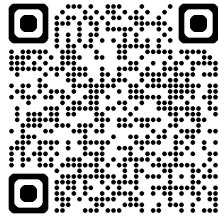


Transforming Collins Street

Project web page

Please use this QR code to visit the project web page for Transforming Collins Street.



Or visit:

www.hobartcity.com.au/projects/current-projects/Transforming-Collins-Street

Frequently Asked Questions (FAQs)

1. Where will I park?

Collins Street, between Molle and Harrington streets, will still have 25 on-street parking spots with two accessible parking spots and four loading zones.

Between Harrington and Victoria streets, there will be three parking spaces and one accessible parking space.

Council will decide on parking arrangements between Victoria and Murray streets at its meeting on March 31.

There are more than 1000 parking spaces within the immediate vicinity of Collins Street (including both on and off-street parking). This trial will see a 2 per cent reduction to public parking in the area.

Nearby parking opportunities include;

- There are five side streets which come off Collins Street (Molle, Barrack, Harrington, Victoria and Murray) which have roughly 150 on-street car parks within one block of the project area.
- There are also more than 100 spaces, including eight accessible parking

spaces, in the Village Cinemas car park on Collins Street.

- The City of Hobart operated Centrepoint Car Park (next to Collins Street) also has 780 car parks and is rarely at full occupancy.

It is not anticipated there will be any material change in parking revenue received by Council as a result of this trial, as it is anticipated utilisation of existing car parking spaces will increase.

2. Will people use the bicycle lanes?

The City of Hobart's transport strategy is about increasing safer transport choices. More bike lanes provide a safe alternative to driving cars, for those who are able to ride.

The Greater Hobart Household Travel Survey 2023, conducted by the State Government, showed there is a rising number of cyclists in Hobart.

It found there were 4800 trips completed on bikes within the City of Hobart local government area each day (a 50 per cent increase since 2019).

More people cycling improves public health and can reduce traffic congestion.

We know the number one barrier to more people taking up cycling or any form of active transport is safety, something which separated cycle lanes will help address.

Data shows between 350 to 450 bicycle trips are currently conducted on Collins Street each weekday, depending on the count location along the corridor.

3. How is the project being funded?



Originally, this project was jointly funded by the City of Hobart and the Tasmanian Government.

The City of Hobart funding was sourced from the transport budget allocation, which is predominantly allocated to road and footpath maintenance, as well as road safety and infrastructure improvements.

In October 2024, the state government announced it would be withdrawing its funding commitment.

As a result, the City of Hobart resolved to use project contingency funds to cover the funding shortfall.

4. What is the background behind this project?

Plans to improve the amenity of Collins St have been recommended in various strategies and documents for more than a decade.

- The street was identified as a future key arterial cycleway in the Hobart Regional Arterial Bicycle Network 2009.
- Plans to improve active travel on Collins St were then included in the Hobart Rivulet Park Strategic Master Plan 2011.
- One year later, linking the rivulet to the CBD through Collins St was listed as a priority project in the Inner City Action Plan 2012.
- Finally, the need to strengthen Collins St for walking and cycling to support medium-density development was identified in the Central Hobart Plan 2023.

Over the past 15 years the City of Hobart has undertaken works to significantly improve the

Hobart Rivulet linear park corridor from Kunyani/Mt Wellington park to Molle Street.

The Transforming Collins Street project, which was endorsed by Council in 2024, aims to deliver on the ambitions set out in these strategic documents.

5. How can I provide feedback?

The community will have the opportunity to provide feedback on the trial at five key intervals, with findings reported back to the city's elected members (along with road use data) in publicly accessible reports.

- Pre-installation (March 2025)
- One month post-installation (June 2025)
- Three months post-installation (August 2025)
- One year post-installation (May 2025)
- At the conclusion of the trial (May 2025)

This first round of community engagement for the trial (pre-installation) occurred across the first two weeks of March. It involved face-to-face interviews on Collins Street, business visits, an online survey and two drop-in sessions.

This methodology will be repeated at each formal engagement stage, to generate detailed information on community sentiment over the course of the two-year trial.

Information about these engagement rounds, including locations and times of drop-in sessions and links to the online survey, will be shared on City of Hobart social channels, the project web page and the project YourSay page.

6. How will the success of the trial be evaluated?

There are seven metrics being used to measure the success of this project, as signed off by elected members at the September 2024 Council meeting. These are:

- Number of bike and micromobility riders, targeting an increase in riders.
- Diversity of users, targeting an increase in proportion of women and children and type of bicycles (e.g. road bikes, cargo bikes, mountain bikes) indicating the perceived safety and accessibility of the infrastructure.
- Increased access for people walking, targeting increases in people crossing mid-block indicating perceived safety.
- Road safety, targeting reduced vehicle speeds.
- User confidence, targeting increased perceptions of safety for people walking and riding.
- Feedback from local stakeholders, including users of the street, nearby properties and businesses. Targeting net positive sentiment towards the project.
- Feedback from broader stakeholders, targeting net positive sentiment towards the project.

