



Clarence...
a brighter place

CLARENCE CYCLING STRATEGY

2025-2035





Clarence City Council pays respect to all First Peoples, including the Mumirimina (mu mee ree mee nah) of the Oyster Bay Nation whose unceded lands, skies, and waterways we are privileged to conduct our business on. We pay respect to Elders past and present, and we acknowledge the survival and deep spiritual connection of the Tasmanian Aboriginal People to their Country, and culture; a connection that has endured since the beginning of time.

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1. INTRODUCTION

The Cycling Strategy is an update of the 2013-2017 Bicycle Strategy and Action Plan. This strategy acknowledges what has been achieved over the past 10 years and provides guidance for further development of an integrated and accessible cycling network to support active transport. The planned network of cycling infrastructure across Clarence provides for the improved safety, health and wellbeing and connectivity of our community.

BENEFITS TO RESIDENTS AND VISITORS:



Practicality

Practical and cost-effective transport, particularly for local trips to shops, schools and public transport hubs.



Accessibility

Equitable, accessible and independent transport for people who don't drive or prefer to leave the car at home.



Thriving Community

Promotes healthy communities through physical activity, social interaction and local shopping.



Efficiency

A space efficient transport mode, requiring less space than cars on roads or parking at destinations, and supports reduced traffic congestion.



Sustainability

Reduces carbon and air pollutant emissions in line with council's adopted Sustainability Strategy 2023.

The Clarence Cycling Strategy aims to improve conditions for people who already ride, and to make cycling attractive to the 60% of the population who are 'interested but concerned' about cycling. Concerns identified include the risk of mixing with motor vehicle traffic and wanting to ride good quality traffic-free routes. The aim of the strategy is to cater for a broad range of users from young children cycling to school to retirees who want to stay active, not just enthused and confident riders.

A Safe Systems approach, as outlined in the Tasmanian Road Safety Strategy 2017-2026, is fundamental to the development

of a cycling network in Clarence. Shared paths and separated cycle lanes are key to an inclusive cycling network. These are enhanced by the advancement in e-bike technology and affordability that can assist people to overcome hills, travel longer distances or carry additional weight.

For these reasons, the strategy identifies an integrated network of partial and full separation from motor vehicles except where vehicle volumes and speeds are extremely low and road space can be safely shared.

HOW DO RESIDENTS FEEL ABOUT IT?



33%

NO WAY AND NO HOW

Will not cycle because they can't; the terrain is unsuitable or they have no interest whatsoever.



60%

INTERESTED BUT CONCERNED

They are curious about cycling and like riding but are put off and afraid to ride close to motor vehicles and pedestrians.



7%

ENTHUSED AND CONFIDENT

Already riding but could ride more and their riding experience could be better.



<1%

STRONG AND FEARLESS

Will cycle regardless of road conditions and are ready to mix with traffic.

Source: Level of Traffic Stress - an Australian approach (pedbiketans.com)



Make roads safer for those already riding (partial separation through sealed shoulders and bike lanes)



Safe and comfortable places to ride for all abilities (full separation through shared paths, cycleways and protected bike lanes)



2. VISION

To improve access to and promote cycling as an active transport mode through development of an integrated network of cycling routes that cater for people of all ages and abilities that is direct, comfortable, safe, inclusive and provides convenient access to destinations in Clarence.



3. STRATEGIC CONTEXT



Statewide Strategies

Tasmanian Walk, Wheel, Ride Strategy 2024-2034

The Strategy outlines an approach to meet Tasmania's need for a transport system that provides multiple options to get people where they want to go. The Strategy supports the prioritisation of people walking, wheeling and riding compared to other transport modes in appropriate locations and delivery of the right infrastructure.

Southern Tasmanian Regional Land Use Strategy 2010-2035

This is a broad policy document that will facilitate and manage change, growth, and development within southern Tasmania over the next 25 years. It aims to provide greater opportunities for integrating land use

with transport options, particularly public transport, walking and cycling. It encourages walking and cycling as alternative modes of transport through the provision of improved infrastructure and linkages, and developing safe, attractive and convenient walking and cycling environments.

Towards Zero Tasmanian Road Safety Strategy 2017-2026

This plan aims to reduce the number of serious injuries and deaths on Tasmanian roads with the long-term goal for road safety in Tasmania to have a 'Safe System' by focusing on safer infrastructure and traffic management, as well as continuing to seek safer vehicles and extensive behaviour change.

Regional Strategies

Greater Hobart Cycling Plan 2021

The plan identifies a network of All Ages and Abilities (AAA) cycling routes across the greater Hobart area. The plan was endorsed by the Tasmanian Government and four member councils of Cycling South – City of Hobart, Glenorchy City Council, Kingborough Council and Clarence City Council.

The aim is to address traffic congestion by encouraging modal shift by improving cycling connectivity and accessibility which allows people to replace short and medium length car trips with bicycle trips.

Hobart Regional Arterial Cycling Network Plan 2009

The plan was endorsed by the five greater Hobart councils and focuses on the core arterial bicycle networks to provide urban connectivity. The purpose of the plan is to ensure future state and local road projects incorporate bicycle-friendly design in works and provide strategic direction in the development of an integrated cycling network.

