



Hobart Local Area Mobility Plans: Northern Suburbs

REPORT
NOVEMBER 2023



City of **HOBART**





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01

Overview

The communities of Lenah Valley, Mount Stuart and New Town have long been advocating to the City of Hobart for better environments in their suburbs for people walking and bicycling. This includes students, young and old walking and riding (accompanied or otherwise) to school, people walking or riding to local shops, and people walking and riding for social reasons. Additionally, many people in the area rely on walking or biking to access bus services. The northern suburbs of Hobart have many streets and paths that could be greatly improved for walking and cycling connections both at a local scale and as key corridors into Hobart City, and this plan identifies targeted actions to improve mobility and streetscape quality across the inner northern areas of Hobart.

This plan adopts a focus on streetscape improvements that not only allow greater mobility choices in the subject area, they will improve amenity on local streets while improving vibrancy on main streets by encouraging people to walk more and stay longer at local destinations. More equitable access to sustainable and healthy modes of transport benefits everyone by providing additional travel choices that are genuinely safe, convenient and attractive.

This plan highlights key mobility issues and identifies key projects to address these issues and improve sustainable transport choices in the northern suburbs. This will enable safe, sustainable and connected urban living with better streets for people from all walks of life to thrive in. Delivery of these projects will be staged as either short, medium or long term. While funding is not currently available to deliver all identified projects to completion, this plan outlines clear priority projects that may be progressed in a staged manner when funding becomes available. This approach means the City is in a good position to apply for grant funding with a pipeline of projects already identified for the catchment area.



02 Community Input

Over the years, the community has provided valuable inputs through various means, such as petitions for changes in traffic conditions and an extensive submission from the Lenah Valley Community Association on mobility issues. The latter included an interactive map that highlighted the locations where community members had identified problems, providing a comprehensive overview of the issues at hand.

To further gather insights, a CrowdSpot survey was conducted over a period of almost a month, from mid-November to early-December. This survey provided an opportunity for residents of the Northern Suburbs to voice their opinions and identify areas that required improvements for walking or cycling. The survey also focused on identifying missing links and ensuring that the pedestrian network could bridge these gaps effectively. Additionally, residents were encouraged to share their thoughts on places and infrastructure they appreciated and would like to see more of, creating a holistic perspective of the community's needs and desires.

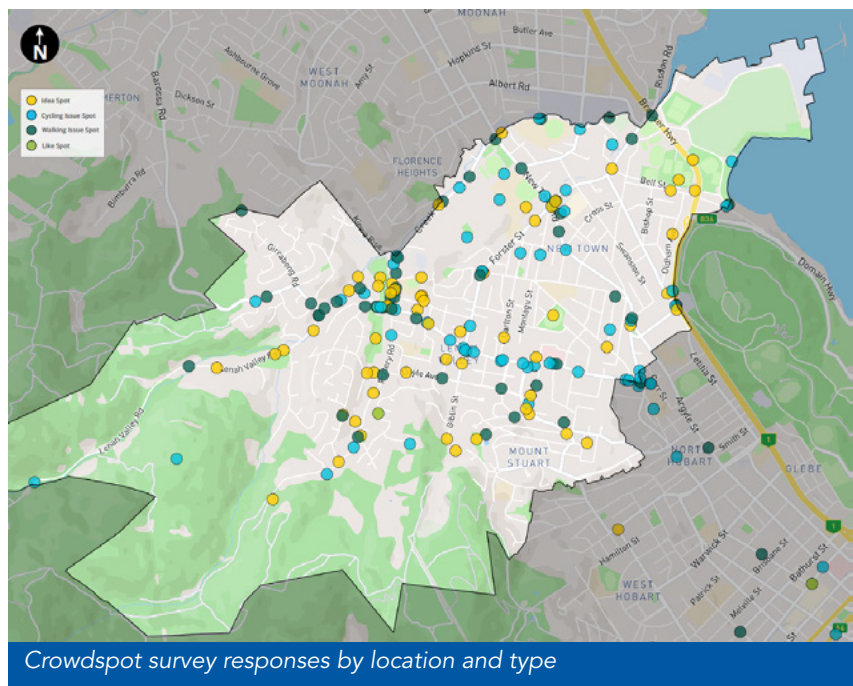
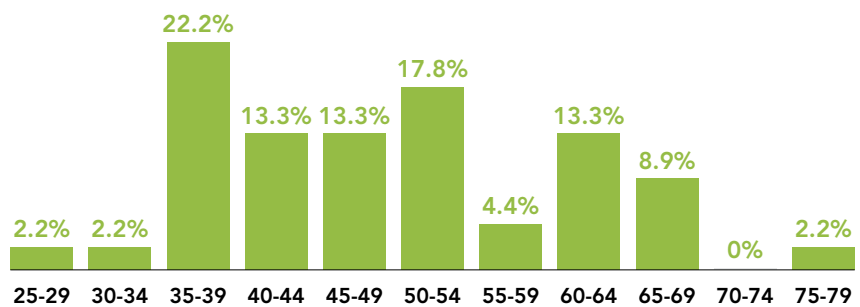
Crowdspot Survey

