



CLIENTS | PEOPLE | PERFORMANCE

**Department of Infrastructure,  
Energy & Resources**

**Glenorchy to Hobart CBD  
Transit Corridor Plan**

**Stage 1 - Cycling  
Infrastructure Assessment**

March 2012



# Contents

1.	Introduction	1
1.1	Glenorchy to Hobart CBD Transit Corridor	1
1.2	Cycling Infrastructure Objectives	1
2.	Cycling Gap Analysis Workshop	2
2.1	Workshop Structure	2
2.2	Missing Links	2
2.3	Bicycle Parking	6
3.	Investigation of Potential New Routes	8
4.	Bicycle Parking	9
4.1	Potential Parking Infrastructure Upgrades / Opportunities	9
5.	Next Stages	10



# 1. Introduction

## 1.1 Glenorchy to Hobart CBD Transit Corridor

GHD has been engaged by the Department of Infrastructure, Energy and Resources (DIER) to provide a cycling infrastructure assessment report for the Glenorchy to Hobart CBD Transit Corridor Plan. This proposed transit corridor is the first for Hobart and is part of a larger plan to improve transit operations and sustainability in the Hobart Transport Network.

This report forms part of the development of an overall transit corridor plan for Main Road, New Town Road and Elizabeth Street. Main Road has been identified as a transit priority route due to its existing use as a public transport corridor for a number of services, it contains a number of major trip attractors and has a higher proportion of the population within walking distance of the corridor and would be able to support further development of higher residential densities along the corridor.

This study is the first step in a long-term plan to develop the transit corridor to have high frequency, reliable and high quality transport. In achieving this long-term plan, interim projects need to be identified and implemented that improve the reliability and accessibility of the existing transit services and this is the purpose of this study.

## 1.2 Cycling Infrastructure Objectives

Cycling is one of the modes of travel available for people to access the transit corridor and the activity centres along it. This access relates both to trips to specific destinations and to trips where a person transfers from bike to bus for the rest of their onward journey.

The success of the transit corridor depends in part on the attractiveness of the activity centres along it. If these activity centres can be accessed in a variety of ways, including cycling, they will be more attractive to all users, and support the higher frequency and reliability services of the transit corridor.

This report provides the findings of an assessment into cycling infrastructure provision along and supporting the transit corridor, including routes and parking facilities.



## 2. Cycling Gap Analysis Workshop

A workshop was held on Thursday 2<sup>nd</sup> February 2012, at which participants discussed potential gaps in the cycling network (infrastructure and signage) that affect access to the transit corridor from existing cycling networks (Principal Urban Cycling Network and arterial network) and identified bicycle parking gaps (secure and unsecure) along the transit corridor.

### 2.1 Workshop Structure

The workshop followed the following structure:

- ▶ Confirm existing network (on maps of the study area);
- ▶ Small group discussion and identification of missing links / potential routes in study area;
- ▶ Voting for most popular potential links – each participant was allocated 10 votes each;
- ▶ Discussion and identification of bicycle parking opportunities in study area.

#### 2.1.1 Workshop Attendees

The following people attended the workshop:

Stuart Baird	Hobart City Council
Owen Gervasoni	Hobart City Council
Nicholas Dwyer	Hobart City Council
Rod Marshall	Glenorchy City Council
Len Yeats	Glenorchy City Council
Mary Mcparland	Cycling South
Andrew Poole	Department of Infrastructure, Energy and Resources
Janine Pearson	Department of Infrastructure, Energy and Resources
Sarah Poortenaar	Department of Infrastructure, Energy and Resources
Gillian Mangan	Heart Foundation
Corey Peterson	University of Tasmania
Emma Pharo	University of Tasmania

The workshop was facilitated by Jonathan Daly (GHD), with assistance from Erin Jackson and Tim Bickerstaff (GHD) and Sarah Poortenaar (DIER).

### 2.2 Missing Links

The following sections outline the findings of the workshop broken down into key activity areas. Comments captured within the workshop are provided, as well as the suggested links from participants.



### 2.2.1 Hobart CBD

#### Comments

- ▶ Signage required to direct towards bike parking facilities (e.g. in Council CBD car parks)
- ▶ Difficulty within CBD due to one-way streets.
  - e.g. Bathurst Street is 2-way west of Murray Street, but one-way eastbound east of Murray Street.
  - Collins Street is 1-way eastbound for bikes between Murray Street and Elizabeth Street – this is the only block where westbound riding is not possible.
- ▶ Steps vs ramps at ABC Roundabout underpass
- ▶ Elizabeth Street, especially southern section is relatively quiet and could be marked as a cycle route (although may not need to be marked lanes)
- ▶ Domain Master Plan (under preparation) includes proposed links over Brooker Highway
- ▶ Franklin Wharf opportunities for signage and/or marked routes. Potential policy constraints – check ownership?

#### Suggested Links

- ▶ Battery Point via Colville Street and Castray Esplanade – on road (off road between Finlay Street and CSIRO) in advance of Foreshore link proposal. May be suitable just to signpost route (10 votes)
- ▶ CBD to Glebe (University precinct) and Inter-city Cycleway – off road (9 votes)
- ▶ Collins Street contra-flow Elizabeth Street to Murray Street (5 votes)
- ▶ St Georges Terrace, Sandy Bay Road to Colville Street (3 votes)
- ▶ Franklin Wharf signed route (1 vote)
- ▶ Bathurst Street contra-flow Elizabeth Street to Murray Street (1 vote)
- ▶ Bathurst Street West Hobart to CBD (Goulburn Street may have better gradient?) (0 votes)
- ▶ Warwick Street West Hobart to Elizabeth Street (Elizabeth College) (0 votes)