Hobart City Deal Implementation Plan – October 2019

One of the aims of the Hobart City Deal is to reduce congestion by decreasing the percentage of journeys to work made by car. Park and Ride locations have been identified at Rokeby (Corner of Pass Road and South Arm Highway) and a Better Active Transport in Greater Hobart fund has been established to support the creation and extension of bicycle routes identified in the Greater Hobart Cycling Plan. The City Deal recommends investment in infrastructure for people cycling and walking.

Keeping Hobart Moving 2024

The Plan outlines how existing and future projects will deliver a transport system that creates an accessible, people-focused and future-ready city that enables economic prosperity and liveability.

Council Strategies

Clarence Network Operating Framework (2022)

The framework provides a guide to the operation and development of the transport network on Hobart's eastern shore and provides a basis for decision making that considers competing demands and identifies opportunities to improve connections to key destinations, potential reallocation of road space and infrastructure that supports e-bikes and e-scooters.

Clarence Bicycle Strategy and Action Plan 2013-2017

The plan identifies a network of cycling routes which aim to incorporate bicycle facilities on all new arterial and collector roads and in road upgrades and reconstructions; installation of bicycle parking and cycle route signage; and managing shared path conflict through etiquette signage and promotion.

Clarence Tracks and Trails Action Plan (2015-2020) & Tangara Trail Management Plan (2012-2017)

The plans assist council and the community to plan, develop, manage and promote an integrated trail network and provide useful off-road transport links in rural and semi-rural areas to complement on-road bicycle lanes or sealed shoulders.

City Heart Plan 2023

The City Heart Plan is a long-term vision and framework to guide the future of the principal activity centre. The project aims to bring together Rosny Park, Kangaroo Bay, Bellerive village, Rosny Parkland, Sheoak Point, Charles Hand Reserve and parts of Warrane into a connected activity hub via accessible active travel, including cycling.

Clarence Active Living Strategy 2022-2032

The Strategy recognises the importance of providing opportunities for the community to participate in active and healthy living. Active transport is identified as a priority.

Clarence City Council Strategic Plan 2021-2031

The Clarence Strategic Plan 2021-2031 is a ten-year plan which sets out how council will work towards its long-term vision. Supporting strategies and plans detail projects and activities to meet adopted objectives. Council will continue to update plans to support the planning, development and implementation of activities and services. There are a number of strategic goals and objectives that provide the framework for the Cycling Plan. These goals and objectives will guide key actions.

Strategic Goals

The following overarching goals provide the structure of the Strategic Plan to demonstrate how we aim to achieve the community's long-term vision of vibrant, prosperous, sustainable city.



A people friendly city

Clarence values diversity and encourages equity, inclusiveness and accessibility. We aspire to create high quality public places for all people to live actively, engage socially and enhance our health and wellbeing.



A well-planned liveable city

Clarence will be a well-planned liveable city with services and infrastructure to meet current and future needs of our growing and vibrant community.



A prosperous and creative city

Clarence encourages creativity, innovation and enterprise and will develop the local economy by enabling opportunities for all people.



An environmentally responsible city

Clarence is environmentally responsible, valuing and protecting the natural environment for a sustainable and liveable future.



4. Key Actions

The Clarence Strategic Plan 2021-2031 outlines a number of Objectives that the Cycling Plan will support. Key actions linked to the strategy's objectives are outlined below.

A People-friendly city

Promoting health

Key actions

- 1.1 Promoting active and healthy lifestyles through provision and support of programs that improve physical and mental health.

Action 1 - Support events promoting active travel

Support events that promote cycling and active travel such as National Ride to Work Day, National Ride to School Day and Bike Week through grants, promotion or, in-kind resources.

A well-planned liveable city

Roads and transport

Key actions

- 2.1 Developing and implementing contemporary, funded, asset management plans for all council asset types.

Action 2 - Adequately maintain cycling infrastructure

Ensure the level of service in asset management plans for maintaining cycling infrastructure such as reinstating line marking, fixing damage to surfaces and sweeping paths and bicycle lanes to keep them free of debris is adequate.

- 2.2 Developing and implementing a comprehensive transport strategy for the city.

Action 3 - Provide an All Ages and Abilities (AAA) cycling network

It is a connected network of cycling routes that can safely and comfortably be used by anyone aged between 8 and 80 years. The network comprises shared paths, protected bicycle lanes and low traffic volume and low speed local streets that include safe road crossings. The network also caters for people walking and people living with a disability who use trikes, recumbent bicycles or handcycles as mobility devices.



Action 4 - Improve safety and comfort of road cyclists

Road cyclists are more likely to travel longer distances in less-urbanised areas and usually move at higher speeds than AAA network riders. Often their journeys are not destination-focused but rather for fitness and recreation on circuit routes. Busy, narrow roads lacking sealed shoulders or bicycle lanes (such as South Arm Highway between Oakdowns and Lauderdale) require drivers to cross the centre line to safely pass a bicycle rider. In a 60km zone or less the minimum passing distance is 1m and on roads 80km or higher the minimum passing distance is 1.5m. By providing wide sealed shoulders (minimum 1m) safety and traffic flow is improved for all road users.

