Hobart CBD Cycleways

A plan for a core minimum grid network of bi-directional separated cycleways

Quay St cycleway, City of Auckland

March 2019

TASMANIAN Bicycle Council inc.

Introduction

The Tasmanian Bicycle Council, which is made up of representatives of cycling groups and organisations around Tasmania, recognises that Hobart is not a great cycling city. The one-way street system, narrow and congested traffic lanes and lack of dedicated cycling infrastructure does not make cycling an attractive or viable transport choice for the majority of people visiting the city for work and leisure.

As the Hobart Transport Strategy 2018-30 identified in its position statement on cycling…"*Bicycle riding has the potential to transform the City of Hobart's transport task by providing for short and medium distance trips. The City of Hobart will develop a strong network of safe paths and streets where people regardless of age or ability can comfortably cycle."*

Why do we need a network of bi-directional separated cycleways in Hobart?

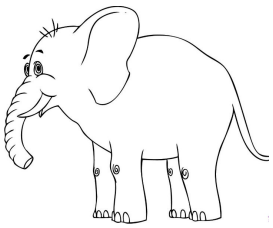
- **People-oriented city –** city streets are attractive places for people to visit and move about by bicycle.
- **Better for pedestrians** – footpaths in high activity areas are not suited to cycling and cause anxiety for pedestrians. Separating walking and cycling infrastructure in busy city centres is better for everyone.
- **Transport choice –** there are easy and inviting options for going to the city without using a car. Cycling around the city isn't constrained by the one-way street system.
- **Equitable access for non-car drivers** - young people and other non-drivers are not excluded or limited from accessing the city using independent transport.
- **Safer roads –** greater comfort when using a bicycle, with less risk and stress, separated from motor vehicles.
- **Ease congestion –** people moving about the city by bike is incredibly more space efficient than if they moved around the city by car.

Cycling through footpath areas with lots of people is not practical or desirable except for shared 'slow zones' such as the waterfront promenade or the Elizabeth St mall.

> *Feedback from the community is that transport can be a problem and we need improvements. This includes fewer cars on the road, real public transport options for people travelling to and around the city and more support for people walking and cycling. Safety is important. Ultimately we all want to reach our destinations every day: safe, healthy and happy. In order to achieve those outcomes we need a well-connected pedestrian and cycle network. We need high-quality, accessible streetscapes, and neighbourhoods where the traffic is calm and people are encouraged to choose active travel, regardless of age or ability.*
>
> ***City of Hobart Transport Strategy 2018-2030***

There's not enough space…the elephant in the room (and on the road)

Hobart streets are generally wide with most being 4-5 traffic lanes wide (2 parking lanes and 2-3 travel lanes). In most instances, the entire space has been allocated to moving and parking motor vehicles but without achieving effective movement of people through the CBD at peak times. A more space efficient option is needed on selected routes to provide transport opportunities for those who do not want to be stuck in car traffic.



The installation of bi-directional cycleways requires a reallocation of road space in the form of removing on-street parking on one side of the street (or reducing the number of travel lanes, if supported by traffic modelling).

Benefits of removing on-street parking include:

- Reduction in the number of vehicles driving those streets looking for parking, and circulating around the city;
- Less disruption to motor vehicle traffic flow as a result of cars entering and exiting on-street parking spots;
- Improved sightlines for drivers exiting driveways, off-street parking garages and people crossing the road;
- Additional space on the road to transport people by bike to their destinations. The City of Hobart Transport Strategy states that "p*arking space can be reutilised where other transport modes may need priority and additional space to cater for movement demand, particularly in busy city areas where footpath space for pedestrian movement needs to be increased, or to provide bus priority or bicycle facilities on selected corridors".*

Would you like to cycle along this road? This is the reality of cycling in Hobart at peak times. Many streets in the Hobart CBD look like this (Barrack, Harrington, Murray, Bathurst, Argyle and Campbell). Converting a parking lane on one side of selected roads to a separated cycleway is an efficient use of space and provides a safe and convenient alternative transport choice to driving a car. Photo: The Mercury

Who else is doing it?

