

Transforming Collins Street

Molle Street to Murray Street

Public Meeting

25 March 2025

Neil Noye



City of HOBART

www.hobartcity.com.au





Overview

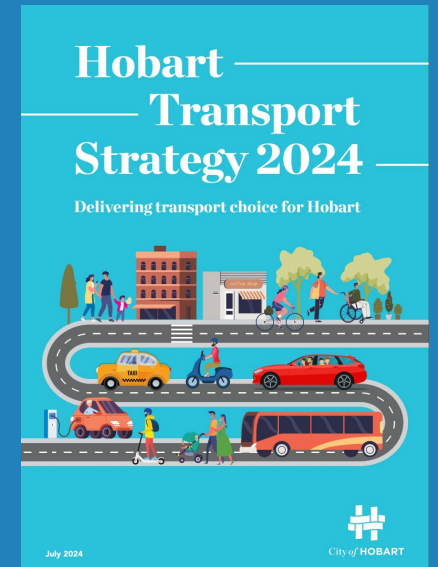
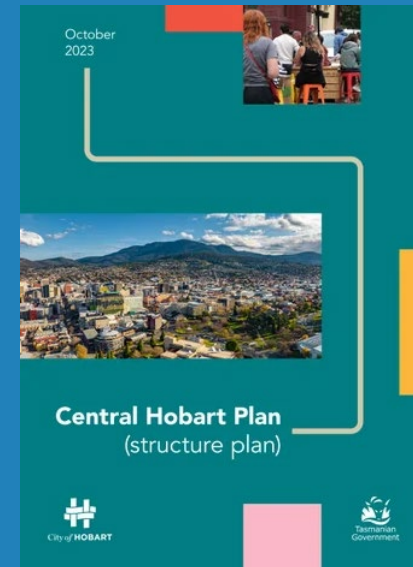
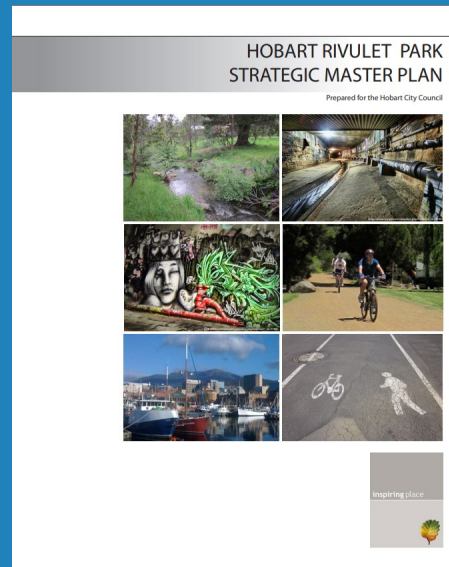
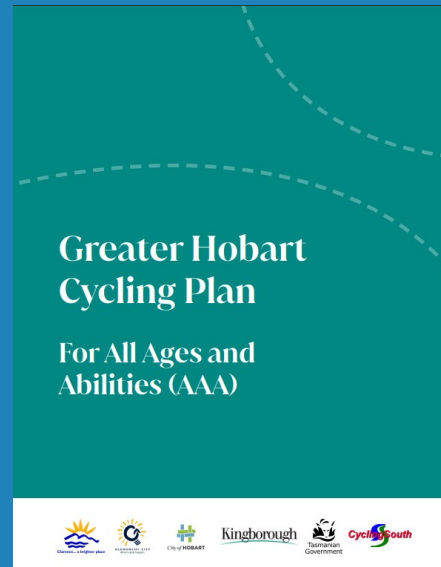
- Why Collins Street and why separated lanes for cyclists?
- Why take a tactical trial approach ?
- What is involved (Detail design) ?
- Trial monitoring and evaluation
- What's next?