### 2.2.2 North Hobart

#### Suggested Links

- ▶ Newdegate Street between Mellifont Street and Elizabeth Street (2 votes)
- ▶ Burnett Street between Murray Street and Campbell Street (0 votes)
- ▶ Argyle Street extension north of Friends School (0 votes)
- ▶ Archer Street between Argyle Street and Elizabeth Street (0 votes)
- ▶ Strahan Street signed route between Elizabeth Street and Argyle Street – good connection due to pedestrian signals across Argyle Street (0 votes)



### 2.2.3 New Town

#### Comments

- ▶ Need to improve New Town Road / Cross Street intersection for crossing (connection to Intercity Cycleway)
- ▶ Opportunity to provide a high quality bus stop for New Town and Ogilvie HS in the vicinity of Creek Road / sports facilities
- ▶ Carlton Street is around 22m wide
- ▶ Localised upgrades required for Creek Road off-road
- ▶ Potential off road facility parallel to Forster Street due to Council land swap behind Pizza Hut

#### Suggested Links

- ▶ Clare Street (7 votes)
- ▶ Brooker Highway between Risdon Road and Intercity Cycleway off-road (5 votes)
- ▶ New Town Road to Intercity Cycleway via Cross Street and Bay Road (4 votes)
- ▶ New Town Road / Augusta Road intersection improvements (3 votes)
- ▶ Cornelian Bay via Queens Walk (3 votes)
- ▶ Bromby Street between Intercity Cycleway and New Town Road signed route (3 votes)
- ▶ Creek Road off road path (3 votes)
- ▶ Cross Street / Pedder Street / Montagu Street / Valentine Street signed route (2 votes)
- ▶ Carlton Street between Augusta Road and Pedder Street (0 votes)
- ▶ Pirie Street between Cross Street and New Town Road (0 votes)
- ▶ Maypole Creek (behind Pizza Hut) off road (0 votes)
- ▶ Bell Street between Risdon Road and Bay Road signed route (0 votes)
- ▶ Junction and connectivity improvements, and additional width at New Town Road / Creek Road intersection

### 2.2.4 Moonah

#### Comments

- ▶ Brooker Highway south of Derwent Park Road – cyclist using footpath. Upgrade required.
- ▶ Better signage required to transit corridor from West Moonah.

#### Suggested Links

- ▶ Off-road link through Station Street car park – better link to Moonah Shops (traffic free zones?) (3 votes)
- ▶ Upgrade pedestrian link through Island Markets (Gormanston Road to Intercity Cycleway) for cyclists (3 votes)



- ▶ Hopkins Street between Bowen Road and Charles Street – connect high density area with Intercity Cycleway and transit corridor. On-road or signed route. (0 votes)
- ▶ Gormanston Road between basketball stadium and Albert Road, signed route, connect to Intercity Cycleway at Albert Road (0 votes)

### 2.2.5 Derwent Park

#### Comments

- ▶ Better signage on Main Road to link to Intercity Cycleway
- ▶ Consistency of treatments at level crossings (keep clear yellow grid) to also cover cycle crossings.
- ▶ Rail spur to Lutana – preference is grade separated at Derwent Park Road.

#### Suggested Links

- ▶ Derwent Park Road between Intercity Cycleway and Main Road. Use wide footpath for off-road link to Springfield Bus Depot Park and Ride (7 votes)

### 2.2.6 Glenorchy

#### Comments

- ▶ Peltro Street is preferred access to activity centre from Intercity Cycleway. General route improvements required
  - Crossing over King George V Avenue needs improving
- ▶ Elwick Road / KGV Avenue / Intercity Cycleway / Main Road intersection “worst”. Grade separation is expensive, too close together for traffic lights
- ▶ Drop-kerbs required at Cosgrove HS to help cyclists cross the road
- ▶ No signage at Eastern end of Montrose Bay Cycleway – also need improved crossing of Brooker Highway
- ▶ David Walsh project – link from MONA to Frying Pan Island to Montrose – elevated bridge

#### Suggested Links

- ▶ Humphries Rivulet as alternative off-road route to Tolosa Street (due to high volumes, narrow width) (11 votes)
- ▶ Anfield Street between Intercity Cycleway and Brooker Highway (6 votes)
- ▶ Link through Showgrounds to Renfrew Circle via Howard Road roundabout (3 votes)
- ▶ Barossa Creek between YMCA and Brooker Highway – signage and delineation and footpath, or realignment (2 votes)
  - Extension to Intercity Cycleway across private land (2 votes)
- ▶ Harold Street between Main Road and Intercity Cycleway (2 votes)
- ▶ Barossa Creek between Brent Street and Barry Street – currently a pedestrian path. Make full off-road cycle path and fill in gaps (0 votes)
- ▶ Peltro Street between Intercity Cycleway and Main Road (1 vote)



- ▶ Intercity Cycleway to YMCA off-road (1 vote)
- ▶ Dowsing Point army land – new off-road link between DEC and Goodwood Road / Bowen Bridge (0 votes)

### **2.2.7 Most popular suggested links**

Each participant was asked to prioritise the identified missing cycle links using 10 coloured dots as votes. The following provides a summary of this exercise:

- ▶ Humphries Rivulet as alternative off-road route to Tolosa Street (due to high volumes, narrow width) (11 votes)
- ▶ Battery Point via Colville Street and Castray Esplanade – on road (off road between Finlay Street and CSIRO) in advance of Foreshore link proposal. May be suitable just to signpost route (10 votes)
- ▶ CBD to Glebe (University precinct) and Inter-city Cycleway – off road (9 votes)
- ▶ Clare Street (7 votes)
- ▶ Derwent Park Road between Intercity Cycleway and Main Road. Use wide footpath for off-road link to Springfield Bus Depot Park and Ride (7 votes)
- ▶ Anfield Street between Intercity Cycleway and Brooker Highway (6 votes)
- ▶ Collins Street contra-flow Elizabeth Street to Murray Street (5 votes)
- ▶ Commercial Road, including link to Burnett Street via Thomas Street (5 votes)
- ▶ St Georges Terrace, Sandy Bay Road to Colville Street (3 votes)
- ▶ Brooker Highway between Risdon Road and Intercity Cycleway off-road (5 votes)
- ▶ New Town Road to Intercity Cycleway via Cross Street and Bay Road (4 votes)
- ▶ New Town Road / Augusta Road intersection improvements (3 votes)
- ▶ Cornelian Bay via Queens Walk (3 votes)
- ▶ Bromby Street between Intercity Cycleway and New Town Road signed route (3 votes)
- ▶ Creek Road off road path (3 votes)
- ▶ Off-road link through Station Street car park – better link to Moonah Shops (traffic free zones?) (3 votes)
- ▶ Upgrade pedestrian link through Island Markets (Gormanston Road to Intercity Cycleway) for cyclists (3 votes)
- ▶ Link through Showgrounds to Renfrew Circle via Howard Road roundabout (3 votes)