City of Hobart can look at how other cities around the world have been creating separated cycling networks and view the results…

City of Victoria, BC, Canada (https://www.victoria.ca/EN/main/residents/transportation/cycling.html)

City of Auckland, New Zealand (https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/investing-in-cycling/urban-cycleways-programme/auckland-urban-cycleways-programme/)

City of Geelong, Victoria (https://www.geelongaustralia.com.au/betterbikeconnections/article/item/8d5465c3e31c2fa.aspx)

Proposed core network of separated bi-directional cycleways

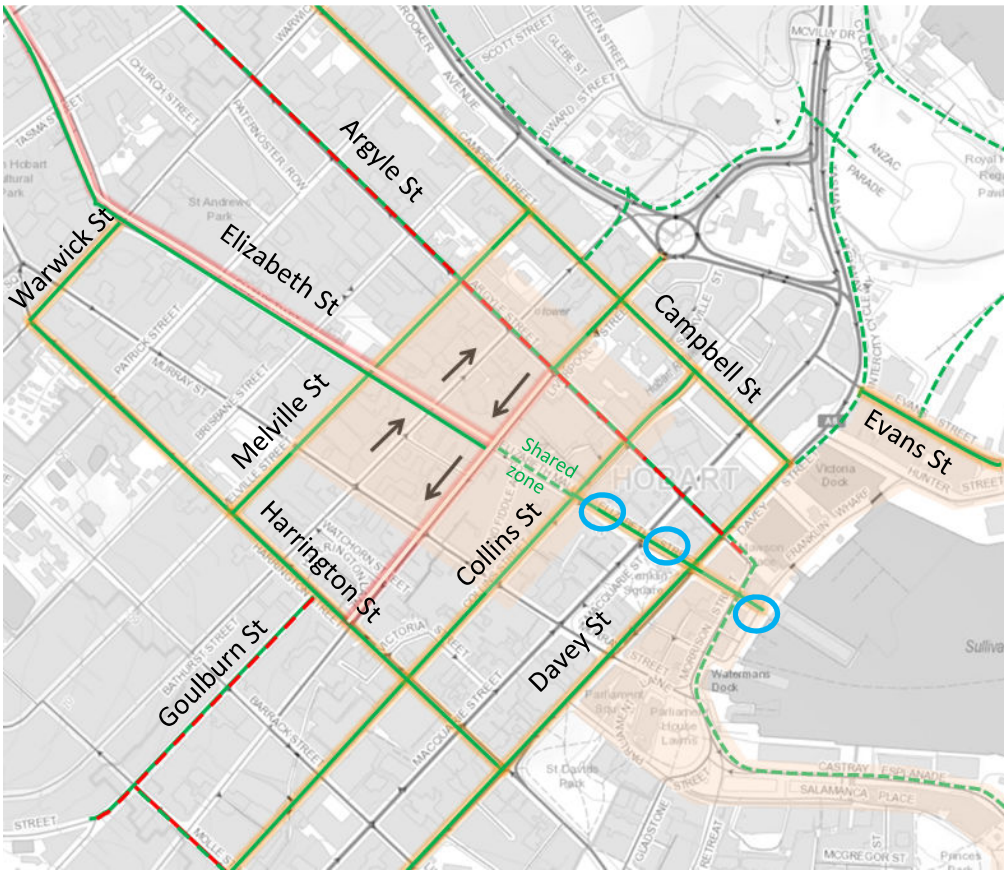
The members of the Tasmanian Bicycle Council considered the options for a core network of bi-directional cycleways that connect educational institutions, large accommodation sites, shopping and retail areas and workplaces in the Hobart CBD to the waterfront and feeder routes from outlying suburbs. The final agreed core network of separated cycleway routes is shown on the map.

Core CBD bi-directional separated cycleway network

- Collins St (Hobart Rivulet Track to Campbell)
- Elizabeth St (Collins to Morrison)
- Campbell St (Davey St to Melville)
- Liverpool St (roundabout to Argyle)
- Melville St (Harrington to Campbell)
- Harrington St (Davey St to Melville)
- Davey St (Campbell to Harrington)

In addition, a supplementary network of feeder protected bi-directional cycleways and secondary routes including on-road bike lanes, 30km/h shared zones and shared paths have been included on the Central Hobart Proposed Cycling Network Map.

Expanded central Hobart proposed cycling network



LEGEND

Bi-directional separated cycleways

Cycleway is separated from pedestrians on footpath and motor vehicles on roadway. This treatment caters for all ages and abilities.

Shared pathway

Pedestrians and bike riders share the space when usage is not high and interactions infrequent.