Roads and transport

Key actions

2.3 Developing and implementing traffic management plans to enhance connectivity and improve road safety.

Action 5 - Address infrastructure gaps and barriers to active travel

Significant barriers to cycling include:

- inability to cross large complex road intersections such as the Mornington roundabout
- high speed or high traffic roads with inadequate gaps in traffic flow for safe crossing
- incomplete pathways with missing or low-quality sections that do not meet contemporary standards and guidelines
- roadside barriers that sever road crossing opportunities

Treatments for road crossings may include grade-separation (bridges or underpasses), signalisation or refuges, depending on the road characteristics. Existing AAA routes should be prioritised for road crossing improvements or completing pathway gaps. Boardwalks may be an option along waterways.

Action 6 - Develop cycling links to transport hubs such as park and rides, bus malls and ferry terminals

Public transport hubs benefit from good quality cycling connections for multi-modal travel. Bicycle travel to a transport hub is more predictable and flexible than relying on connecting buses.

Action 7 - Implement Local Area Traffic Management

Consider the suitability and potential for lowering speed limits around activity areas and in residential areas, as well as implementing traffic calming such as wombat crossings to make walking and riding to school or shops safer. Also, incorporating safe routes to schools as part of local area traffic management.



Roads and transport**Key actions**

2.4 Reviewing and continuing to implement our Bicycle Plan and the Tracks and Trails Strategy for the city.

Action 8 - Monitor cycling usage as the network is expanded and improved

Cycling data is collected to better understand usage and travel patterns through the use of permanent and temporary counters and an annual 2-hour morning peak commuter count coordinated by Cycling South. Continue to collect data on cycling usage on key routes to monitor usage.

Surveys are another method for monitoring cycling usage including:

- Australian Bureau of Statistics (ABS) data for Journey to Work in 2021 showed that around 80% of Clarence residents travel to work by car, 6% take the bus, 1% took the ferry, 1% rode a bicycle and 1% walked.
- The 2021 National Cycling Participation Survey identified that the level of cycling has increased in Tasmania since 2019, with 17.7% cycling in the previous week, 26% cycling in the previous month and 43% cycling in the previous year.

The 2019 Greater Hobart Household Travel Survey found that 7.4% of people rode a bicycle in the previous week, 9% of adults don't have a drivers licence and 8.4km is the average trip distance (which is feasible on a standard bicycle).

2.5 Providing and prioritising a safe, reliable and accessible pedestrian network.

Action 9 - Promote etiquette messages for shared path use

Promote etiquette for shared path use to provide guidance to path users and minimise conflict on pathways through social media, signage and direct contact with users. See Appendix D.

2.6 Developing and implementing a parking infrastructure development plan to guide capital investment in public parking facilities.

Action 10 - Provide secure and appropriate bicycle parking

Install bicycle parking rails and secure longer-term bicycle parking at transport hubs, shopping areas and town centres. Provision of quality, secure bicycle parking protects against theft and vandalism.

Consider providing e-bike charging at secure bike parking locations.

Consult with businesses and the community about public bike parking.

Improve end-of-trip amenities for cyclists in new and retrofitted developments, particularly in council-owned facilities such as sports centers, swimming pools, clubhouses, childcare centers, and community centers.

Land use planning and urban design

Key actions

2.13 Enhancing natural and built amenities to create vibrant, accessible activity centres and community hubs through quality urban design.

Action 11 - Install public amenities to support cycling

Plan for installation of water drinking fountains and repair stations along arterial cycling routes, preferably at hubs.

2.15 Ensuring neighbourhoods have pleasant streetscapes and access to recreational spaces and appropriate neighbourhood facilities.

Action 12 - Work with developers to design walking and cycling-friendly road networks

Plan, facilitate and support new subdivisions to be cycling and walking friendly with permeable layouts (including footway connections between streets and cul-de-sacs) and incorporating shared paths and separated cycleways on collector roads.

Action 13 - Develop and expand wayfinding signage

Install directional signage in accord with the Tasmanian government's *Cycle Route Directional Signage Resource Manual* on cycling routes as they are developed.



A Prosperous and Creative City

Objectives

3.2 Working together with the Greater Hobart councils and other levels of government, under the Hobart City Deal, to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city.

Key actions

Action 14 - Continue to work with Greater Hobart Councils through membership of Cycling South

Cycling South is a regional local government committee comprising Hobart, Kingborough, Glenorchy, Brighton and Clarence Councils to continue working towards delivery of the Greater Hobart Cycling Plan. Representatives from the Department of State Growth and Bicycle Network attend meetings.

Action 15 - Continue to advocate for improved cycling conditions on state government roads

Continue to engage and liaise with state government departments such as State Growth as well as consultants engaged to work on major road projects and upgrades to ensure the state government's Positive Provisioning Policy is appropriately applied.

An Environmentally Responsible City

Objectives

4.5 Undertaking the development of an Environmental Sustainability Strategy.

Key actions

Action 16 - Implement actions that support sustainable active transport modes

Investigate incentives to encourage active travel by council employees to alleviate parking demand and level of provision at council sites.





5. Cycling Network Plan

What Have We Achieved to Date?

Over the past ten years, since the previous Clarence Bicycle Strategy and Action Plan 2013-17 was endorsed, there have been a significant number of improvements to our cycling network which have provided increased safety, access and comfort for people cycling.