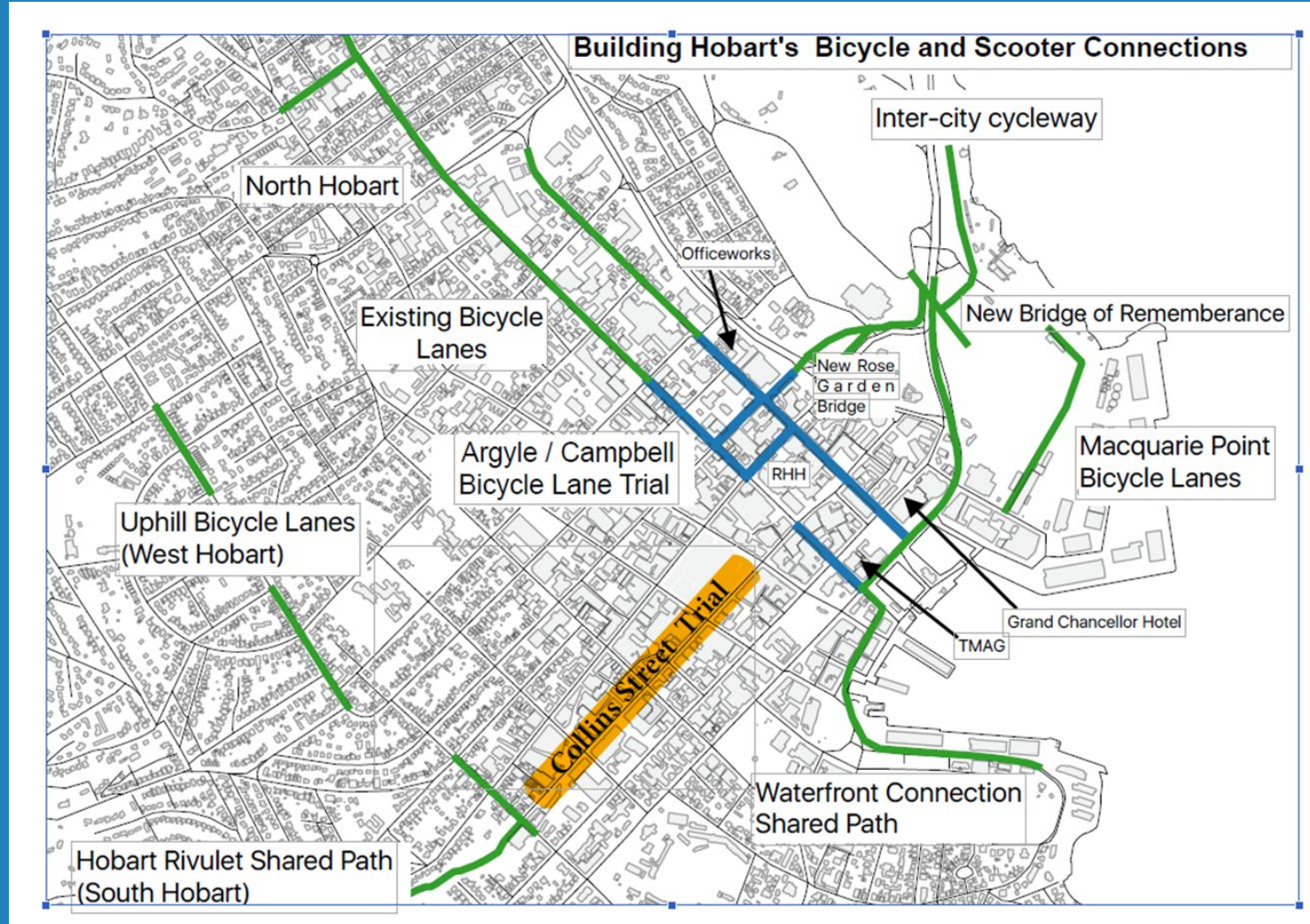
Why Collins Street?