30km/h shared zone

Bike riders mix with motor vehicles in low-speed, low traffic volume environments. Separation is required when traffic volumes are high or riders are going uphill.

Single direction uphill separated bike lane

The asphalt bike lane is located back of kerb, with a treatment to provide physical and visual separation from the footpath.

Painted bike lane

Dedicated space is provided for cycling on roadways, with a painted line separating bike riders from motor vehicles. This treatment is suited to confident and experienced cyclists only unless located in a low-speed, low traffic volume environment.

Public Transport Hub

Buses and (possible future) ferry interchanges. Suitable undercover bike parking locations.

Off-street public car parking garages

The separated cycleway network requires the removal of on-street parking spots. The map shows a 200m radius bubble (3 min walk) from off-street car parking garages to destinations along the cycleway streets, which indicates the availability of short-term car parking in close proximity to most destinations.

Large public off-street short stay car parks adjacent to proposed cycleway network

- HCC - Argyle St (1155 spaces)
- HCC - Hobart Central, Melville St (465 spaces)
- HCC – Centrepoint, Victoria St (782 spaces)
- Village – 181 Collins St
- Market Place – 6 Market Pl
- Dunn Place – 3 Davey St (88 spaces)
- Vodaphone – 84 Bathurst St (200 spaces)
- Trafalgar Place – off Macquarie St
- Salamanca Square (250 spaces)
- UTAS Melville St

Vehicles (including cars, trucks, buses or bicycles) all require parking at some point. How and where they are parked influences the shape and function of the city and our public realm. The City of Hobart is not 'anti-car' but recognises the negative impacts of excessive car use and the need for managing parking impacts. Parking pricing, location, access to parking provision and loading uses will require more intensive management. Conversion of some on street parking areas for other transport modes and city functions will be required.

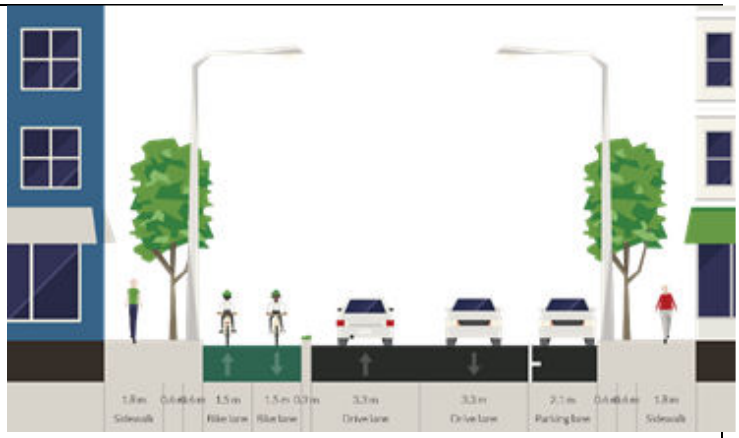
City of Hobart Transport Strategy 2018-30

Analysis of core grid of proposed CBD separated cycling routes

Collins St cycleway (NW side)

Attributes	Current limitations as a cycling route	Implementation advantages	Issues and implementation challenges
• **Connects to Hobart Rivulet Track at south western end** • **Connects to UTAS Performing Arts Precinct and RHH at north eastern end** • **Destinations along route include Elizabeth St shopping mall and Elizabeth St bus mall transport interchange**	• One-way section only allows for travel in single direction • High pedestrian use on footpath and cycling banned on footpath • Road space is shared with motor vehicles which eliminates 60% of population that are interested in cycling but concerned about safety.	• Not a through traffic route as there are T-junctions at either end. Macquarie and Davey Streets run parallel to provide arterial driving routes. • 3 intersections have no turning movements across them (Barrack, Murray and Campbell) • Off-street parking available on every block. • Disabled and taxi parking can be accommodated.	• Removal of some on-street parking • Intersection at Victoria St • Road width by RHH which is constrained by Hobart Rivulet • 2 streets have turning movements at intersections (Harrington and Argyle) which will need to be managed for conflict, balancing level of service with safety.