- **Clarence Foreshore Trail Upgrades and Expansion**

Council has funded over \$2M on the upgrade of the trail at Rosny Point, Montagu Bay and Bellerive and construction of new sections in Lindisfarne, Geilston Bay, Bellerive, Tranmere, and Second Bluff. The trail provides comfortable, traffic-free connections to schools, playgrounds, parks, sporting facilities, shops and the Bellerive-Hobart ferry.

- **Tasman Highway Pathway**

A pathway from the Tasman Bridge to the overpass by Rose Bay High provides improved access between Rose Bay and Montagu Bay, including Rose Bay High and Clarence Pool and Sports Centre.

- **Rosny Hill Road Shared Path**

The path provides a connection between the Tasman Highway Pathway and Rosny Park.

- **South Arm Highway Pathway**

Constructed by the Department of State Growth as part of South Arm Highway duplication, a new path was built between Oceana Drive in Howrah and Tollard Drive in Rokeby. In addition, council constructed a shared pathway between Lauderdale Primary School and Lauderdale shops.

- **East Derwent Highway Pathway and On-road Bicycle Lanes**

The path and bicycle lanes were constructed by the Department of State Growth as part of the East Derwent Highway duplication between Derwent Ave and Geilston Bay Road in Geilston Bay.

- **Kangaroo Bay Drive Shared Path**

Built as part of the Kangaroo Bay Parklands development, the path provides a link between the Clarence Foreshore Trail at Kangaroo Bay and Bligh Street, Rosny Park.

- **Cambridge Road On-Road Bicycle Lanes**

The bike lanes allow riders to have adequate space when being overtaken by motor vehicles, while drivers no longer need to cross the centre line to safely pass.

These projects provide a good base to build and expand the cycling network, which comprises a combination of arterial cycling routes identified in the Greater Hobart Cycling Plan 2021 and the Hobart Regional Arterial Bicycle Network Plan 2009, as well as local routes.

Proposed Arterial Cycling Network

The network comprises a combination of arterial cycling routes identified in the Greater Hobart Cycling Plan 2021 and the Hobart Regional Arterial Bicycle Network Plan 2009, as well as local routes.

Arterial Cycling Route Corridors	Road Manager	Greater Hobart Cycling Plan (AAA routes)	Hobart Regional Arterial Bicycle Network Plan
Tasman Highway	State Government	X	X
East Derwent Highway	State Government	X	X
South Arm Highway	State Government	X	X
Howrah Rd/Tranmere Rd	Clarence City Council	X	X
Pass Road	Clarence City Council	X	X
Rosny Hill Road	Clarence City Council	X	X
Bligh St	Clarence City Council	X	X
Kangaroo Bay Drive	Clarence City Council	X	
Clarence St	Clarence City Council	X	X
Queen St	Clarence City Council	X	
Kangaroo Bay Rivulet Track	Clarence City Council	X	
Sugarloaf Road	Clarence City Council	X	X
Clarence Foreshore Trail	Clarence City Council		X
Cambridge Road	Clarence City Council		X
Richmond Rd/Coal River Valley Gourmet Trail	State Government and Clarence City Council		X
Grasstree Hill Road	Clarence City Council		X
Acton Road	Clarence City Council		X
Seven Mile Beach Rd	Clarence City Council		X
Surf Road	Clarence City Council		X
Pittwater Road	Clarence City Council		X

Council will work with the state government on routes located on state government road corridors. Each route will be analysed to identify the most suitable treatment and in some cases may result in an off-road shared path as well as on-road sealed shoulders or bike lanes.

A summary of the types of treatments that could be implemented are outlined in Appendix A.

Proposed Local Cycling Network

Additional routes not included in the Greater Hobart Cycling Plan or the Hobart Regional Arterial Bicycle Network Plan but are part of this strategy are:

- Tollard Drive
- Droughty Point road extensions
- Oceana Drive, Tranmere
- Estate Drive, Acton
- Holyman Avenue and Greuber Avenue, Seven Mile Beach
- Wentworth Street, Bellerive
- Bangalee Street, Lauderdale
- Roches Beach Road, Roches Beach
- Gordons Hill Road, Lindisfarne
- Bastick Street and Riawena Road
- Derwent Avenue, Lindisfarne
- Otago Bay Road, Otago
- Church Street, Bellerive
- South Street, Bellerive
- Scott Street, Bellerive
- Percy Street, Bellerive
- Flagstaff Gully Link Road
- Shoreline Drive, Howrah
- Gellibrand Drive/Rifle Range Road, Sandford
- Cremorne Avenue, Cremorne
- Clifton Beach Road, Clifton Beach
- Malcolms Hut Road, Richmond
- Fingerpost Road, Richmond
- Middle Tea Tree Road, Richmond
- Colebrook Road, Richmond
- Prossers Road, Richmond