The local community was invited to provide their insights regarding the facilitation of movement, particularly with respect to walking and cycling, in the Mount Stuart, New Town, and Lenah Valley areas. The feedback received from the community exhibited a degree of diversity but remained largely consistent with previous community submissions.

The Crowdspot data acquired was demographically representative, encompassing both local residents and visitors. Notably, individuals between the ages of 35 and 39, the third most populous demographic group according to the ABS Census data from 2021 within the Northern Suburbs study area, submitted the highest number of responses.

Young families in this age bracket expressed a typical concern for the safety of walking and cycling facilities within their neighbourhoods, particularly for younger children.

Crowdspot survey responses by age



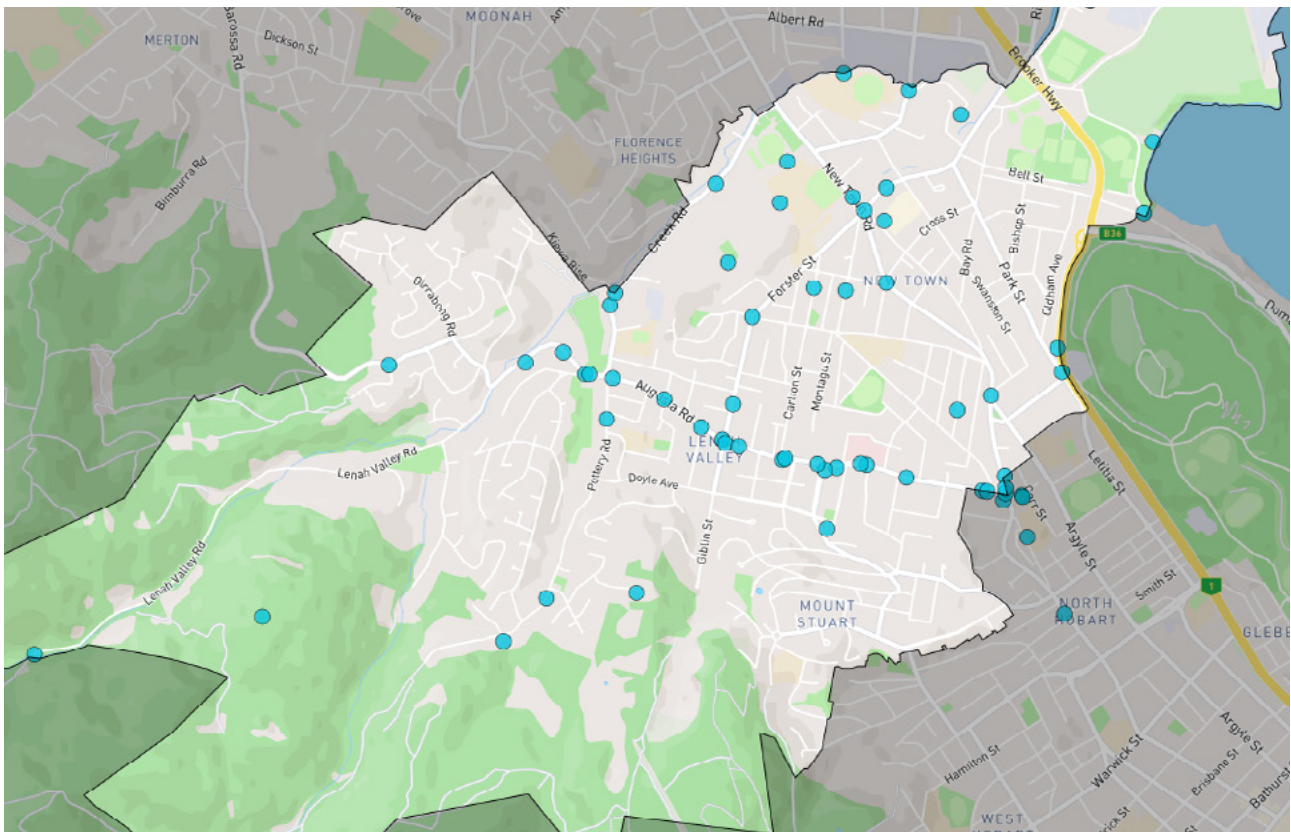
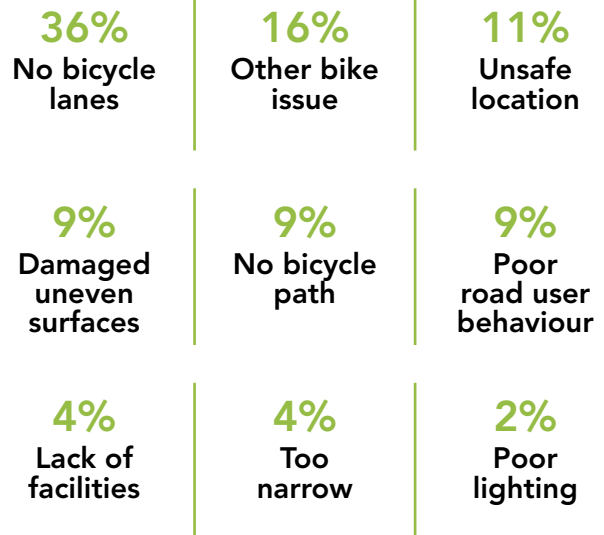
Cycling Spots