Block between Molle and Barrack St



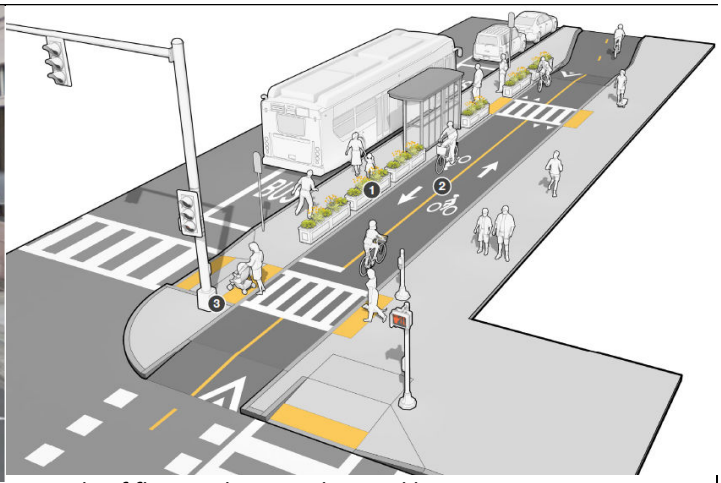
Incorporate separated cycleway as part of a Collins St upgrade. Maintain disabled & taxi parking and loading zones.

Market Place to Argyle St. A short section of shared path may be required alongside the Hobart Rivulet.

Elizabeth St cycleway (SW side)

Attributes	Current limitations as a cycling route	Implementation advantages	Issues and implementation challenges
• **Connects to Waterfront and Morrison St path at south eastern end.** • **Connects to Elizabeth St shopping mall at north western end** • **Destinations on route include bus mall-transport interchange and Franklin Square (Frankos). Potential future link to a ferry.**	• Road space is shared with buses which eliminates 60% of population that are interested in cycling but concerned about safety. • Footpaths are busy and function as bus waiting areas – not a good mix with cycling.	• Not a through traffic route with T-junctions at either end. • Wide road with limited motor vehicle access so number of travel lanes can be reduced from 4 to 2. • No loss of parking on blocks between Elizabeth St pier and Davey St • No conflict with buses in bus mall presuming buses are not reintroduced on SW side of bus mall.	• Requires construction of floating bus stops in block by Franklin Square. • Presumes buses won't be re-introduced to bus mall in front of hotel.

car parking can be maintained alongside cycleway



Example of floating bus stop by Franklin Square

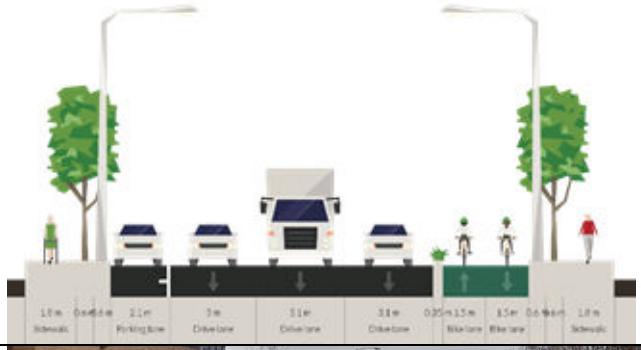
Example of car parking alongside cycleway-City of Victoria

Elizabeth St bus mall. Currently no buses stop on SW side.

Campbell St cycleway (SW side)

Attributes	Current limitations as a cycling route	Implementation advantages	Issues and implementation challenges
• **Connects to waterfront at SE end** • **Connects to existing Campbell St bike lanes at NW end** • **Destinations along the route include UTAS Performing Arts Precinct, UTAS Medical Sciences Precinct, Royal Hobart Hospital, TMAG, Bathurst St/ Brooker Hwy Bridge.**	• One-way section only allows for travel in one direction • Road space is shared with motor vehicles which eliminates 60% of population that are interested in cycling but concerned about safety. • Heavily congested in peak times and no room on the road for cycling.	• Existing lane closure and parking removal by RHH provides opportunity. • Provides a direct connection to Melville and Collins St cycleways – no road crossings. • Connects immediately to existing bike lanes on Campbell St • Bus stops are on the other side of the road so there is no conflict with the cycleway. • Non-activated street frontages between Davey and Melville St which are more tolerant to on-street parking removal (Dunn St carpark, City Hall).	• Removal of some on-street parking • 3 streets have turning movements at intersections (Melville, Liverpool and Collins) which will need to be managed for conflict, balancing level of service with safety. • Double crossing required at intersection with Davey St. • Travel lanes would need to be reduced from 3 to 2 between Brisbane St and Collins St (which would allow for wider lanes). • In section between Collins and Davey (3 travel lanes) the cycleway may need to be brought level to footpath to maximise space.