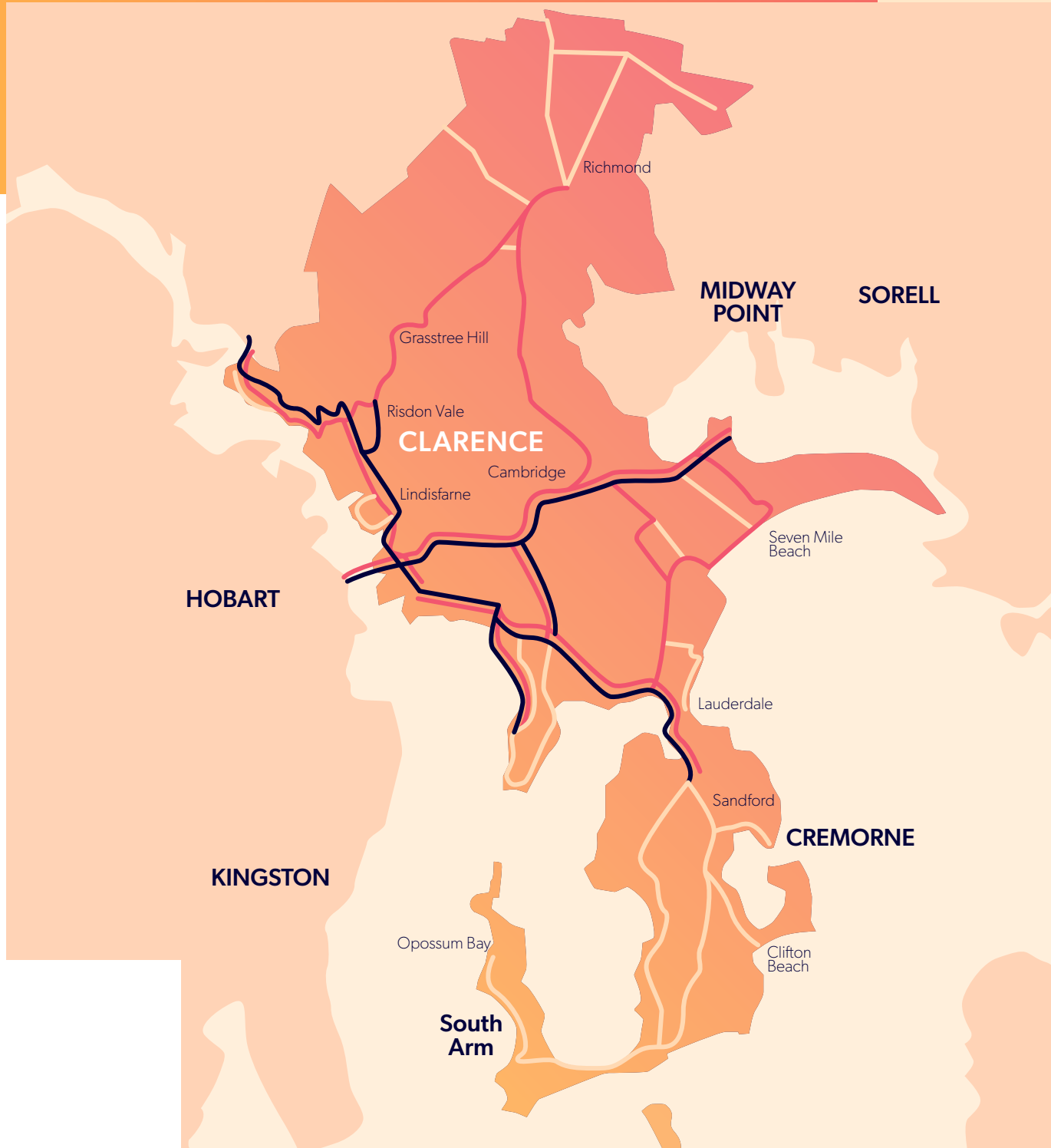
Treatments on these road corridors may range from physical infrastructure on the roadway, off-road pathways or traffic calming measures including speed reduction, depending on traffic volumes and speeds.



Council will work with the state government on routes located on state government road corridors