Cycling spots were one of the key issues that appeared throughout the CrowdSpot survey. Cycling issue spots represented 32% of the total number of spots recorded for the survey. Most of these occurred along the Augusta Road corridor, Forster Street and New Town Road.

Identified issues often related to the lack of adequate cycling infrastructure (e.g. protected bike lanes), unsafe crossings, and a lack of connections for cyclists through less busy streets.

'No bicycle lanes' was the single biggest issue that was reported for cycling spots. This is particularly the case for the Augusta Road corridor. 'Other issue' and 'unsafe location' were the next top categorised issues, with 'other issues' generally referencing a lack of crossing facilities or a desire for kerb ramps.

Crowdspot responses – cycling issues



Location of Crowdspot responses – Cycling issues

Walking Spots

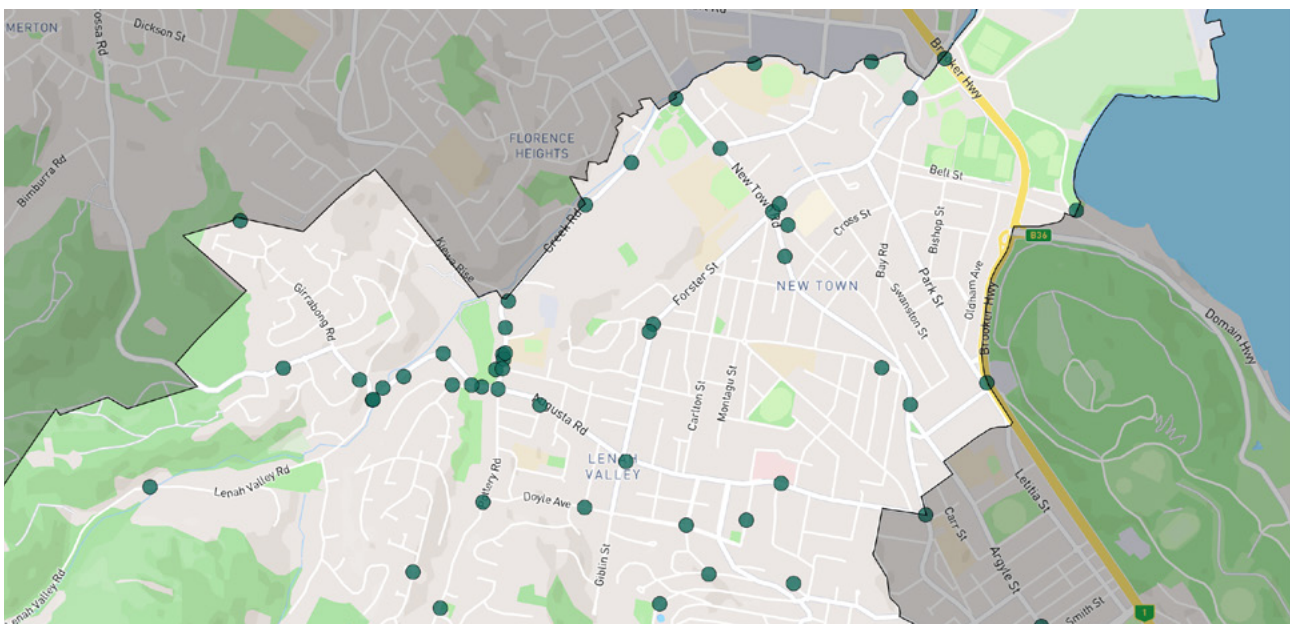
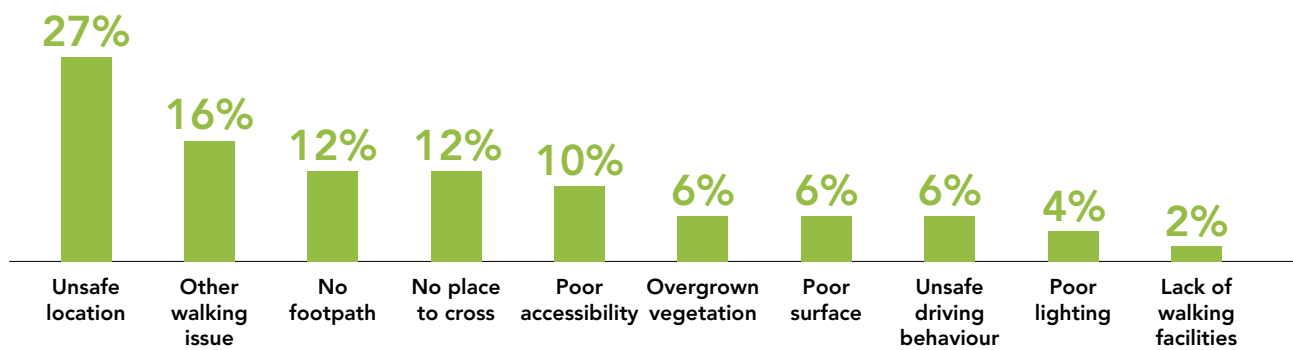
Walking issue spots made up 30% of the total number of spots recorded for this survey. Clusters of spots occur on Creek Road, Lenah Valley Road, the intersection of New Town Road and Forster Street/ Risdon Road.

'Unsafe location' was the most selected category, representing 27% of all issues related to walking. This was followed by 'Other' at 16%, 'No footpath' at 12% and 'No place to cross' at 12%.

'Insufficient crossing time' and 'footpath being blocked' appear to be the most common problems identified under 'Other'.

One of the key unsafe walking spots highlighted in the CrowdSpot survey was the crossing of Argyle Street at its intersection with New Town Road.