Figures representing these metrics, showcasing how they have changed over the course of the two-year-trial, will be presented to elected members and the public at regular intervals over the course of the two-year-trial. Data collected prior to the launch of the trial will be used as the benchmark.

7. How will the trial impact traffic flow?

The City of Hobart engaged Pitt and Sherry to undertake traffic modelling of the proposed changes. The findings of this modelling showed that there would be a slight increase in delay for vehicles at some Collins Street junctions. The traffic modelling was provided to the Council's 16 September 2024 meeting and is publicly available on the Council's website.

It is important to understand that Collins Street is not a strategic traffic route for through vehicle movements, noting that there are several other streets around the city (Macquarie, Davey, Barrack, Bathurst, Brisbane etc...) that do prioritise vehicle movements.

8. What is the project timeline?

- **2009:** Collins St was identified as a future arterial cycleway in the Hobart Regional Arterial Bicycle Network 2009.
- **2011:** Plans to improve active travel on Collins St were included in the Hobart Rivulet Park Strategic Master Plan 2011.
- **2012:** Linking the rivulet to the CBD through Collins St was listed as a priority project in the Inner City Action Plan 2012.
- **2023:** The need to strengthen Collins St for walking and cycling to support medium-density development was identified in the Central Hobart Plan 2023.
- **May 2024:** Council endorsed concept plan for engagement and trial of tactical bicycle lanes on Collins St at the Council Meeting on 27 May.
- Council staff then engaged with Collins St business owners and made multiple changes to the proposed design,

including the retention of more car parks and loading zones.

- **September 2024:** Council endorsed the project and resolved that it is evaluated at regular intervals at the Council Meeting on September 16.
- **October 2024:** The Tasmanian Government withdrew its commitment to help fund the project, causing the Council to resolve to use project contingency funds to cover the funding shortfall at the Council Meeting on October 14.
- **November 2024:** Council resolved to pause the project between Victoria and Murray St to explore options to “retain loading zone and parking opportunities” at the Council Meeting on November 11.
- **March 2025:** Pre-installation engagement occurred with Collins St business owners, road users and other stakeholders. Findings will be reported to the Council in publicly available document.
- **March 2025:** Installation of project trial infrastructure to take place over a six to seven week period.
- **May 2025:** Trial begins
- **June 2025:** One-month post-installation engagement to occur with Collins St business owners, road users and other stakeholders. Findings to be reported to Council in publicly available document.
- **August 2025:** Three-month post-installation engagement to occur with Collins St business owners, road users and other stakeholders. Findings to be reported to Council in publicly available document.

- **May 2026:** One-year post-installation engagement to occur with Collins St business owners, road users and other stakeholders. Findings to be reported to Council in publicly available document.
- **May 2027:** Conclusion of two-year trial. Final report to be produced and presented to Council regarding findings and future options for reinvigorating Collins St.

9. Does Council have local statistics on bicycle accidents in the city?

The City of Hobart has a range of datasets, including crash rates for a variety of road users, which are sourced from the Tasmanian State Governments Crash Data base. When discussing road safety, we use the term “crash”, as the term “accident” can be seen as implying an unavoidable event.

Three of the key metrics in measuring the success of this trial are centred on safety:

- **Increased access for people walking** (targeting increases in people crossing mid-block indicating perceived safety)
- **Road safety** (targeting reduced vehicle speeds)
- **User confidence** (targeting increased perceptions of safety for people walking and riding)

10. Is there evidence that the loss of parking impacts businesses negatively or positively?

Business success is impacted by a variety of factors, including (but not limited to) customer access, economic conditions, market demand and more.

One of the key metrics being measured over the two-year trial is feedback from local

stakeholders, which includes businesses along Collins Street.

The planned engagement with these stakeholders will help the City of Hobart assess the impact of the trial. The City of Hobart is targeting net positive sentiment towards the project from local stakeholders.

More information about the number of parking spaces being retained on Collins Street is available in the 'Where will I park?' section of these FAQs.

11. Is there evidence that the loss of parking impacts businesses negatively or positively?

Data collected over the past decade shows bicycle usage in Hobart continues throughout the year, including in winter, though there is a general decline in both bicycle and vehicle trips during the colder months.

The trial will measure the number of bicycle and micromobility riders along Collins Street, aiming for an increase in usage.

Raw data can be influenced by seasonal factors such as weather, school holidays, and changes in travel patterns. For example, many Tasmanians holiday outside the state in winter, which affects local transport trends.

The City of Hobart will not collect and report data from school holiday periods as part of the ongoing monitoring and evaluation program.

12. What is happening with disability planning?

Disability access, also referred to as accessible parking, is a priority kerbside use, particularly in the central block from Barrack to Harrington Streets. As part of the trial, it is proposed to double the number of accessible parking spaces from one to two spaces in this block.

An additional disability parking space is also being trialled in the block between Harrington Street and Victoria Street

Council's consideration of a trial design for the block between Victoria Street and Murray Street will determine the number of accessible parking spaces which will be available in this block.

The Centrepoint car park has 16 accessible parking spaces located near the elevators.

13. Have local businesses been asked about the on-street dining?

Yes. The City of Hobart has consulted extensively with 11 businesses on Collins Street, between Harrington and Victoria streets. This included nine food and beverage businesses, one retail business and one professional service business, in addition to a key property owner in the area.