Campbell St at Melville St intersection. Roadway would need to be reduced to two lanes (as currently happening by RHH).

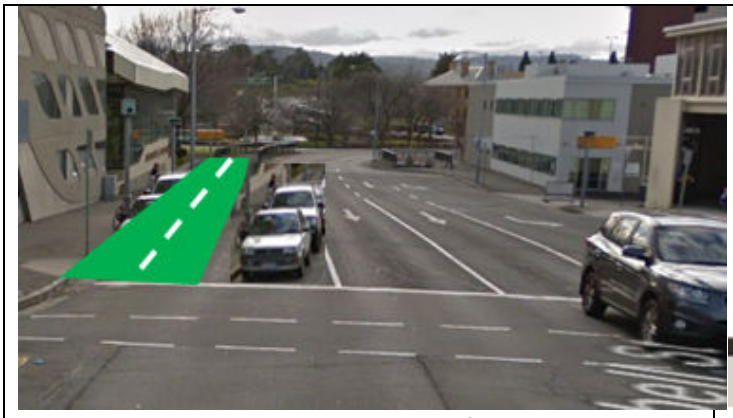


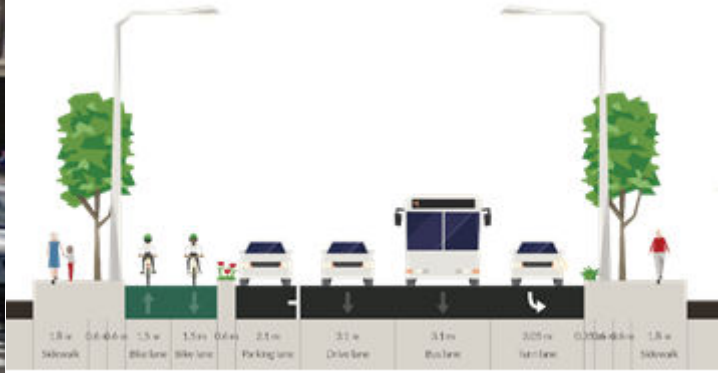
Example of separated cycleway treatment on block between Collins and Macquarie St.

The cycleway may need to be elevated to level of footpath to maximise space.

Liverpool St cycleway (NW side)

Attributes	Current limitations as a cycling route	Implementation advantages	Issues and implementation challenges
• **Connects to railway roundabout underpass ramp at NE end.** • **Connects to Campbell St cycleway at SW end** • **Destinations on the route include access to Menzies Centre bike parking.**	• One-way section only allows for travel in one direction • Annual bike counts identified 42 riders using this section of Liverpool St from 7am to 9am with 13 riding contra-flow on the footpath and another 29 riding on the footpath and roadway in the direction of travel. • Road space is shared with motor vehicles which eliminates 60% of population that are interested in cycling but concerned about safety.	• Separates people cycling and walking along the footpath. • Motor vehicle traffic is restricted to one lane from Elizabeth St. 3 travel lanes by the Menzies Centre is an oversupply. • Adjacent to UTAS site which has off-street parking • It is possible to retain on-street parking but would need to investigate which side of road is preferred. • No turning movements off Campbell St across the cycleway.	• Would need to modify lanes on block between Campbell and Argyle. The third long turn lane could be converted to a bike lane for confident and skilled riders which connect to the advanced storage box at the Argyle St intersection.





Car parking could remain on either side of road.

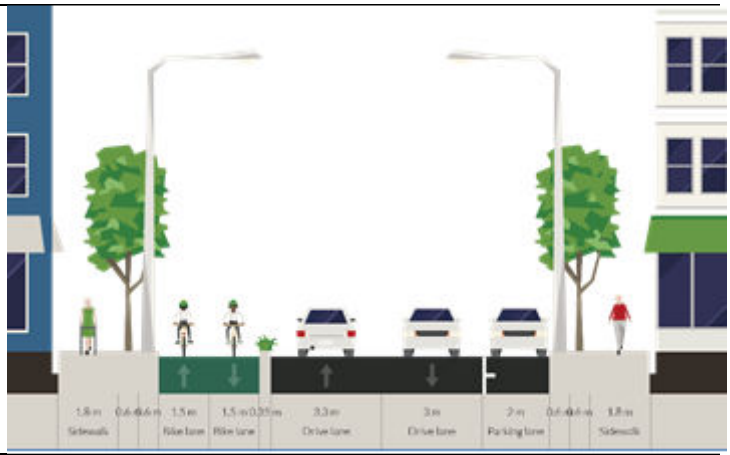
2 travel lanes and bike lane (similar to Campbell St)