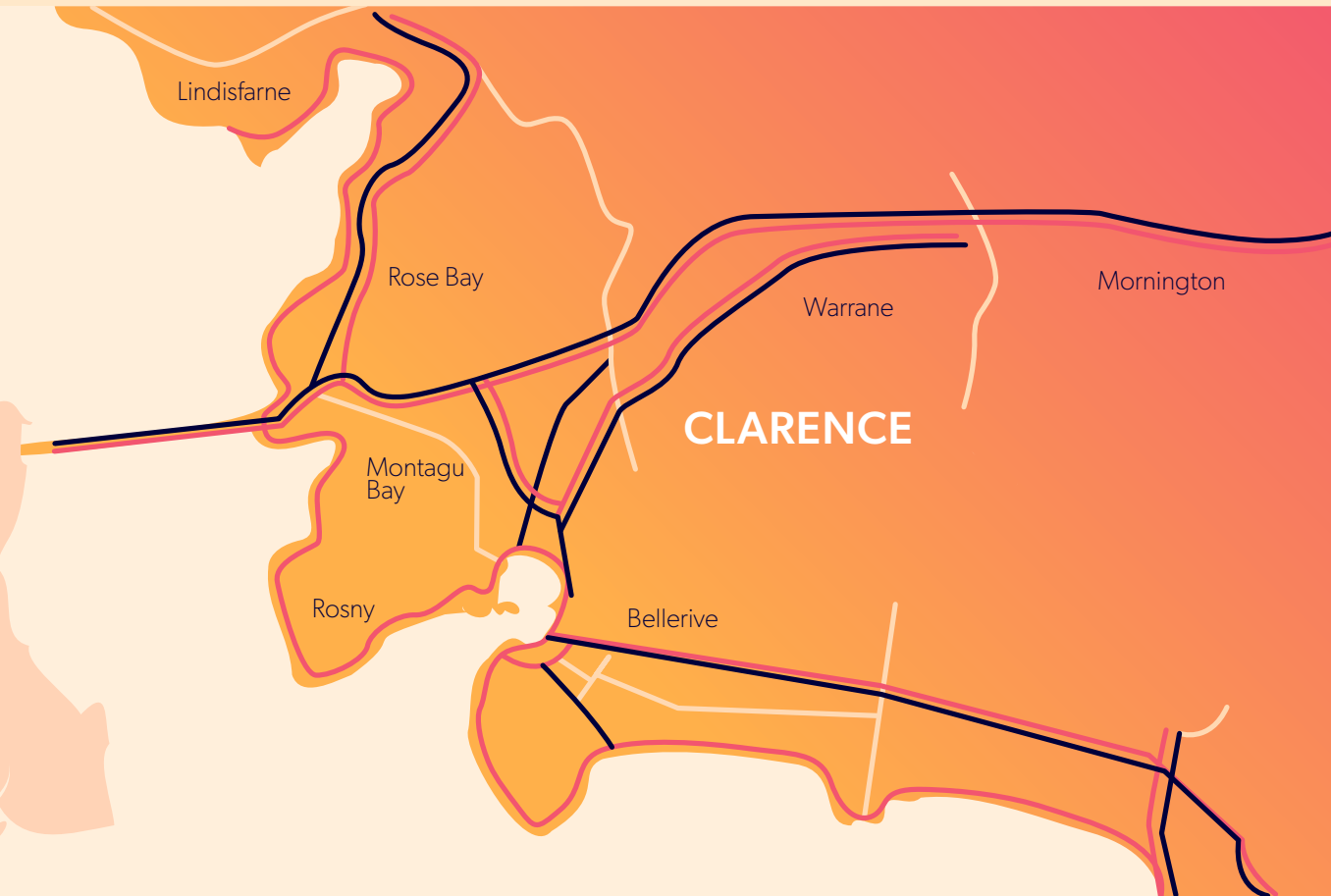
6. CYCLING NETWORK MAP

Greater Hobart region cycling network



- Greater Hobart AAA Cycling Plan – Navy
- Hobart Regional Arterial Network Plan – Red
- Local Cycling Network – Cream

Clarence cycling network



- Greater Hobart AAA Cycling Plan – Navy
- Hobart Regional Arterial Network Plan – Red
- Local Cycling Network – Cream

7. IMPLEMENTATION

Sixteen Key Actions identified in this plan will guide the development of the cycling network and contribute towards achieving the objectives identified in the CCC Strategic Plan.

- Action 1** Support events promoting active travel (Objective 1.8)
- Action 2** Adequately maintain cycling infrastructure (Objective 2.1)
- Action 3** Provide an All Ages and Abilities (AAA) cycling network (Objective 2.2)
- Action 4** Improve safety and comfort of road cyclists (Objective 2.2)
- Action 5** Address infrastructure gaps and barriers to active travel (Objective 2.3)
- Action 6** Develop cycling links to transport hubs such as park and rides, bus malls and ferry terminals (Objective 2.3)
- Action 7** Implement local area traffic management such as safe routes to schools (Objective 2.3)
- Action 8** Monitor cycling usage as the network is expanded and improved (Objective 2.4)
- Action 9** Promote etiquette messages for shared path use (Objective 2.5)
- Action 10** Provide secure and appropriate bicycle parking (Objective 2.6)
- Action 11** Install public amenities to support cycling (Objective 2.13)
- Action 12** Work with developers to design walking and cycling-friendly road networks (Objective 2.15)
- Action 13** Develop and expand wayfinding signage (Objective 2.15)
- Action 14** Continue to work with greater Hobart councils (Objective 3.2)
- Action 15** Continue to advocate for improved cycling conditions on state government roads (Objective 3.2)
- Action 16** Implement actions that support sustainable transport modes. (Objective 4.5)



Bicycle Advisory Working Group

Council has a Bicycle Advisory Working Group which provides advice and recommendations to the council, through the City Development Advisory Committee.

The Clarence Bicycle Advisory Working Group will work with council staff to develop an annual project list to prioritise projects for future design and funding requests (See Appendix B). The progress will be monitored and reviewed by the Bicycle Advisory Working Group.

Improvements to semi-rural cycling routes will be partially addressed by the Tracks and Trails Strategy. Many semi-rural roads already have off-road tracks which form part of the Tangara Trail or have low traffic volumes suitable for road cyclists even if they don't have sealed shoulders. Sealed shoulders are essential for road cyclists on higher speed, higher traffic roads.

Positive Provisioning

The day-to-day activities of council provide opportunities for making improvements for cycling with minimal additional cost or effort. Local area plans or masterplans should incorporate cycle-friendly designs.

Adopting Positive Provisioning for cycling in daily operations ensures that cycling conditions are not negatively impacted when road projects are undertaken and opportunities are identified to improve cycling conditions.