## **2.3 Bicycle Parking**

Participants were asked to identify any gaps in the existing bicycle parking supply along the length of the transit corridor. The following provides a summary of the findings.





### **2.3.1 Hobart CBD**

- ▶ Need somewhere to park a bike, ready for 2<sup>nd</sup> leg of multi-leg journey (i.e. bus into CBD, then ride to final destination; then ride back to CBD and bus to home)
- ▶ Secure parking
  - Argyle Street car park
  - Franklin Square
- ▶ Non-secure parking
  - Elizabeth College

### **2.3.2 North Hobart**

- ▶ Secure parking
  - Lefroy Street car park
  - Chickenfeed car park

### **2.3.3 New Town**

- ▶ Secure Parking
  - Maypole
  - Creek Road

### **2.3.4 Moonah**

- ▶ Secure Parking
  - Hopkins Street Car Park
  - Springfield Bus Depot (Park and Ride)

### **2.3.5 Glenorchy**

- ▶ Secure Parking
  - Bus Mall / Council offices
- ▶ Non-secure Parking
  - Northgate
  - Car park at rear of Council



### 3. Investigation of Potential New Routes

The workshop identified a number of potential new routes. In reviewing the suggestions with DIER, some of these were identified as being outside the scope of the Transit Corridor project. The routes nominated for further investigation were, in approximate order from Hobart to Glenorchy:

1. Collins Street, between Elizabeth Street and Murray Street;
2. Bathurst Street, between Elizabeth Street and Murray Street;
3. Bathurst Street, West Hobart to CBD;
4. Warwick Street, West Hobart to Elizabeth Street;
5. Newdegate Street, between Mellifont Street and Elizabeth Street;
6. Burnett Street, between Murray Street and Campbell Street;
7. Argyle Street, north of Friends School;
8. Archer Street, between Argyle Street and New Town Road;
9. Strahan Street, between Elizabeth Street and Argyle Street;
10. Clare Street and Pedder Street, between Carlton Street and Augusta Road;
11. Cross Street and Bay Road, between New Town Road and Intercity Cycleway;
12. New Town Road / Augusta Road intersection;
13. Bromby Street, between New Town Road and Intercity Cycleway;
14. Creek Road, between Augusta Road and Main Road;
15. Cross Street / Pedder Street / Montagu Street / Valentine Street, New Town;
16. Carlton Street, between Augusta Road and Pedder Street;
17. Pirie Street, between Cross Street and New Town Road;
18. Bell Street, between Risdon Road and Bay Road;
19. Station Street Car Park, between Intercity Cycleway and Moonah Shops;
20. Link through Island Markets between Gormanston Road and Intercity Cycleway;
21. Hopkins Street, between Bowen Road and Charles Street;
22. Derwent Park Road, between Intercity Cycleway and Main Road;
23. Humphries Rivulet, between Brent Street and Glenorchy CBD;
24. Anfield Street, between Intercity Cycleway and Brooker Highway;
25. Barossa Creek, between Intercity Cycleway and Brooker Highway;
26. Harold Street, between Intercity Cycleway and Main Road;
27. Barossa Creek, between Vieste Drive and Barry Street; and
28. Peltro Street, between Intercity Cycleway and Main Road.

Notes taken during a site visit to each location are contained in Appendix A.



## 4. Bicycle Parking

Existing bicycle parking facilities along the transit corridor are limited in number and location, mainly comprising hoop rails in commercial / retail centres. A list of facilities was provided by Hobart and Glenorchy Councils, and each of these sites was reviewed as detailed in Appendix B. Private facilities at the Springfield Interchange and Moonah McDonalds were also identified and recorded.

Existing publicly-accessible bicycle parking facilities are summarised as:

- ▶ Hobart CBD – 11 rails
- ▶ North Hobart – 8 rails
- ▶ New Town (Cross Street) – 2 rails
- ▶ Moonah – 5 rails
- ▶ Springfield Interchange – 4 rails
- ▶ Glenorchy CBD – 6 rails

There are also long-term bicycle parking facilities in the Argyle Street car park in the Hobart CBD, although these are not directly on the transit corridor.

### 4.1 Potential Parking Infrastructure Upgrades / Opportunities

Short-term bicycle parking is most appropriately located within or very close to significant activity centres, and the existing distribution of hoops and rails along the transit corridor generally follows this pattern. However there are currently limited short-term bicycle parking facilities at convenient locations in the Moonah shopping district (the 5 rails identified above are located north of the core retail area, with 3 located within McDonalds alone).

Long-term bicycle parking is most appropriately located close to where people are spending extended periods of time, in particular centres of employment. For most of the transit corridor employment is relatively low in density, and parking is likely to be able to be provided within individual workplaces. Again the major activity centres of Hobart, North Hobart, Moonah and Glenorchy are likely to be where there would be a concentration of demand for long-term bicycle parking. Of these, only the Hobart CBD currently has publically available long-term secure bicycle parking facilities.



