

Tasmanian Government
2012 Submission to Nation Building 2 Program

Sandy Bay Walking and Cycling Project

(Concept only)

September 2012

Department of Infrastructure, Energy and Resources



Sandy Bay Walking and Cycling Project

This is a key project, submitted as concept only in 2012. The Tasmanian Government will provide a detailed submission, including project costs and supporting economic analysis, in 2013/14 under the *Targeted Competitive Sub-Program – Liveable Cities and Active Travel Projects*.

Goal Definition

The Sandy Bay Walking and Cycling Project aims to increase the liveability, sustainability and accessibility of communities in Sandy Bay and Taroona; and support improved health outcomes for individuals within these communities by creating active transport opportunities.

The Project responds to the objectives of the Tasmanian Urban Passenger Transport Framework and the Tasmanian Walking and Cycling for Active Transport Strategy 2010 to create liveable and accessible communities, increase travel reliability, encourage healthy, active communities, and reduce greenhouse gas emissions.

As part of the implementation of the Tasmanian Walking and Cycling for Active Transport Strategy 2010, a stakeholder consultation process was undertaken to identify and rank Principal Urban (Transport Oriented) Cycling Networks in each urban area. The development of a dedicated route for cyclists between Sandy Bay and the Hobart CBD was identified as a high priority as part of the Hobart Principal Urban Cycling Network. Criteria used to identify and rank routes were:

- Population density (current and future)
- Cycle distance to key destinations including public transport, retail, services and education
- Age profile
- Car ownership
- Terrain
- Capacity to create connected active transport routes
- Traffic volumes, speed and conditions on roads between origins and destinations

Nation Building Two

The Sandy Bay Walking and Cycling Project aligns with the Connecting People Theme of the Urban Living Program.

Strategic Alignment with National Strategic Priorities (National Urban Policy)

- ***Supporting our Cities: Improving the liveability, sustainability and productivity of Australia's major cities.*** Using active transport infrastructure to link the Sandy Bay area with the Hobart CBD and other activity centres will help to make Hobart a more liveable city. A number of trips along Sandy Bay Road are for distances of less than 5km. Providing active transport infrastructure to connect this area to activity centres will therefore provide opportunity for increased physical activity, and reduce dependence on private motor vehicles by improving transport options for the broader community.

- **Climate Change: Improving the sustainability of our urban environment.** Sandy Bay Road currently has a high number of vehicle, pedestrian and cyclist movements on a daily basis. This is due to its role as the primary road corridor between the suburbs of Sandy Bay and Taroona, and Hobart's CBD. Providing safe, well connected and convenient active transport infrastructure will provide a viable alternative to using motor vehicles for trips along this corridor.
- **Better Use of Existing Infrastructure: Increasing productivity.** Unless more sustainable transport modes are supported and encouraged, travel by private motor vehicle is likely to increase. Generally, people are more likely to choose non-car modes, such as walking and cycling, for shorter distance trips. Sandy Bay Road caters for a large number of these trips, and it makes sense to cater for active transport modes on this corridor. Providing direct, flat, connected, mode separated cycling infrastructure is likely to result in travel time savings for cyclists.

The Sandy Bay Walking and Cycling Project will use existing road space to make specific provision for active transport modes. The current concept is for a shared pathway, with traffic calming and other measures will be used to create suitable road conditions for cyclists and motorists to safely share the existing road space.

Strategic Alignment with the Tasmanian Infrastructure Strategy

The Sandy Bay Walking and Cycling Project aligns with the Tasmanian Infrastructure Strategy Vision for 'transport infrastructure to drive economic growth, social inclusion and meet climate change challenges.'

Within the Tasmanian Infrastructure Strategy, it is the passenger transport goal of "Connected, Liveable and Healthy Communities" that is the focus of the Sandy Bay Walking and Cycling Project. Identifying and developing key transport oriented cycle networks are identified as a key focus of the Tasmanian Infrastructure Strategy over the next five years.

The Tasmanian Urban Passenger Transport Framework articulates priorities in terms of implementing the Passenger Transport elements of the Tasmanian Infrastructure Strategy.