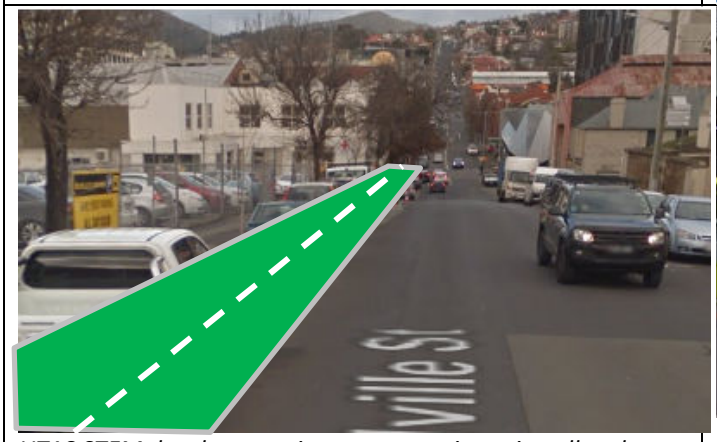
Confident and skilled bike riders can either turn onto Argyle St bike lanes or use signalised crossing to access advanced storage box in front of left lane.

Melville St cycleway (SE side)

Attributes	Current limitations as a cycling route	Implementation advantages	Issues and implementation challenges
• **Connects to Campbell St cycleway at NE end** • **Connects to Harrington St Cycleway at SW end.** • **Destinations along route include UTAS Melville St accommodation, UTAS STEM precinct, Elizabeth St retail and hospitality precinct**	• Road space is shared with motor vehicles which eliminates 60% of population that are interested in cycling but concerned about safety.	• Not a through traffic route as it doesn't connect to the Brooker Hwy. Likely to have lower traffic volumes than Brisbane St. • UTAS Stem development provides disruption for cycleway installation. • 2 intersection have no turning movements across them (Argyle & Harrington) • No bus route and off-street parking.	• Removal of some on-street parking • 2 intersections have turning movements (Elizabeth and Murray Sts) which will need to be managed for conflict, balancing level of service with safety. • Childcare centre pick up and drop off and fire station on opposite side • Salamanca bus stop by Hobart Central carpark would need to stop in travel lane to load and unload.

The centreline may need to be adjusted if parking is preferred on the childcare side of the road.



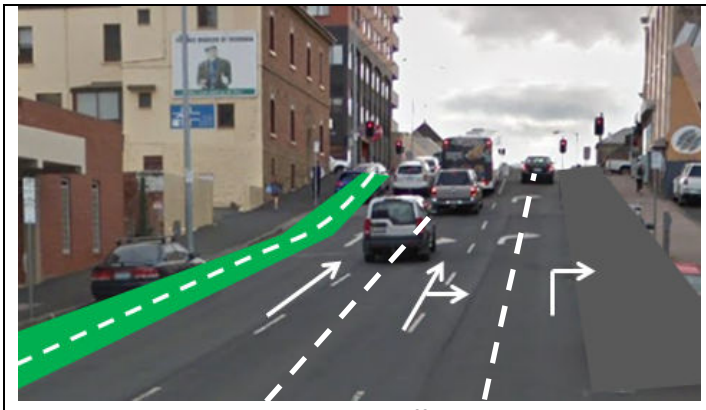


UTAS STEM development is an opportunity to install cycleway

The Salamanca hopper bus would need to load and unload in the travel lane, just like Melbourne's trams do.