## 5. Next Stages

Having identified gaps in the existing network (and therefore potential new routes) with stakeholders, reviewed a number of these potential routes on site, and considered the distribution of bicycle parking facilities along the corridor, the following are recommended as the next steps in this process:

- ▶ Prioritisation of identified routes, taking into account such factors as the role of each route in achieving and supporting the objectives of the transit corridor, the ease / cost of implementation, and the likely demand for each route. Also relevant is the function of the route in the context of the broader bicycle network, at both a local government level and across Greater Hobart. It may be appropriate to identify separate priorities for planning and implementation.
- ▶ Identification of potential locations for new bicycle parking facilities, including more detailed location planning and prioritisation as above.
- ▶ Further consultation with stakeholders, once an initial priority has been assigned to each route and/or parking facility. The purpose of this consultation should be to confirm the assumptions that have contributed to the recommendation, and to commence identifying and exploring some of the issues that may need to be resolved as each project moves towards implementation (if appropriate).



Appendix A  
**Cycling Gap Analysis**

Site Visit Notes



<b>ID</b>	1
<b>Location / Description</b>	<b>Collins Street, between Elizabeth St and Murray St</b>
<b>Existing Infrastructure / Signage</b>	None. Carriageway 8.2m wide (excluding kerb extensions)
<b>Existing Deficiencies</b>	No access for WB cyclists
<b>Options for addressing deficiencies</b>	Dedicated lane – contra flow. Possible separation strip / island
<b>Obstacles to Implementation of options</b>	Narrow carriageway - parking on both sides of road, single lane for through traffic Kerb extensions
<b>Catchment / Links Served</b>	Cross-CBD (westbound)
<b>Connectivity to other paths</b>	No connection to existing paths. Completes WB link using Collins Street (either side is suitable for on-street riding), which connects to Hobart Rivulet path at Molle Street.
<b>Ease of access along route</b>	Parking and driveway / laneway access High pedestrian activity area



<b>ID</b>	2
<b>Location / Description</b>	<b>Bathurst Street between Elizabeth Street and Murray Street</b>
<b>Existing Infrastructure / Signage</b>	None. Carriageway 12.3m wide (excluding kerb extensions) for 2 x parking plus 2 x traffic (expanding to 3 x traffic at Elizabeth St)
<b>Existing Deficiencies</b>	No access for WB cyclists
<b>Options for addressing deficiencies</b>	Dedicated lane – contra flow. Possible separation strip / island
<b>Obstacles to Implementation of options</b>	Parking Kerb extensions (mid-block pedestrian crossing) Treatments at signalised intersections (Elizabeth Street, Murray Street)
<b>Catchment / Links Served</b>	Cross-CBD (westbound)
<b>Connectivity to other paths</b>	No connection to existing paths. Could connect to Bathurst Street route to West Hobart
<b>Ease of access along route</b>	Parking and driveway / laneway access

<b>ID</b>	3
<b>Location / Description</b>	<b>Bathurst Street, west Hobart to CBD</b>
<b>Existing Infrastructure / Signage</b>	None. Carriageway is 11.8m wide near Molle Street
<b>Existing Deficiencies</b>	No cycling infrastructure
<b>Options for addressing deficiencies</b>	Marked route (wide shared lane) Goulburn Street instead (west from Harrington Street) due to slightly better grades (follows old tram route)
<b>Obstacles to Implementation of options</b>	On-street parking
<b>Catchment / Links Served</b>	CBD to West Hobart
<b>Connectivity to other paths</b>	No direct connection to existing paths. Up-hill from end of Molle Street bike lane
<b>Ease of access along route</b>	Parallel parking on both sides of the road Steep grades at West Hobart end.





<b>ID</b>	4
<b>Location / Description</b>	<b>Warwick Street, West Hobart to Elizabeth Street</b>
<b>Existing Infrastructure / Signage</b>	None. Carriageway 11m wide.
<b>Existing Deficiencies</b>	No cyclist infrastructure
<b>Options for addressing deficiencies</b>	Marked route (wide shared lane uphill and mixed traffic downhill)
<b>Obstacles to Implementation of options</b>	Parallel parking heavily utilised Carriageway too narrow for wide shared lanes (in both directions)
<b>Catchment / Links Served</b>	West Hobart to Elizabeth Street (Elizabeth College)
<b>Connectivity to other paths</b>	No connection to existing paths.
<b>Ease of access along route</b>	Sustained up-grade (westbound) – ~10% Parallel parking both sides – fully occupied



<b>ID</b>	5
<b>Location / Description</b>	<b>Newdegate Street between Mellifont Street and Elizabeth Street</b>
<b>Existing Infrastructure / Signage</b>	None. Carriageway 11m wide
<b>Existing Deficiencies</b>	No cyclist infrastructure
<b>Options for addressing deficiencies</b>	Marked route (wide shared lane or mixed traffic)
<b>Obstacles to Implementation of options</b>	Parallel parking heavily utilised Carriageway too narrow for wide shared lanes (in both directions), but too wide for mixed traffic
<b>Catchment / Links Served</b>	West Hobart to North Hobart
<b>Connectivity to other paths</b>	No connection to existing paths. Connection to Argyle Street via proposed Strahan Street / Lefroy Street
<b>Ease of access along route</b>	Parallel parking Driveways / accesses Slight gradient – ~4%



<b>ID</b>	6
<b>Location / Description</b>	<b>Burnett Street between Murray Street and Campbell Street</b>
<b>Existing Infrastructure / Signage</b>	None
<b>Existing Deficiencies</b>	Missing link between Argyle Street and Campbell Street for southbound cyclists No connection between West Hobart and Argyle Street / Campbell Street lanes
<b>Options for addressing deficiencies</b>	Include dedicated lane on right hand side of Burnett St EB between Argyle and Campbell  West Hobart to Argyle Street via Newdegate Street (avoid Elizabeth Street / Burnett Street intersection which is very crowded with limited space)
<b>Obstacles to Implementation of options</b>	7.9m carriageway for 2 traffic lanes plus marked cycle lane – constrained by light pole and tree in median
<b>Catchment / Links Served</b>	New Town / North Hobart to CBD
<b>Connectivity to other paths</b>	Connect Argyle Street and Campbell Street marked lanes
<b>Ease of access along route</b>	Downhill grade High traffic volumes



