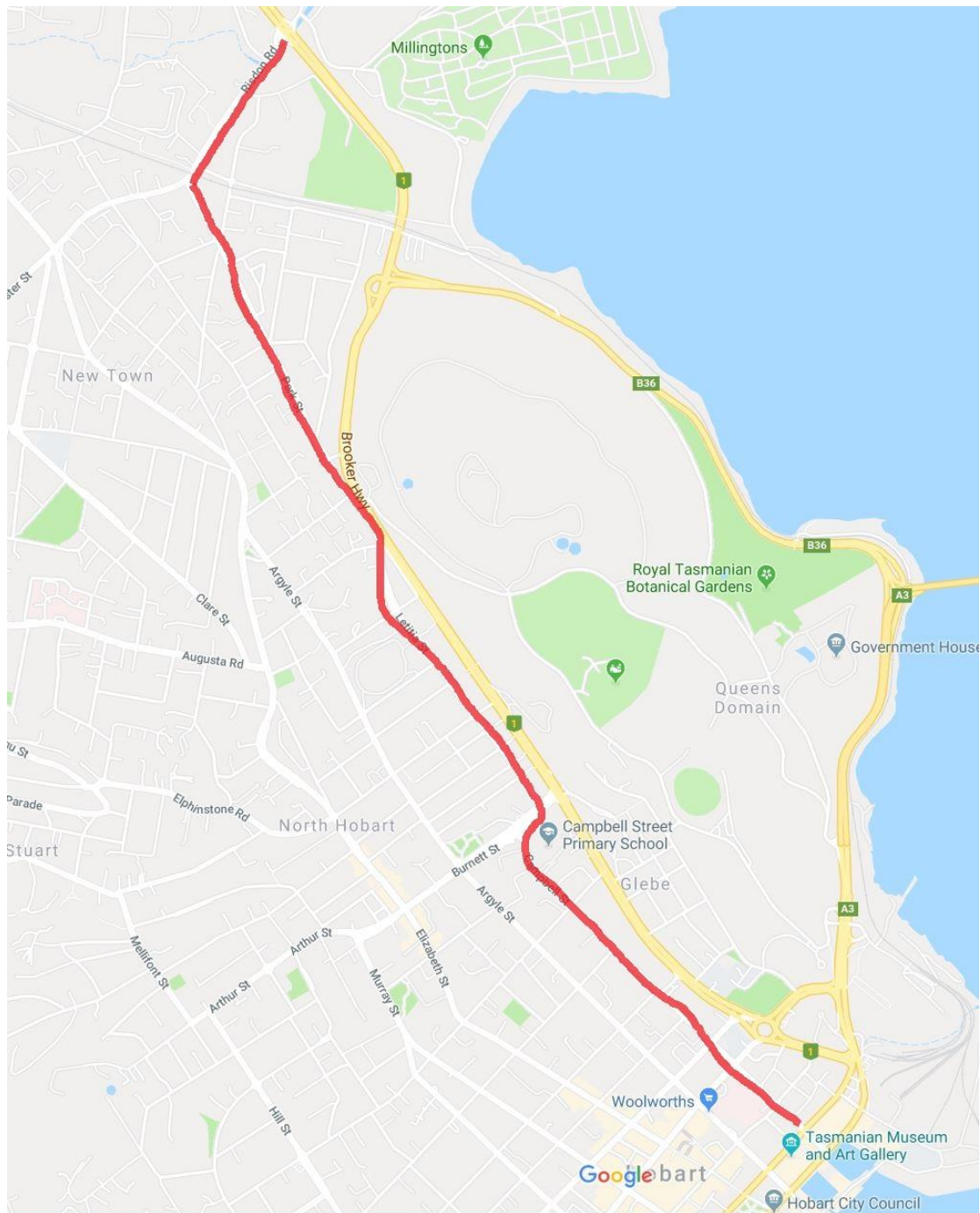
The Hobart arterial cycling plan stops any cycling facilities at the top of Campbell Street, so it does leave a bit of a gap along the Brooker corridor. The Hobart plan has a northern route travelling up Argyle Street and Main Road but no plans to build anything at this stage.

There is the potential to run an off-road path along the Highway from Risdon road using the existing footpath and informal path on the river-side and involving one crossing across the Highway to the city-side. This would involve some engineering works, including cutting into the side of The Domain for a short section, and a pinch point where there is little space to widen the footpath under the Domain Highway overpass. However, the overpass may be re-imagined, and this would also provide the opportunity to allow more space for a path.

There is currently a pedestrian overpass at the point where the path would need to cross the highway, but it would need some work to improve the angles of the on-ramps to make it more suitable for bikes.



The question is whether it's more desirable to put a path along the Highway or run an all-abilities cycling route down Park, Letitia and Campbell streets. If the state government was willing to work with Hobart Council to help fund the infrastructure, that route may be more suitable, and riders could be directed by signage away from the Highway. It would involve removing some parking along Risdon Rd and creating a raised kerb cycleway alongside the footpath, lowering the speed limit on Park St to 30km/h and designating it a bicycle route, then building a separated cycleway along Letitia St, and a crossing across Burnett Street that connects to a separated cycleway on Campbell St.



Crossings to the Domain

Crossing over the highways to The Domain is a problem for cyclists and pedestrians.

Anyone wanting to access the sporting or recreational facilities on The Domain has limited opportunities to safely cross the highways. While the City of Hobart's new bridges will improve connection, they are both located at the southern end.

The Queens Domain Master Plan, created by Inspiring Place landscape architects for the Hobart City Council in 2013, recommends two more bridges on the river-side of the Domain and another bridge on the city side connecting New Town to the Domain.

The two riverside bridges would create easy access to the Royal Botanical Gardens from the Intercity Cycleway, and the New Town bridge would link to Clearys Gate Road.

For bridges to be useful to people riding bicycles, they need to have gradual inclines and ramp access rather than asking people to dismount and wheel a bike up alongside steps. They also need to be wide enough to comfortably accommodate people riding and walking.

Tasman Bridge

Bicycle Network understands that a separate planning project is underway that is examining improved cycling conditions across the Tasman Bridge. The narrow paths on the bridge and steep inclines are a significant barrier for many people who may want to ride. If a more comfortable riding environment was created then more people would be likely to ride across the river and access paths around and to The Domain.

Yours sincerely



Alison Hetherington
Public Affairs Adviser Tasmania
TAS: 210 Collins St Hobart 7000