KEY CITY OF HOBART STRATEGIC DOCUMENTS

- Greater Hobart Cycling Plan
- Hobart Rivulet Park Strategic Master Plan
- Central Hobart Plan
- Transport Strategy
- Climate Strategy



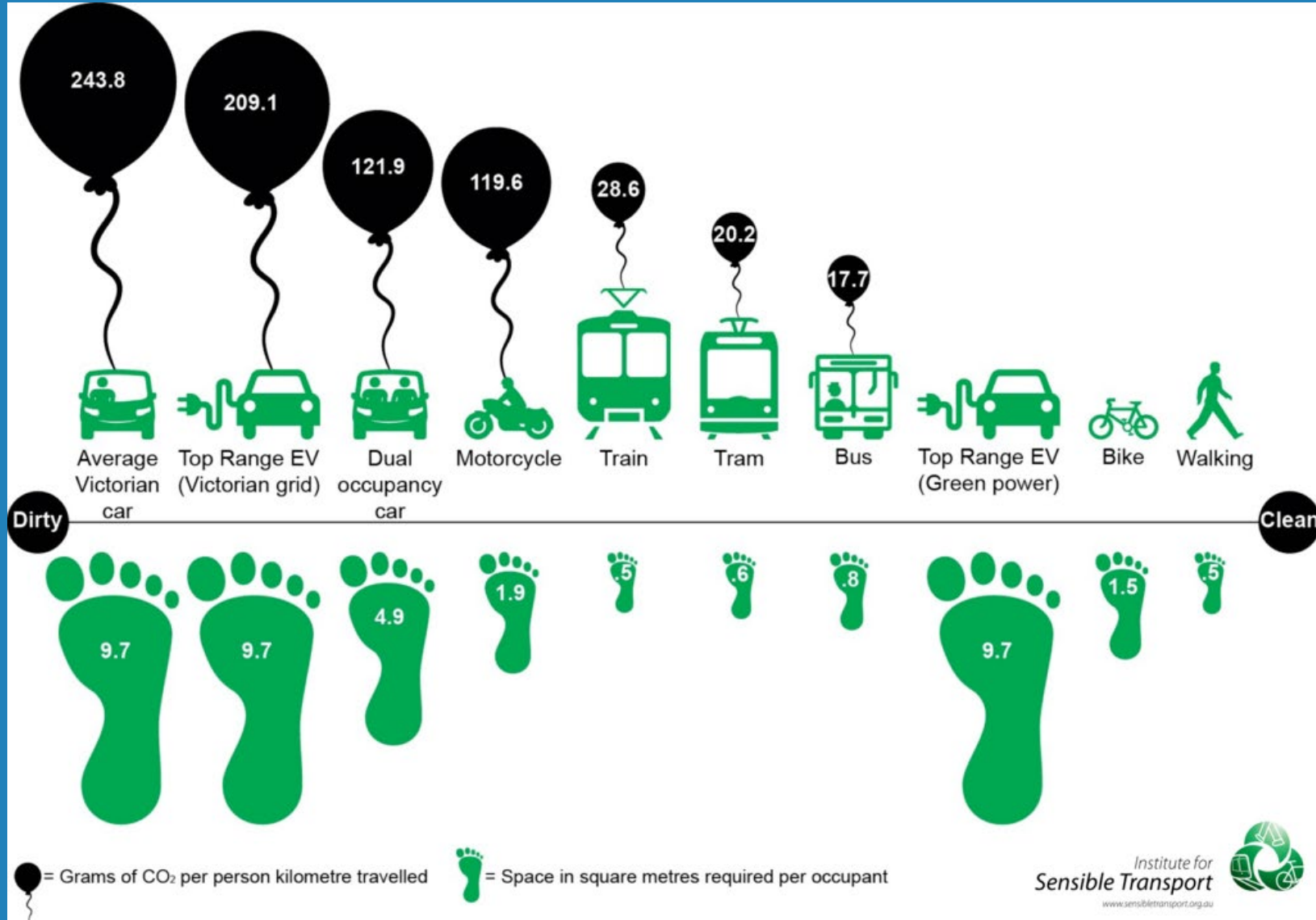
Network Connections



Collins Street/Hobart Rivulet – Linking Suburbs, Parks & Recreation



Climate And City Space Use



Collins Street Bicycle and Micromobility Use

1. Metric 6.8.3.1. Number of bike and micromobility riders

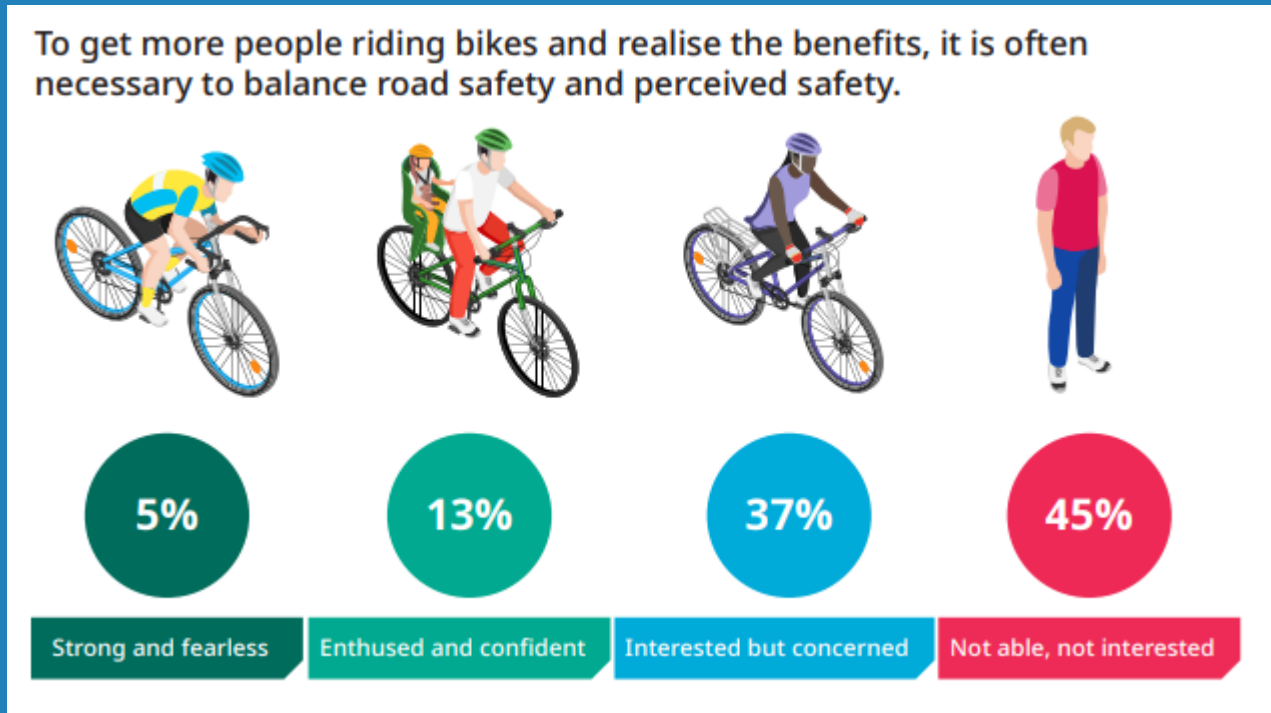
Hobart Rivulet Entrance–MetroCount Device (Data Collection: Mon 17 Feb – Sun 23 Feb 2025)

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average
17 Feb	18 Feb	19 Feb	20 Feb	21 Feb	22 Feb	23 Feb	Weekday
399	466	478	399	335	183	133	415

2. Metric 6.8.3.2. Diversity of users

Cordon Line - Collins Street - West side Harrington Street junction									
Bicycle demographic assessment – Manual Survey									
DATA COLLECTION - 19 February 2025 – 7am – 6pm									
Gender -Male					Gender - Female				
Commuter	Electric	Cargo	Mountain	+ Child seat	Commuter	Electric	Cargo	Mountain	+ Child seat
145	34	22	33	(16)	56	45	22	6	(13)
Total Male: 234					Total Female: 129				

Bicycle Facility Design Guidance (Tasmanian Government)