Harrington St cycleway (SW side)

Attributes	Current limitations as a cycling route	Implementation advantages	Issues and implementation challenges
• **Connects to Sandy Bay Road and St David's Park at SE end** • **Connects to Melville St cycleway at NW end.** • **Destinations along route include Collins St cycleway**	• One-way section only allows for travel in one direction • Road space is shared with motor vehicles which eliminates 60% of population that are interested in cycling but concerned about safety. • Uphill section from Davey St is difficult to ride when cars are parked, due to insufficient space and congested roadway. Annual counts recorded 42 riders from 7am to 9am going up Harrington St from Davey St.	• Minimises disruption to traffic flow if parking eliminated in block between Davey and Macquarie St (no cars coming in or out of parking spots). • Provides a safe space to ride slowly uphill. • No bus stops • Many car rental businesses and hotels which are likely to have low on-street parking needs. • Off street parking available.	• Removal of some on-street parking • 4 streets have turning movements at intersections (Collins, Liverpool, Goulburn & Bathurst) which will need to be managed for conflict, balancing level of service with safety. • Travel lanes would need to be reduced from 3 to 2 between Macquarie and Melville St (which would allow for wider lanes).



Less interuption to motor vehicle traffic and wider travel lanes if on-street parking was eliminated in this block between Davey & Macquarie.

Between Macquarie St and Melville St the roadway would need to be reduced from 3 narrow to 2 wider travel lanes, a similar treatment as Molle St.

Davey St cycleway (SE side)

Attributes	Current limitations as a cycling route	Implementation advantages	Issues and implementation challenges
• **Connects to Waterfront – Intercity Cycleway extension at NE end** • **Connects to Sandy Bay Rd and Harrington St cycleway at SW end.** • **Destinations along route include Tourism Information centre, Elizabeth St cycleway, Franklin Square and St David's Park.**	• One-way section only allows for travel in one direction • Road space is shared with motor vehicles which eliminates 60% of population that are interested in cycling but concerned about safety.	• Minimises disruption to traffic flow if parking eliminated in blocks between Argyle St and Sandy Bay Road. • Eliminates footpath cycling on the narrow path outside the Hobart Council building.	• Removal of some on-street parking • Bus stop between Murray St and Salamanca Place • 3 streets have turning movements at intersections (Elizabeth St, Murray St, Salamanca Place) which will need to be managed for conflict, balancing level of service with safety. • May be potential to use footpath between Salamanca Place and Sandy Bay Road if majority of pedestrian traffic use St David's Park. Bus stops could also be relocated to the next block.

Tour bus parking when cruise ships visit could be located around the corner in Elizabeth St.

No car parking along this section of Davey St would be beneficial to traffic using Davey St.

Implementation

Core grid separated cycleways network

This should be the focus if Hobart is to become a cycling-friendly city. The core network is the foundation that all bike routes radiate out from and should be prioritised for planning and installation, including pop-up treatments to make low-cost changes quickly and simply.

Expanded central Hobart proposed cycling network

The additional routes include:

- Elizabeth St - 30km/h traffic-calmed shared zones with protected uphill bike lane;
- Elizabeth St mall – establish a low-speed cycling area through mall
- Harrington St – Separated cycleway extension to Warwick St;
- Warwick St - Separated cycleway extension to Elizabeth College and Elizabeth St
- Campbell St – Separated cycleway extension to Burnett St
- Argyle St - Completing the bike lanes from the waterfront;
- Hobart Rivulet Track - Provide a connection to the Hobart Rivulet Park through carpark
- Goulburn St – Uphill bike lanes
- Evans St – Separated cycleway between Davey St and Hunter St

The expanded central Hobart cycling network should be addressed after the core grid of separated cycleways is complete, or when opportunities arise.

Example of Elizabeth St 30km/h traffic-calmed area Image: Infrastructure Tasmania

Potential future alignment of bi-directional cycleway along back wall of carpark as part of future site development.

Example of treatment to accommodate bicycles in the Elizabeth St mall. Photo: Marek Slusarscyk

The Tasmanian Bicycle Council is keen to see Hobart meet its ambitions outlined in the Hobart Transport Strategy for cycling to transform the capital's transport task by providing a strong network of safe paths and streets where people of all ages and abilities can make short and medium distance trips by bicycle. The core CBD separated cycling network outlined in this document is the blueprint for achieving these aspirations.

Auckland – Beach Rd cycleway

Auckland – Nelson St cycleway

Vancouver-Hornby St cycleway

This document was prepared by a working group of the Tasmanian Bicycle Council, made up of representatives from Bicycle Network Tasmania, Cycling South, UTAS and local Bicycle User Groups.

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