An assessment of the potential to improve provision and safety of cycling would include:

Road resurfacing

As part of line marking re-installment consider the opportunity to provide sealed shoulders or painted bicycle infrastructure if space allows for travel lanes to be narrowed slightly. Smaller aggregate size and choice of materials also need to be considered for their impact on cycling conditions.

Replacement of kerb and channel

Kerb lips should not exceed 20mm as riders transitioning from the roadway can fall when encountering higher lips and ideally are limited to 10mm or flush with the road surface where drainage conditions allow. Modification to kerbs may provide the opportunity for road widening to accommodate cycling infrastructure and should be considered for all major road upgrades.

Installation of median islands and refuges

These should not create 'squeeze points' for people cycling on the roadway. When being installed at a road crossing on a shared path, the island should be of sufficient width and depth to allow more than one person with a bicycle to store (such as a parent with a child).

Drainage grates and utility covers

These should be made flush with the road surface and where drainage grates are longitudinal, they should be replaced with bicycle-friendly grates.

Management of road work sites

Placement of temporary signage should not cause a hazard to cyclists. Surfaces should not be left in poor condition such as gravel and holes that could cause a hazard to cyclists.

Restricting motor vehicle access to pathways

Barriers such as bollards must not be used where there is no likelihood of unauthorised motor vehicle access and should not be installed on pathways without a full documented assessment of the risks to path users.

Neighbourhood traffic calming schemes

Should look at how bicycle movement can be facilitated or improved.



8. APPENDICES

Appendix A – Treatment Options

Inclusive - AAA (All Ages and Abilities)			Non-inclusive	
Off-road shared path	Shared zone	Separated cycleway	Painted bicycle lane	Sealed shoulder
				
<p>This treatment is suitable along linear corridors such as waterways, easements or through parkland. In high activity areas people walking and cycling may need separate paths or wider shared space.</p>	<p>This treatment is suitable where traffic volumes are below 1000 vehicles per day and speeds are 30km/h so people can walk or cycle on the roadway.</p>	<p>This treatment is suitable within road corridors where cycling traffic is separated from motor vehicles. They are particularly suited to built-up areas with high traffic volumes or high foot traffic.</p>	<p>This treatment can be used in urban areas to provide spatial separation from motor vehicles but there are no barriers to prevent motor vehicles from entering the bicycle lane. Opening doors from cars parked alongside can pose a risk to riders. This treatment only caters for confident riders.</p>	<p>This treatment provides spatial separation from motor vehicles on rural/semi rural roads. It improves comfort for confident road riders only and requires a fine aggregate (10mm) for appropriate smoothness.</p>



Appendix B – Infrastructure Priority List

Some projects identified in the list may be addressed as part of Positive Provisioning, where cycling infrastructure is included as part of larger projects.

High Priority 2025 -2030

- Clarence Foreshore Trail – Rosny Point (including costing for boardwalk in front of Treatment Plant)
- Clarence Foreshore Trail – Montagu Bay
- Clarence Foreshore Trail – Limekiln Point, Lindisfarne
- Howrah Road – Clarence Street to Howrah Point
- Clarence Street
- Flagstaff Gully Link Road – Mountain Bike Park access
- Richmond Road corridor and Coal River Valley Gourmet Trail

Medium Priority 2030+

- | | |
|--|--|
| <input type="checkbox"/> Sugarloaf Road | <input type="checkbox"/> Derwent Avenue, Lindisfarne |
| <input type="checkbox"/> Cambridge Road | <input type="checkbox"/> Otago Bay Road, Otago |
| <input type="checkbox"/> Grasstree Hill Road | <input type="checkbox"/> Church Street, Bellerive |
| <input type="checkbox"/> Acton Road | <input type="checkbox"/> South Street, Bellerive |
| <input type="checkbox"/> Seven Mile Beach Road | <input type="checkbox"/> Scott Street, Bellerive |
| <input type="checkbox"/> Surf Road | <input type="checkbox"/> Shoreline Drive, Howrah |
| <input type="checkbox"/> Pittwater Road | <input type="checkbox"/> Gellibrand Drive and Rifle Range Road, Sandford |
| <input type="checkbox"/> Oceana Drive | <input type="checkbox"/> Cremorne Avenue, Cremorne |
| <input type="checkbox"/> Estate Drive, Acton | <input type="checkbox"/> Clifton Beach Road, Clifton Beach |
| <input type="checkbox"/> Holyman Avenue and Greuber Avenue | <input type="checkbox"/> Clarence Foreshore Trail – Little Howrah Beach to Cleve Court |
| <input type="checkbox"/> Wentworth Street | <input type="checkbox"/> Malcolms Hut Road, Richmond |
| <input type="checkbox"/> Bangalee Street, Lauderdale | <input type="checkbox"/> Fingerpost Road, Richmond |
| <input type="checkbox"/> Roches Beach Road | <input type="checkbox"/> Middle Tea Tree Road, Richmond |
| <input type="checkbox"/> Gordons Hill Road, Lindisfarne | <input type="checkbox"/> Colebrook Road, Richmond |
| <input type="checkbox"/> Bastick Street and Riawena Road | |