Rider typologies in Tasmania, as per CWANZ Walking and Cycling Participation Study 2023, Pg 6 Tasmanian Design Guidance

Tasmanian Walk, Wheel, Ride Guidance
Cycling Infrastructure Design

PLANNING
DESIGN
DELIVERY
OPERATIONS

Tasmanian Government

AAA design is inclusive by considering:

- **All people, regardless of age, gender and background**, including women, children, seniors, people living with disability, low-income households, various ethnicities, neurodiverse people and people who are less confident riding.
- **All types of bicycles and other small-wheeled devices**, including standard and e-bikes, cargo bikes, specialist bicycles for people living with a disability and micromobility devices like e-scooters.
- **All types of trip purposes**, including commuting, school run, shopping, and recreation.

Why take a Tactical trial approach?

- Tactical trials allow testing of a solution.
- Installation construction is cheaper and faster than more permanent solutions.
- A trial is a recognised way to start a conversation on change.



What is involved (Detail design)

Approved for Tactical Trial – Council Meeting – 16th September 2024

Review



MOLLE STREET

31 PARKING BAYS

BARRACK STREET

24 PARKING BAYS

HARRINGTON STREET

35 PARKING BAYS

VICTORIA STREET SOUTH

22 PARKING BAYS

MURRAY STREET

25 PARKING BAYS



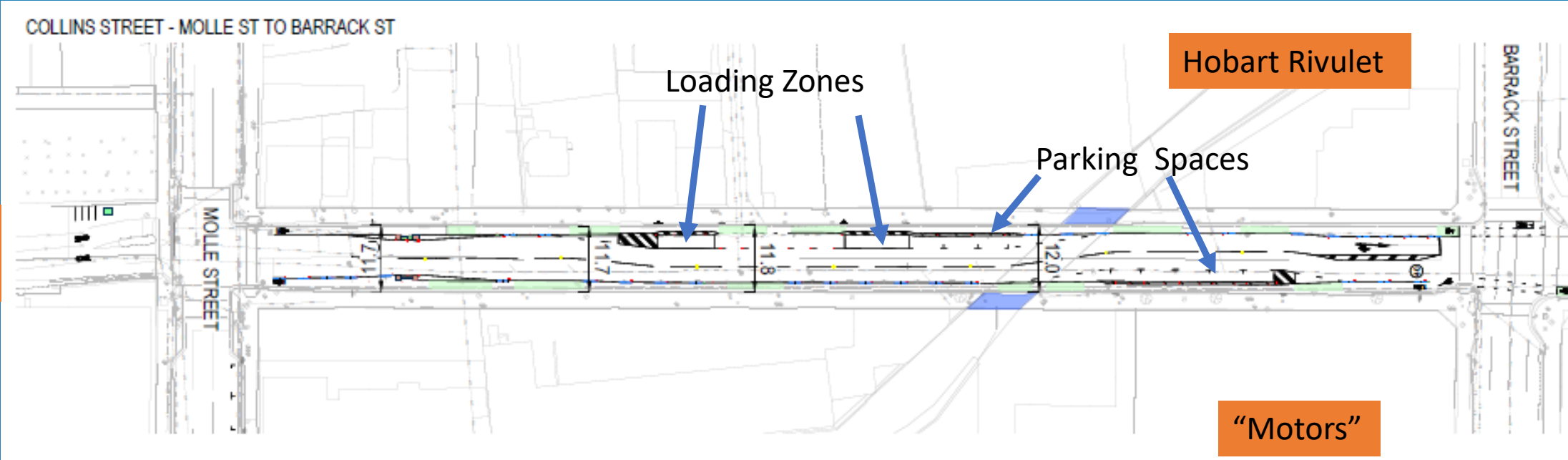
STREET PARKING IN COLLINS STREET PROJECT AREA



City of HOBART

What is involved (Detail design Molle to Barrack)