<b>ID</b>	7
<b>Location / Description</b>	<b>Argyle Street north of Friends School</b>
<b>Existing Infrastructure / Signage</b>	None. Separate NB and SB carriageways, on different levels (5.8m NB, 6.6m SB) at crest of hill 12.3m carriageway at Boa Vista Rd
<b>Existing Deficiencies</b>	Argyle Street marked lanes terminate immediately south of this section of road
<b>Options for addressing deficiencies</b>	Continue dedicated lanes to New Town Road Marked route (wide shared lane) Include cycle lane at New Town Road signals (2-lane right turn is underutilised, and there is not really sufficient space on New Town Road for 2 lanes NB)
<b>Obstacles to Implementation of options</b>	Parallel parking – very busy after school Bus stops Narrow carriageway
<b>Catchment / Links Served</b>	CBD to New Town via Argyle Street / Campbell Street lanes
<b>Connectivity to other paths</b>	Argyle Street marked lanes Archer Street proposal
<b>Ease of access along route</b>	NB has steep hill immediately north of current end of marked lane Parallel parking conflicts – high turnover with school, doctor, bus stops etc



<b>ID</b>	8
<b>Location / Description</b>	<b>Archer Street between Argyle Street and New Town Road</b>
<b>Existing Infrastructure / Signage</b>	None. Carriageway 13.2m wide
<b>Existing Deficiencies</b>	No cyclist infrastructure
<b>Options for addressing deficiencies</b>	Marked route (shared wide lane)
<b>Obstacles to Implementation of options</b>	Parallel parking
<b>Catchment / Links Served</b>	Argyle Street to Augusta Road
<b>Connectivity to other paths</b>	Connect directly to proposed extension of Argyle Street marked lanes
<b>Ease of access along route</b>	Parallel parking conflicts



<b>ID</b>	9
<b>Location / Description</b>	<b>Strahan Street</b>
<b>Existing Infrastructure / Signage</b>	None. Carriageway 10.1m wide
<b>Existing Deficiencies</b>	No cyclist infrastructure.
<b>Options for addressing deficiencies</b>	Marked route (mixed traffic) Alternative route via Lefroy Street (slightly narrower, but closer to midblock signals on Argyle Street, and also connects to potential bike parking area in council car park)
<b>Obstacles to Implementation of options</b>	Right turns to and from Argyle Street SB bike lane
<b>Catchment / Links Served</b>	Argyle Street to North Hobart activity centre
<b>Connectivity to other paths</b>	Argyle Street marked lanes Newdegate St proposal
<b>Ease of access along route</b>	Parallel parking



<b>ID</b>	10
<b>Location / Description</b>	<b>Clare Street</b>
<b>Existing Infrastructure / Signage</b>	None. Carriageway width varies 10.9m to 12.5m. Split section has 8.1m width for two-way traffic, plus SB service road.
<b>Existing Deficiencies</b>	No cyclist infrastructure
<b>Options for addressing deficiencies</b>	Marked route (shared wide lane) Use Pedder Street (especially for NB movement)
<b>Obstacles to Implementation of options</b>	Connection through Augusta Road / Elizabeth Street intersection Trees located in road median Service road
<b>Catchment / Links Served</b>	New Town to North Hobart, CBD
<b>Connectivity to other paths</b>	No connection to existing paths. Carlton Street proposal
<b>Ease of access along route</b>	Road narrows and parallel parking conflicts very high at Augusta Road end Potential squeeze point at split section, but volumes relatively low



<b>ID</b>	11
<b>Location / Description</b>	<b>Cross Street and Bay Road between New Town Road and Intercity Cycleway</b>
<b>Existing Infrastructure / Signage</b>	None. Carriageway 8.0m to 9.4m wide Mid-block pedestrian signals on New Town Road south of Cross Street Parking rails at Cross Street / Valentine Street corner (café)
<b>Existing Deficiencies</b>	No cyclist infrastructure Complex intersection at New Town Road / Cross Street (5 approaches, on bend, gradient, parking)
<b>Options for addressing deficiencies</b>	Marked route (mixed traffic) NB access via Roope Street (easier to turn right) – also easier to cross New Town Road Bay Street is more direct route between Intercity Cycleway and North Hobart
<b>Obstacles to Implementation of options</b>	Parallel parking on New Town Road Bus stop Staggered Ts at Roope Street intersection with New Town Road
<b>Catchment / Links Served</b>	Intercity Cycleway to New Town, North Hobart
<b>Connectivity to other paths</b>	Intercity Cycleway
<b>Ease of access along route</b>	Roundabout at Park Street Parallel parking conflicts (especially at New Town Road end)





<b>ID</b>	12
<b>Location / Description</b>	<b>New Town Road / Augusta Road intersection</b>
<b>Existing Infrastructure / Signage</b>	None.
<b>Existing Deficiencies</b>	No cyclist infrastructure Complex intersection, high volumes
<b>Options for addressing deficiencies</b>	Bike “head start” for right turns from Augusta, along with existing pedestrian head start (only if southern crossing is used)  Bike lane on NB approach to signals (left through lane underutilised) – possibly shared bus / cycle
<b>Obstacles to Implementation of options</b>	Reduce traffic lanes at intersection
<b>Catchment / Links Served</b>	Lenah Valley / Mount Stuart / parts of New Town to North Hobart and CBD
<b>Connectivity to other paths</b>	No connection to existing paths.  Clare Street proposal
<b>Ease of access along route</b>	High potential for conflict – Hill Street Grocer car park, right turn bays, buses etc