Seven of the food and beverage businesses have advised the City of Hobart they are happy with the opportunity for outdoor dining on the widened footpath in front of their shops, in line with the approved design.

Two food and beverage businesses, located on the opposite side of Collins Street, had limited interest in having on-street dining and accordingly this space will instead be used as a loading zone and short-term parking.

The City of Hobart has worked closely with participating food and beverage businesses on the design and layout of the on-street dining, including furniture provision, shade, bicycle parking and bins.

The City has recently been approached by food and beverage businesses between Victoria and Murray streets interested in the opportunity to have on-street dining in front of their businesses. This is currently being explored.

14. Could we widen the footpath instead?

Widening the footpath would require significant, expensive infrastructure changes.

This project has been proposed as a trial to understand the impact of these changes prior to the consideration of permanent, more expensive infrastructure solutions.

It is important to note that the allocation of public road space is an area of the City's responsibilities as a road and transport manager which requires professionals to weigh up competing interests when asked to provide recommendations to Council's elected decision makers.

15. Will firefighters still be able to access buildings?

City of Hobart officers have met with Tasmanian Fire Service representatives and other key kerbside use stakeholders, including street sweepers and rubbish collectors, to ensure access is maintained where required.

16. Will Centrepoint car park be opened longer?

Options for extended hours are being reviewed, and a report will be presented to the Council soon.

17. Will people with mobility issues still be able to be dropped off outside the cinema?

There are multiple options for those wanting to access the Village Cinemas facility.

Importantly, a drop-off 'five minute zone' is being installed opposite the cinema as part of the trial, to make it easier for those who have mobility issues to access.

Additionally, there are more than 100 parking spaces available to the public in the car park underneath the cinema.

18. Can the bicycle lanes on Collins Street be connected to the Intercity Cycleway?

The Hobart Transport Strategy 2024 includes the aim of developing a detailed Hobart Bike Plan, which would look to identify ways to connect cycling facilities across Hobart.

Further, a key consideration of the Tasmanian Government's plan to deliver a Macquarie Point Stadium is to develop active transport access back into the city.

19. Has the City of Hobart considered the reduced long-term maintenance costs from promoting more cycling?

The Council is currently reviewing its Strategic Asset Management Plan.

20. How were adjacent businesses consulted?

Consultation occurred with all stakeholders, including business, across May and June 2024.

More details about this consultation is located in the project timeline.

21. What is the impact on the rest of Collins Street (beyond Murray Street)?

The trial boundaries are between Molle and Murray streets, with no plans to implement bicycle lanes beyond Murray Street.

It should be noted that, following significant stakeholder support, elected members will be presented with a proposal to request the Transport Commission lower the speed limit on Collins Street, between Murray and Argyle streets, to 30km/h at the Council meeting on March 31.

22. What is the evidence for improvement in safety outcomes from using 'sharrows'?

Shared Use Arrows (or 'sharrows') are a new treatment type. The Tasmanian Cycling Infrastructure Guidelines reference their use "to highlight presence of riders - this is only suitable in low volume and very slow speed environments".

23. Has a two-way bike lane on one side of Collins Street been considered?

A bi-directional bicycle lane on one side of Collins Street is considered to be an inappropriate treatment for a tactical trial, due to its high complexity and infrastructure costs. It has some merit as a final permanent solution.

24. Why did installation begin before the public meeting?

The installation of the Transforming Collins Street trial was endorsed by Council in September 2024.

As such, council officers have been working to deliver on Council's resolution, engaging a contractor to deliver the project within the current financial year (for which there is funding available).

Line marking, in particular, is difficult to complete during the cooler months (from May to October). As such, the intention was always for the installation to be completed in the warmer months.

25. How does this contribute to environmental sustainability?

The Hobart Transport Strategy 2024 places choice at the centre.

Transport touches all of our lives, every day. Whether we are commuting into the city for work, visiting a local café, riding our bike to

school, waiting for a bus to visit the doctor or pushing a pram through the neighbourhood.

Transport includes all of the ways we move throughout our city – in a car, on a bike, by bus, walking, mobility scooter or other mobility aid, taxi or ride share service, ferry, e-scooter or other personal mobility devices.

Transport is anything that gets us from A to B.

Our Hobart Transport Strategy 2024 supports an integrated, climate ready, efficient transport and land use system for Hobart.

26. Do the present amount of bike uses in South Hobart justify loss of parking?

The Hobart Rivulet/Collins Street corridor is the strategic corridor for active transport in this part of the City.

Data shows between 350 to 450 bicycle trips are currently conducted on Collins Street each weekday, depending on the count location along the corridor.

Road managers seek to balance the competing priorities of transport modes and street use, safety, efficiency, access, street greening and vehicle parking.

The Transforming Collins Street tactical trial retains some parking spaces and loading zones, converts some parking to accessible parking and provides protected bicycle lanes along with outdoor dining space

Road safety improvements are important. The economic cost of road trauma in Australia is growing with efforts to reduce risk to all road users seen as important by all levels of government.