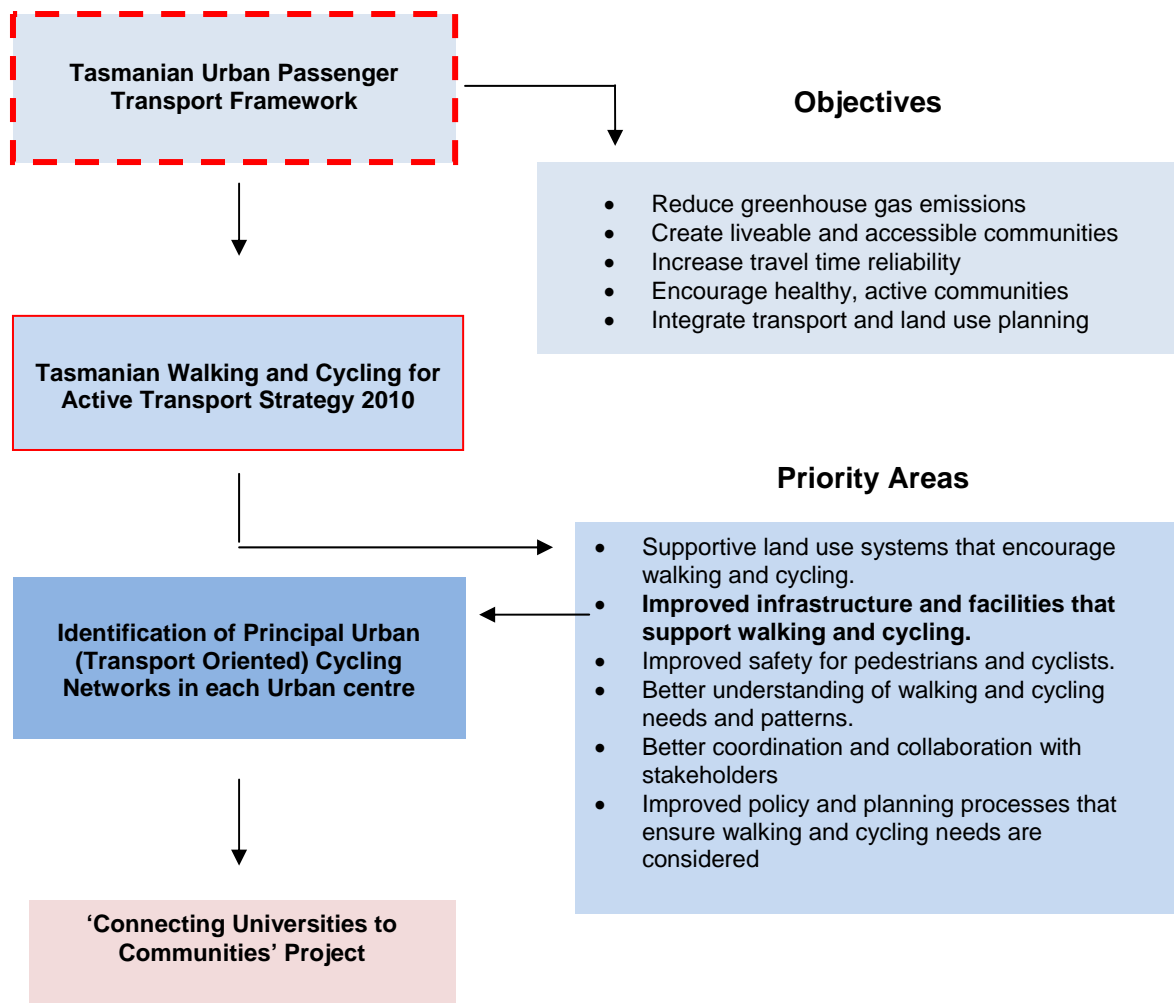
At a regional level, initiatives such as the Southern Integrated Transport Plan 2010, include a focus on providing more supportive transport systems for pedestrians and cyclists in order to better manage travel demand, create more liveable communities and meet the challenges of sustainability.

Alignment with Local Government Active Transport Priorities

The Sandy Bay Walking and Cycling Project is consistent with the network outlined in the Hobart Regional Arterial Bicycle Network Plan

Similarly, this Project aligns with the Draft Capital City Plan developed for Hobart which envisages Hobart as a "...vibrant, dynamic and attractive city, a globally connected place that fosters cultural expression innovation and growth and which provides a liveable sustainable and prosperous lifestyle".

A focus of the plan is to increase modal choice and improve active transport links to connect key activity centres, which the Sandy Bay Walking and Cycling Project will help to do.



Problem identification, assessment and analysis

The key goal for the Sandy Bay Walking and Cycling Project is to improve the use of active transport modes along this corridor.

The Sandy Bay – Taroona area is a large, established residential area with a number of commercial centres and local shops located along the length of the corridor, particularly in Sandy Bay. Beaches and foreshore areas, local schools and sporting grounds are key trip destinations. Numerous local roads feed on to Sandy Bay Road. Given the relative flatness of Sandy Bay Road, and the range of attractors in adjoining suburbs, the demand for active transport is considered strong, and likely to continue to grow in the future.

Sandy Bay Road carries high traffic volumes over most of its length, and experiences relatively slow travel speeds on some sections. A relatively high frequency bus service operates along the road corridor. There is significant scope to increase the proportion of active transport trips, particularly for shorter distances, to reduce car use.

Description of Sandy Bay Walking and Cycling Project

While existing public transport services are well patronised, there is limited scope to increase the level of service on this corridor. Similarly, while there are relatively high volumes of cars using the road, any option to increase road capacity would be very expensive, deliver

relatively little benefit to car users and be highly constrained by adjacent urban development, some of which has significant heritage value.

Due to the number of trip attractors located along the corridor, anecdotally, there is already significant use of active transport modes. With improved infrastructure, it is expected that use of active transport along this corridor will increase further.

This Project targets a range of users, including commuters, local and recreational walkers and cyclists through Sandy Bay and lower Sandy Bay.

Safe and direct access to key activity centres is the major focus, followed by access to popular recreational sites.

The key activity centres in the project area include the University of Tasmania and lower Sandy Bay shopping area. Recreational areas include Marieville Esplanade and Sandown Park and Sandy Bay beaches. This project provides better access to the main Sandy Bay shopping precinct and will also link to Battery Point.

Option Generation and assessment

There have been a number of options considered for the Sandy Bay Walking and Cycling Project.

Initial designs focussed on providing 'Copenhagen' style cycle lanes, and reducing road space for vehicles. This design provided relatively high travel speeds for cyclists along the corridor, but also generated significant disbenefits to vehicles, due mainly to the reduction in road space, along with three new roundabouts.

Following public consultation, this initial option has been changed to providing a shared path design along the corridor, which would provide lower speeds for cyclists, but would still provide significant safety improvements over current arrangements. Under this option, current lane widths for vehicles would be maintained, which would provide enough space for faster cyclists to interact safely with vehicle traffic. Revised designs have been developed, and Hobart City Council will soon release plans for a second round of public consultation.