Separated bicycle lanes on each side of the street

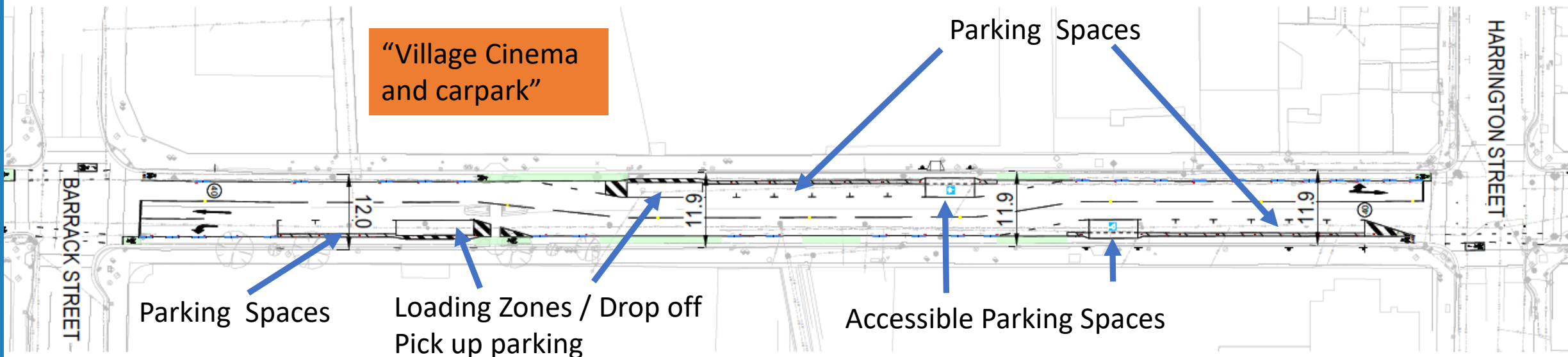


Hobart Rivulet
Linear Park

What is involved (Detail design Barrack to Harrington)