<b>ID</b>	13
<b>Location / Description</b>	<b>Bromby Street</b>
<b>Existing Infrastructure / Signage</b>	None
<b>Existing Deficiencies</b>	No cyclist infrastructure
<b>Options for addressing deficiencies</b>	Marked route (shared wide lane)
<b>Obstacles to Implementation of options</b>	Parallel parking (including buses)
<b>Catchment / Links Served</b>	Intercity Cycleway to New Town Road Only connection on or off cycleway between Moonah and Bay Road
<b>Connectivity to other paths</b>	Intercity Cycleway
<b>Ease of access along route</b>	High conflict with pedestrians (New Town High), buses and parked cars after school and during events at Sports Stadium

<b>ID</b>	14
<b>Location / Description</b>	<b>Creek Road</b>
<b>Existing Infrastructure / Signage</b>	Carriageway 8.2m wide at eastern end (excluding gravel shoulder) Wide gravel shoulder Raised boardwalk
<b>Existing Deficiencies</b>	Inconsistent treatment along road No connection to Intercity Cycleway
<b>Options for addressing deficiencies</b>	Access to New Town Road through St Johns Park (and then Bromby Street to Intercity Cycleway) Wide kerbside lane (limited demand for parking away from Sports Centre)
<b>Obstacles to Implementation of options</b>	No direct route through St Johns Park (one way road system) Narrow road width Suitable treatment at New Town Road / Creek Road intersection
<b>Catchment / Links Served</b>	Lenah Valley to New Town Road
<b>Connectivity to other paths</b>	No connection to existing bike paths. Pedestrian boardwalk runs along creek from New Town Road behind New Town High (but not suitable for cyclists due to width, and stairs) New Town Rivulet track (unsealed, from northern end of Creek Road)
<b>Ease of access along route</b>	4% grade Higher vehicle speeds Limited adjacent development facing roadway (passive surveillance of route)



<b>ID</b>	15
<b>Location / Description</b>	<b>Cross Street / Pedder Street / Montague Street / Valentine Street</b>
<b>Existing Infrastructure / Signage</b>	None
<b>Existing Deficiencies</b>	No cyclist infrastructure
<b>Options for addressing deficiencies</b>	Marked route (shared wide lanes, mixed traffic)
<b>Obstacles to Implementation of options</b>	Parallel parking Roundabouts
<b>Catchment / Links Served</b>	New Town local movement – Sacred Heart College, Woolworths, New Town Road shops
<b>Connectivity to other paths</b>	No connection to existing paths. Cross Street proposal
<b>Ease of access along route</b>	~11% grade in Valentine St and Cross Street, 5% in Montague St



<b>ID</b>	16
<b>Location / Description</b>	<b>Carlton Street</b>
<b>Existing Infrastructure / Signage</b>	Carriageway 6.1m wide on either side of median islands
<b>Existing Deficiencies</b>	No cyclist infrastructure
<b>Options for addressing deficiencies</b>	Marked Route (shared wide lane)
<b>Obstacles to Implementation of options</b>	Trees in median Kerbside parking (especially around café and daycare centre at Baker St)
<b>Catchment / Links Served</b>	Lenah Valley Shops to New Town
<b>Connectivity to other paths</b>	No connection to existing paths. Clare Street proposal
<b>Ease of access along route</b>	5% average grade



<b>ID</b>	17
<b>Location / Description</b>	<b>Pirie Street</b>
<b>Existing Infrastructure / Signage</b>	Carriageway 6.5m wide near Main Road (south); 5.8m wide near Cross Street
<b>Existing Deficiencies</b>	No cyclist infrastructure
<b>Options for addressing deficiencies</b>	Marked Route (mixed traffic)
<b>Obstacles to Implementation of options</b>	Narrow carriageway Kerbside parking Speed humps
<b>Catchment / Links Served</b>	Intercity Cycleway to North Hobart via New Town
<b>Connectivity to other paths</b>	No connection to existing paths. Cross Street proposal
<b>Ease of access along route</b>	





<b>ID</b>	18
<b>Location / Description</b>	<b>Bell Street</b>
<b>Existing Infrastructure / Signage</b>	None
<b>Existing Deficiencies</b>	No cyclist infrastructure
<b>Options for addressing deficiencies</b>	Marked route (shared wide lane)
<b>Obstacles to Implementation of options</b>	
<b>Catchment / Links Served</b>	Intercity cycleway to Risdon Road
<b>Connectivity to other paths</b>	Intercity Cycleway
<b>Ease of access along route</b>	9% grade roundabout and rail crossing to access cycleway



<b>ID</b>	19
<b>Location / Description</b>	<b>Station Street link to Moonah Shops</b>
<b>Existing Infrastructure / Signage</b>	Directional signage from Intercity Cycleway Public toilets in car park
<b>Existing Deficiencies</b>	No specific connection between Intercity Cycleway and Moonah Shops
<b>Options for addressing deficiencies</b>	Marked Route (Mixed Traffic) Shared path
<b>Obstacles to Implementation of options</b>	Car park layout – high kerbs, limited aisle connectivity
<b>Catchment / Links Served</b>	Intercity Cycleway to Moonah Shops
<b>Connectivity to other paths</b>	Intercity Cycleway
<b>Ease of access along route</b>	Conflict in car park







<b>ID</b>	20
<b>Location / Description</b>	<b>Island Markets</b>
<b>Existing Infrastructure / Signage</b>	None
<b>Existing Deficiencies</b>	No connection between Gormanston Road and Sunderland Street north of Hopkins Street
<b>Options for addressing deficiencies</b>	Marked route through Island Markets car park Improve access via Hopkins Street
<b>Obstacles to Implementation of options</b>	Private ownership of land
<b>Catchment / Links Served</b>	Moonah to Main Road industrial area
<b>Connectivity to other paths</b>	Intercity Cycleway at Sunderland St
<b>Ease of access along route</b>	Restricted sight lines within car park Conflict within car park