Crowdspot Responses – Walking Issues



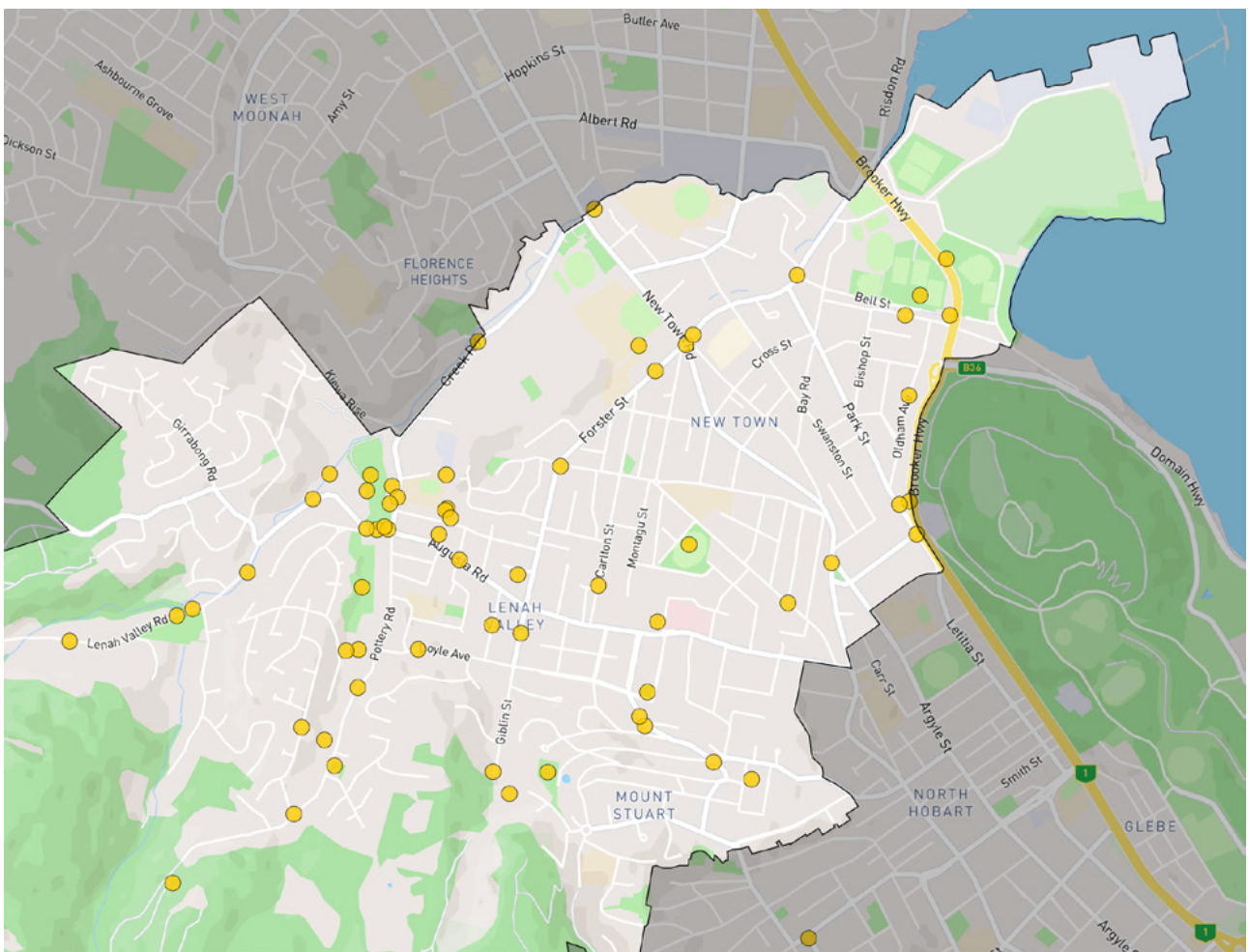
Location of Crowdspot responses – Walking issues

Idea Spots

Idea Spots accounted for 37% of all spots in the Northern Suburbs, totaling 63 spots, and emerged as the most prevalent spot type in this survey. These spots are widely distributed across the study area, with notable concentrations in areas such as Lenah Valley Road, Augusta Road, and Creek Road.

The majority of Idea Spots aim to enhance pedestrian and cycling connections in order to promote active transport. Examples of such initiatives include the establishment of a pathway between Lenah Valley and New Town Primary Schools, as well as the extension of the New Town Rivulet path to the River Derwent.

Other notable Idea Spots include the identification of hazardous intersection crossings, such as New Town Road / Forster Street / Risdon Road, dangerous school crossing on Creek Road, and the Girrabong Road intersection crossing on Lenah Valley Road.



CrowdSpot recommendations

Based on the survey responses received, Crowdsport identified a number of potential actions to investigate. These interventions are based solely on community responses from the survey, however have informed the recommended projects developed for this report.

Walking Interventions	Cycling Interventions	Other ideas
Improve pedestrian safety at Girrorabong Road/Lenah Valley Road intersection.	Install a dedicated separated cycling lane along Augusta Road between Lenah Valley Road and New Town Road.	Investigate opportunities to enhance walking and cycling connections: <ul style="list-style-type: none"> • A walking track between Lenah Valley and New Town Primary Schools. • A pedestrian walkway between Augusta Road and Wellwood Street. • Extending the existing New Town Rivulet path North of the milk factory to the River Derwent
Explore ways to improve the crossing for school children on Lenah Valley Road between Creek Road and Athleen Avenue.	Provide a cycling link connecting Pedder Street with Forster Street.	Improve intersection safety for walking and cycling at New Town Road and Argyle Street.
Investigate improving pedestrian safety at Forster Street/ Risdon Road /New Town Road intersection.		Consider extending the slip lane at Lenah Valley Road onto Creek Road to aid in reducing congestion.
Provide better walking connection to and from schools.		