Separated bicycle lanes on each side of the street

COLLINS STREET - BARRACK ST TO HARRINGTON ST

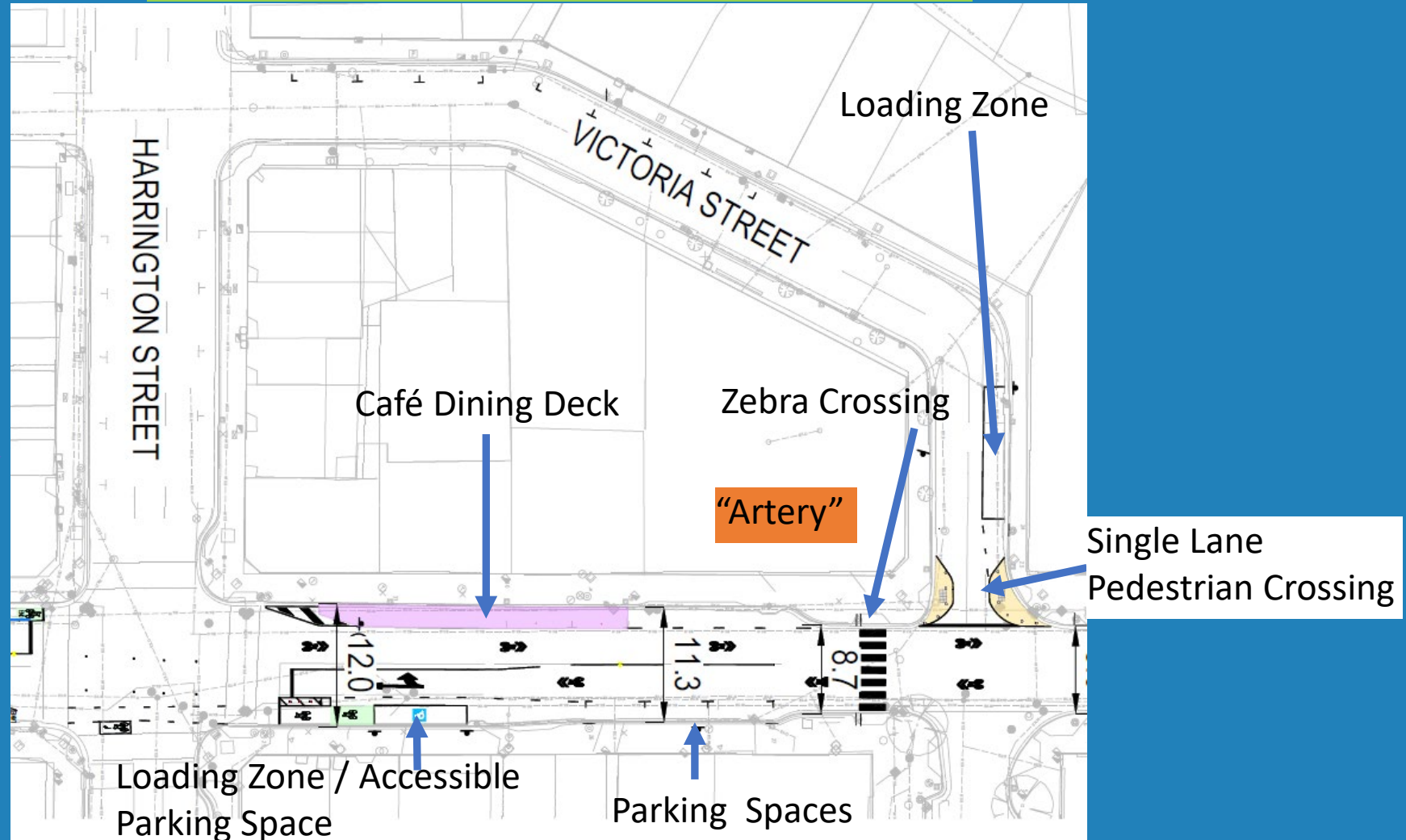


“Tax Office and ABS”

“188 Collins Office Blocks”

What is involved (Detail design Harrington to Victoria)

30km/h Shared Lane on each side of the street

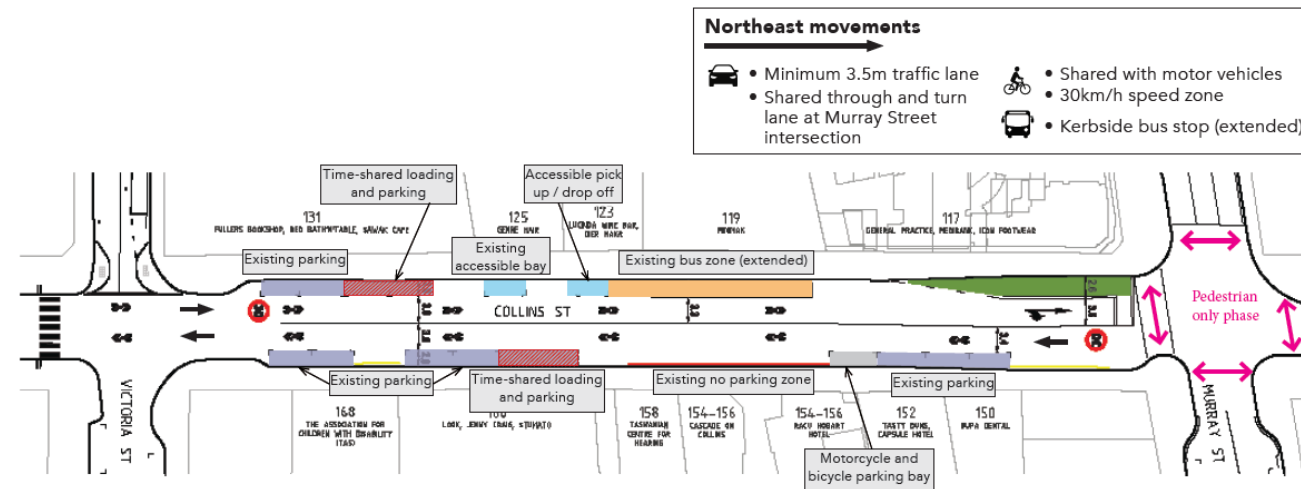


What is involved (Detail design Victoria to Murray)

TBC – Subject of Council report 31 March 2025

Alternative trial option

30km/h with shared bike and traffic lanes



Key	
Short-term parking	
Accessible bay	
Bus zone	
Loading (part-time)	
Bicycle lane	
No stopping zone	
No parking zone	

On-street dining
This design allows for further on-street dining opportunities to be tested in conjunction with businesses.