<b>ID</b>	21
<b>Location / Description</b>	<b>Hopkins Street</b>
<b>Existing Infrastructure / Signage</b>	None. Existing carriageway 10m wide
<b>Existing Deficiencies</b>	No cyclist infrastructure
<b>Options for addressing deficiencies</b>	Marked route (mixed traffic or shared wide lane)
<b>Obstacles to Implementation of options</b>	On-street parking Carriageway too narrow for shared wide lane and parking, volumes and speeds likely too high for mixed traffic
<b>Catchment / Links Served</b>	Moonah East to Moonah Shops
<b>Connectivity to other paths</b>	Intercity Cycleway
<b>Ease of access along route</b>	Parking Driveways and accesses



<b>ID</b>	22
<b>Location / Description</b>	<b>Derwent Park Road between Intercity Cycleway and Main Road</b>
<b>Existing Infrastructure / Signage</b>	None. Footpath 4m wide (3.2 clear of obstructions)
<b>Existing Deficiencies</b>	No connection between Intercity Cycleway and Main Road
<b>Options for addressing deficiencies</b>	Shared path
<b>Obstacles to Implementation of options</b>	Footpath narrows significantly at Main Road intersection due to slip lane (both sides of Main Road). Uneven surface on footpath. Pedestrian crossings of slip lanes (cyclists must dismount)
<b>Catchment / Links Served</b>	Intercity Cycleway to Main Road / Springfield Park and Ride
<b>Connectivity to other paths</b>	Intercity Cycleway
<b>Ease of access along route</b>	Driveway conflicts Restricted sight lines around corner at slip lanes



<b>ID</b>	23
<b>Location / Description</b>	<b>Humphreys Rivulet</b>
<b>Existing Infrastructure / Signage</b>	None
<b>Existing Deficiencies</b>	No cyclist infrastructure
<b>Options for addressing deficiencies</b>	Off-road shared path along rivulet Marked route via Tolosa St
<b>Obstacles to Implementation of options</b>	Path construction in rivulet corridor Flood risk Crossing (under) Main Road, then connection to Northgate and KGV Ave
<b>Catchment / Links Served</b>	Upper Chapel Street / Tolosa Street to Glenorchy
<b>Connectivity to other paths</b>	Existing path north of Brent Street
<b>Ease of access along route</b>	Low passive surveillance



<b>ID</b>	24
<b>Location / Description</b>	<b>Anfield Street</b>
<b>Existing Infrastructure / Signage</b>	Bike parking rails at KGV Oval car park Existing carriageway 7m wide between Grove Road and Brooker Highway
<b>Existing Deficiencies</b>	No cyclist connection between KGV and Brooker Highway
<b>Options for addressing deficiencies</b>	Marked route (mixed traffic)
<b>Obstacles to Implementation of options</b>	Access through KGV car park
<b>Catchment / Links Served</b>	Brooker Highway / DEC to Glenorchy / Intercity Cycleway
<b>Connectivity to other paths</b>	Intercity Cycleway Montrose Bay Cycleway via DEC signals
<b>Ease of access along route</b>	Flat, quiet streets Parking when football on at KGV Oval



<b>ID</b>	25
<b>Location / Description</b>	<b>Barossa Creek between YMCA and Brooker Highway</b>
<b>Existing Infrastructure / Signage</b>	Shared path between YMCA and Brooker Highway
<b>Existing Deficiencies</b>	Narrow path
<b>Options for addressing deficiencies</b>	Widen path Alternative route via Anfield St
<b>Obstacles to Implementation of options</b>	Width of reservation
<b>Catchment / Links Served</b>	DEC / Montrose Bay
<b>Connectivity to other paths</b>	Intercity Cycleway through YMCA car park Montrose Bay Cycleway via DEC signals
<b>Ease of access along route</b>	Limited forward sight distance Low passive surveillance



<b>ID</b>	26
<b>Location / Description</b>	<b>Harold Street</b>
<b>Existing Infrastructure / Signage</b>	None (no connection to cycleway)
<b>Existing Deficiencies</b>	No link between Intercity Cycleway and Main Road
<b>Options for addressing deficiencies</b>	Marked route Via Esmond Street uses existing connection to cycleway (see photo)
<b>Obstacles to Implementation of options</b>	Private ownership of land between cycleway and end of Harold St
<b>Catchment / Links Served</b>	
<b>Connectivity to other paths</b>	Intercity Cycleway
<b>Ease of access along route</b>	Difficult to cross Main Road



<b>ID</b>	27
<b>Location / Description</b>	<b>Barossa Creek between Vieste Drive and Barry Street</b>
<b>Existing Infrastructure / Signage</b>	Off-road path between Vieste Drive and Clydesdale Ave (1.5m constrained width), and between Bowden Street and Barry Street (through playground)
<b>Existing Deficiencies</b>	Missing link between Clydesdale Ave and Bowden St
<b>Options for addressing deficiencies</b>	Shared path along creek Marked route via Tolosa Street
<b>Obstacles to Implementation of options</b>	Private ownership of land Construction of path along creek alignment
<b>Catchment / Links Served</b>	West Moonah to Glenorchy
<b>Connectivity to other paths</b>	No connection to existing paths.
<b>Ease of access along route</b>	Flat. Limited passive surveillance.





