



15 April 2021

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Comment on Greater Hobart Vision

Thank you for the opportunity to comment on the draft version of the Greater Hobart Vision.

The committee is to be commended for the strong emphasis on improving active transport infrastructure in the vision.

Making it easier to ride or walk for transport helps people to get the daily 30-60 minutes of recommended physical activity to improve health and reduces carbon emissions and air pollution from averted vehicle use.

Riding a bike should be one of the first choices for people undertaking journeys under 10 km, but is unlikely to be for the majority of the population without safe, separated infrastructure.

Often cited US research broke the population into four types of bike riders:

- **Strong & Fearless:** Less than 1% of population – will ride anywhere
- **Enthusied & Confident:** 7% of population – Will ride on painted lanes and quieter traffic streets
- **Interested but Concerned:** 60% of population – open to the idea of riding but won't ride in traffic without separation.
- **No Way No How:** 33% of population – will not ride regardless of quality of infrastructure.

When cities are designing and building their cycling transport networks they should be targeting the Interested but Concerned riders, but historically much of our cycling infrastructure has been designed for the Enthusied & Confident riders.

There needs to be agreement and support at each level of government to expand on the separated infrastructure that exists to create connected networks that take people from residential areas to workplaces, schools, shops, services and recreational spots.

The reference to All Ages and Abilities in the vision is important as that dictates the standard to which infrastructure should be built – it should be rideable for your 8-year-old daughter or 80-year-old grandmother, which means separation or very low speeds and traffic volumes.

The vision is an important place to outline this expectation, although the detail will need to be articulated in the Metropolitan Plan, including the need to reprioritise use of roadways to free up space for separated cycleways.

I look forward to the development of the Metropolitan Plan, where the vision can come to life.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alison Hetherington', written in a cursive style.

Alison Hetherington
Public Affairs Manager Tasmania