Southwest movements

- Minimum 3.5m traffic lane
- Shared with motor vehicles
- 30km/h speed zone



Trial Monitoring and Evaluation

Welcome to Your Say Hobart

Share your thoughts and inform Council decision making.
Our community is passionate about the future of Hobart and has contributed to more than 100 projects.
Will you join them?

[Register here to have Your Say Hobart!](#)

1. **Stage 1:** Pre-installation Baseline Survey (Engagement completed)
2. **Stage 2:** Post 1-month installation,
3. **Stage 3:** Post 3-months installation,
4. **Stage 4:** Post 12-months installation
5. **Stage 5:** Post 2-years of the installation.

Current engagements



Transforming Collins Street

Transforming Collins Street is an ongoing two-year Tactical Trial which involves a variety of ...

[View Project](#)



Sandy Bay Ferry Terminal

The City of Hobart is seeking public feedback on a propos...

[View Project](#)



Trial Monitoring and Evaluation Metrics

A part of the Council resolution for the trial

6.8.3. The following metrics will be used both pre-installation as well as 1 month, 3 months and 12 months post-installation, with updates in line with this timing being provided to Elected Members via the Elected Member Bulletin:

6.8.3.1. Number of bike and micromobility riders, targeting an increase in riders.

6.8.3.2. Diversity of users, targeting an increase in the proportion of women and children and types of bicycles (e.g. road bikes, cargo bikes, mountain bikes) indicating the perceived safety and accessibility of the infrastructure.

6.8.3.3. Increased access for people walking, targeting increases in people crossing mid-block indicating perceived safety.

6.8.3.4. Road safety, targeting reduced vehicle speeds.

6.8.3.5. User confidence, targeting increased perceptions of safety for people walking and riding.

6.8.3.6. Feedback from local stakeholders, including users of the street, nearby properties and businesses. Targeting net positive sentiment towards the project.

6.8.3.7. Feedback from broader stakeholders, targeting net positive sentiment towards the project.



Perspective

The City of Hobart (and elected officials) make decisions and try to balance the needs of many different groups.

For Collins Street (Molle St to Harrington St) space allocation in terms of area is:

Motor Vehicles	51%
Pedestrians	31%
Bicycle lanes	18%

Trialling changes is important if Hobart is going to continue to evolve and meet the increasing challenges of congestion and climate change.



What's Occurred To Date And What Is Next?

- The Council's Resolution of 16 September 2024 is a lawful decision of Council that is being acted upon.
- Detail engineering work to document the trial installation has been finalised for the sections between Molle and Victoria Streets.
- A tender has been advertised, and a contractor appointed to undertake the works.
- The physical works has commenced, and installation of the trial is anticipated to be completed by mid-April for the section from Molle Street to Victoria Street.
- Pre-Construction (baseline) engagement and metrics gathering has occurred and is in the process of being published
- The City of Hobart's "YourSay" site will be used for the periodic engagement required by Council.



What's Next? (2)

The Council will consider a report for the options for Collins Street between Victoria Street and Murray Street at its 31 March meeting.

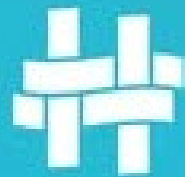
Ongoing “Metrics” reporting will occur during the 2-year trial.

An important part of the Transforming Collins Street Project is to stimulate discussion about the future changes that could be made to Collins Street





**TRANSFORMING
COLLINS ST.**



City of **HOBART**