<b>ID</b>	27a
<b>Location / Description</b>	<b>Tolosa Street</b>
<b>Existing Infrastructure / Signage</b>	None. Carriageway 9.4m wide
<b>Existing Deficiencies</b>	No cyclist infrastructure
<b>Options for addressing deficiencies</b>	Marked route (wide kerbside lane – limited parking utilisation)
<b>Obstacles to Implementation of options</b>	On-street parking
<b>Catchment / Links Served</b>	Tolosa Street / Barossa Road to Glenorchy CBD
<b>Connectivity to other paths</b>	No connection to existing paths.
<b>Ease of access along route</b>	High traffic route




<b>ID</b>	28
<b>Location / Description</b>	<b>Peltro Street</b>
<b>Existing Infrastructure / Signage</b>	None. Carriageway 14.7m wide
<b>Existing Deficiencies</b>	No link between CBD and Intercity Cycleway Poor quality connection between Intercity Cycleway and KGV Ave
<b>Options for addressing deficiencies</b>	Marked route (mixed traffic) Cyclist crossing of KGV Ave
<b>Obstacles to Implementation of options</b>	Difference in ground level between cycleway and street Crossing from Cycleway to Peltro Street (reverse movement can go in same signal phase as pedestrian crossing)
<b>Catchment / Links Served</b>	
<b>Connectivity to other paths</b>	Intercity Cycleway
<b>Ease of access along route</b>	Kerbside parking and driveways








Appendix B  
**Bicycle Parking Facilities**



Site Visit Notes


<b>ID</b>	1
<b>Location</b>	<b>Corner Elizabeth Street / Collins Street</b> (southern end of pedestrian mall)
<b>Number of spaces</b>	4 hoops
<b>Type (short / long term)</b>	Short-term, casual use
<b>Level of security</b>	Low
<b>Connectivity to surrounds (cycle paths etc)</b>	On-street riding
	

<b>ID</b>	2
<b>Location</b>	<b>Corner Elizabeth Street / Liverpool Street</b> (northern end of pedestrian mall)
<b>Number of spaces</b>	4 hoops
<b>Type (short / long term)</b>	Short-term, casual use
<b>Level of security</b>	Low
<b>Connectivity to surrounds (cycle paths etc)</b>	On-street riding
	

<b>ID</b>	3
<b>Location</b>	<b>146 Elizabeth Street</b> (outside Arts Tasmania)
<b>Number of spaces</b>	3 bike hub characters
<b>Type (short / long term)</b>	Short-term, casual use
<b>Level of security</b>	Low
<b>Connectivity to surrounds (cycle paths etc)</b>	On-street riding


<b>ID</b>	4
<b>Location</b>	<b>Elizabeth Street, North Hobart (southern end)</b> <ul style="list-style-type: none"> <li>▶ outside no. 350 (Subway)</li> <li>▶ outside no. 321 (Anatolia)</li> <li>▶ outside no. 325 (Fusion Hairdressing)</li> <li>▶ outside no. 333 (Solicit)</li> </ul>
<b>Number of spaces</b>	1 hoop at each location
<b>Type (short / long term)</b>	Short-term, casual use
<b>Level of security</b>	Low
<b>Connectivity to surrounds (cycle paths etc)</b>	On-street riding
	

<b>ID</b>	5
<b>Location</b>	<b>Elizabeth Street, North Hobart (northern end)</b> <ul style="list-style-type: none"> <li>▶ outside no. 408 (doctors surgery)</li> <li>▶ outside no. 375 (State Cinema)</li> <li>▶ outside no. 379 (Unions Tasmania)</li> <li>▶ outside no. 412 (Post Office)</li> </ul>
<b>Number of spaces</b>	1 hoop at each location
<b>Type (short / long term)</b>	Short-term, casual use
<b>Level of security</b>	Low
<b>Connectivity to surrounds (cycle paths etc)</b>	On-street riding
	


<b>ID</b>	6
<b>Location</b>	<b>Corner New Town Road / Cross Street</b>
<b>Number of spaces</b>	2 hoops
<b>Type (short / long term)</b>	Short-term, casual use
<b>Level of security</b>	Low
<b>Connectivity to surrounds (cycle paths etc)</b>	On-street riding
	






<b>ID</b>	7
<b>Location</b>	<b>120 Main Road, Moonah</b> (outside NAB)
<b>Number of spaces</b>	2 hoops
<b>Type (short / long term)</b>	Short-term, casual use
<b>Level of security</b>	Low
<b>Connectivity to surrounds (cycle paths etc)</b>	On-street riding
	



<b>ID</b>	8
<b>Location</b>	<b>184-190 Main Road, Moonah (McDonalds)</b>
<b>Number of spaces</b>	3 hoops
<b>Type (short / long term)</b>	Short-term, casual use
<b>Level of security</b>	Low
<b>Connectivity to surrounds (cycle paths etc)</b>	On-street riding
	

<b>ID</b>	9
<b>Location</b>	<b>Within Springfield Interchange</b>
<b>Number of spaces</b>	4 hoops
<b>Type (short / long term)</b>	Short-term, casual use
<b>Level of security</b>	Medium (outside Metro offices)
<b>Connectivity to surrounds (cycle paths etc)</b>	On-street riding
	

<b>ID</b>	10
<b>Location</b>	<b>Glenorchy, outside Post Office</b>
<b>Number of spaces</b>	2 hoops
<b>Type (short / long term)</b>	Short-term, casual use
<b>Level of security</b>	Low
<b>Connectivity to surrounds (cycle paths etc)</b>	On-street riding

<b>ID</b>	11
<b>Location</b>	<b>Corner Main Road and Tolosa Street, Glenorchy</b> (outside church)
<b>Number of spaces</b>	2 hoops
<b>Type (short / long term)</b>	Short-term, casual use
<b>Level of security</b>	Low
<b>Connectivity to surrounds (cycle paths etc)</b>	On-street riding
	



<b>ID</b>	12
<b>Location</b>	<b>Glenorchy, behind Council offices</b>
<b>Number of spaces</b>	2 hoops
<b>Type (short / long term)</b>	Short-term, casual use
<b>Level of security</b>	Low
<b>Connectivity to surrounds (cycle paths etc)</b>	On-street riding
	



**GHD**

2 Salamanca Square Hobart 7000  
GPO Box 667 Hobart 7001  
T: 03 6210 0600 F: 03 6210 0601 E: [hbamail@ghd.com](mailto:hbamail@ghd.com)

**© GHD 2012**

This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

**Document Status**

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	T.Bickerstaff	E.Jackson		S.Smedley		28/3/2012