State Government roads

- Tasman Highway Cycleway
- East Derwent Highway
- South Arm Hwy (including Mornington interchange, Rokeby to Lauderdale. South Arm Neck)

Incorporated into current masterplans or projects (positive provisioning)

- Pass Road (road upgrade)
- Rosny Hill Road (City Heart)
- Bligh Street (City Heart)
- Howrah Road – Foreshore Trail to Howrah Court (Little Howrah Beach Masterplan)
- Clarence Foreshore Trail – Howrah (Little Howrah Beach Masterplan)
- Clarence Foreshore Trail – Victoria Esplanade, Bellerive (Victoria Esplanade Masterplan)
- Kangaroo Bay Drive (City Heart)
- Queen Street (Vic Esplanade Masterplan)
- Percy Street, Bellerive (Vic Esplanade Masterplan)
- Kangaroo Bay Rivulet Track in Charles Hand Park (City Heart)
- Tollard Drive (road reconstruction)
- Droughty Point Road extensions (Skylands development)

Appendix C – Project List 2024/25

The Project List will be updated each year by the Clarence Bicycle Advisory Working Group.

Project	Action
ACTION 1	
Support events promoting active travel	
Ride to Work Day - October	Promote events through council's networks.
Ride to School Day - March	Promote events through council's networks.
Bike Week - March	Promote events through council's networks.
ACTION 2	
Adequately maintain cycling infrastructure	
Asset Management Plan	Review level of service in the asset management plan to ensure frequency and scope is adequate.
Identification of cycling assets	Review and update council's GIS system to ensure all cycling infrastructure has been captured.
ACTION 3	
Provide All Ages and Abilities (AAA) Cycling Network	
Howrah Road and Tranmere Road	Incorporate extension of Clarence Foreshore Trail and on-road bicycle lanes as part of the Little Howrah Beach Masterplan. As a separate project, design to be done for Howrah Road for shared path and uphill bike lane.
Tasman Highway Cycleway	Complete design for section between City View Motel and Rose Bay High.
Rosny Hill Road path	Complete connection from overpass by Rosny Barn to Kangaroo Bay Drive. Part of City Heart.
Bligh Street	Incorporate cycling infrastructure as part of City Heart.
Clarence Foreshore Trail	Older sections are to be upgraded to meet contemporary standards. Section at Rosny Point, Montagu Bay Park and Anzac Park to be reconstructed.
Cremorne Ave shared path	A design for a rural footpath/shared path will be done as part of road reconstruction.
Queen Street	Prepare design for link between Bellerive Beach Park and Bellerive Boardwalk.

Project	Action
ACTION 4	Improve safety and comfort of road cyclists
Drainage grate replacement	Ongoing – based on audit done on main cycling routes.
ACTION 5	Address infrastructure gaps and barriers to active travel
Clarence Street and Cambridge Road intersection upgrade	Signal changes to allow pedestrian crossings on all three sides of the T junction.
ACTION 6	Develop cycling links to transport hubs such as park and rides, bus malls and ferry terminals
City Heart	Planning underway – Bligh Street corridor and bus mall.
Ferry Terminals	Bellerive, Lindisfarne & Howrah Point
ACTION 7	Implement local area traffic management such as safe routes to schools
Clarence Foreshore Trail crossing at Rose Bay Esplanade	Apply to Vulnerable Road Users Grant to improve crossing near Montagu Bay Primary School.
ACTION 8	
Annual Counts	Volunteers needed for counts in March 2025.
ACTION 9	Promote etiquette messages for shared path use
Etiquette signs	Install signs on Clarence Foreshore Trail.
ACTION 10	Provide secure and appropriate bicycle parking
Bicycle parking rails	Continue to identify locations for installation of pole vaults and hoops.
ACTION 11	Install public amenities to support cycling
Bottle fill stations	Continue to install water stations along key cycling paths.
ACTION 12	Work with developers to design walking and cycling friendly road networks

Project	Action
Planning scheme and development process	Ongoing liaison with council’s planning officers.
ACTION 13	
Develop and expand wayfinding signage	
Wayfinding signage	Install directional signage on key cycling routes.
ACTION 14	
Continue to work with greater Hobart councils	
Cycling South membership	Cr Heather Chong is the Clarence City Council representative until 2025. Ross Graham is the staff representative.
ACTION 15	
Continue to advocate for improved cycling conditions on state government roads	
Morningson Roundabout	Council staff provided a copy of pedestrian underpass design prepared by Pitt & Sherry to Department of State Growth for consideration as part of the Morningson Traffic Solution Study. Community consultation closed in October 2021.
South Arm Highway upgrade, Rokeby	Council staff provided input into a shared path, on-road cycling treatments and Acton Road intersection treatment.
Tasman Highway	Council staff provided feedback on initial design for a shared path for the Tasman Highway upgrade between Hobart Airport and causeway.
East Derwent Highway	Liaise with state government on any future projects identified for the East Derwent Highway.
Tasman Bridge	Ensure the path widening project has adequate connections to the eastern shore path network.
ACTION 16	
Implement actions that support sustainable transport modes	
Council staff travel incentives	Investigate incentives to encourage active travel by council employees to alleviate parking demand and level of parking provision at council sites.



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a brighter place