Bidirectional protected bike path, Dee Why, NSW

03

Barriers to Access & Mobility

The following section synthesises the findings of the Crowdsport survey and investigations of the study area to identify the core barriers to sustainable movement in Lenah Valley, New Town and Mount Stuart. The core barriers to access and mobility are:



Wide roads and high traffic speeds



Absence of safe and comfortable riding environments



Narrow and uncomfortable footpaths



Wide roads and high traffic speeds

Wide roads and intersection geometry that overtly prioritises the free and fast movement of cars is having a significant detrimental impact on the perceptions of safety and comfort for people walking in the study area. Wide lane widths, painted medians and ample on-street parking are severely limiting verge widths and footpath widths. In some locations, street furniture and utility poles are further encroaching into the effective width of walking spaces. Many footpaths are narrower than 1.8m, which is not sufficient to allow two people using wheelchairs, prams or other wheeled devices to pass comfortably. In addition, the City of Hobart has received ongoing feedback from the community that high volumes of through traffic in Mount Stuart is causing safety and amenity issues for residents, particularly on streets such as Mellifont Street and Mount Stuart Road. Streetscape improvement measures to restrict vehicle lane widths, adjusting on-street parking, widening footpaths and providing better cycling infrastructure will all aid in the reduction of vehicle speed by creating a sense of 'edge friction' to passively calm traffic and regulate driver behaviour more effectively than lower posted limits alone.

As the CrowdSpot survey identified, there are multiple instances of major intersections that people felt were unsafe. The key intersections of concern include:

- New Town Road and Argyle Street
- Girrabong Road and Lenah Valley Road,
- Forster Street, Newtown Road and Risdon Road

While walking might be possible throughout the northern areas of Hobart, wide roads, high traffic speeds and large intersections make streets hostile and unattractive for anyone outside of a car. Addressing this issue is crucial to making Hobart a more walkable, accessible, safe and liveable city.



Wide streets and inappropriate intersection geometry encourages high speeds

New Town Road / Argyle Street



Intersection safety improvements at New Town Road and Argyle Street drew wide community support. The intersection has poor sightlines for pedestrians crossing the left-turn slip lane onto Argyle Street, and the shallow approach angle encourages drivers to negotiate the turn at speed. Pedestrians have no safe way to cross Argyle Street, and the safety risks are more pronounced for older pedestrians, children and people with a disability. Intersection upgrades at this location would also likely include the introduction of bus priority, as identified by the State Government.

Girrabong Road / Lenah Valley Road



The Girrabong Road / Lenah Valley Road intersection suffers from poor sightlines for pedestrians crossing Girrabong Road, and has narrow footpaths that line both sides of Lenah Valley Road. Narrowing the street width along this section of Lenah Valley Road would help to passively control vehicle speed. This would also provide more space for pedestrian footpath widening. Additional crossing points further along Lenah Valley Road were also seen as key issues that need addressing, particularly crossings regularly used by school children.

Forster Street / New Town Road / Risdon Road



The Forster Street / New Town Road / Risdon Road intersection is another that suffers from missing or inconsistent pedestrian priority. Missing zebra crossings on the Pirie Street slip lane and the slip lane into Forster Street make crossing difficult and less safe for older pedestrians, children or people with a disability.



Absence of safe and comfortable riding environments

Bike facilities featured prominently in the CrowdSpot surveys. There are very few on-road bike riding facilities across Hobart. There are some within the Northern Suburbs, most notably along Augusta Road and Giblin Street/ Forster Street, although these lanes do not offer physical separation between drivers and bicycles. This makes cycling along Augusta Road and to a lesser extent Giblin Street a somewhat uncomfortable and stressful experience, which results in people driving even for very short trips. Improving cycling connections between Forster Street and Pedder Street was another recommendation that generated a lot of activity from the CrowdSpot survey and, would be faster to implement than other infrastructure projects.

Augusta Road, Creek Road and New Town Road would all benefit from separated bike lanes that run their entirety. Cross-sectional width may appear to be an inhibiting factor, however there are a number of successful precedents around Australia that demonstrate how protected bike facilities can be incorporated into constrained environments, including Bourke Street in Surry Hills (NSW).

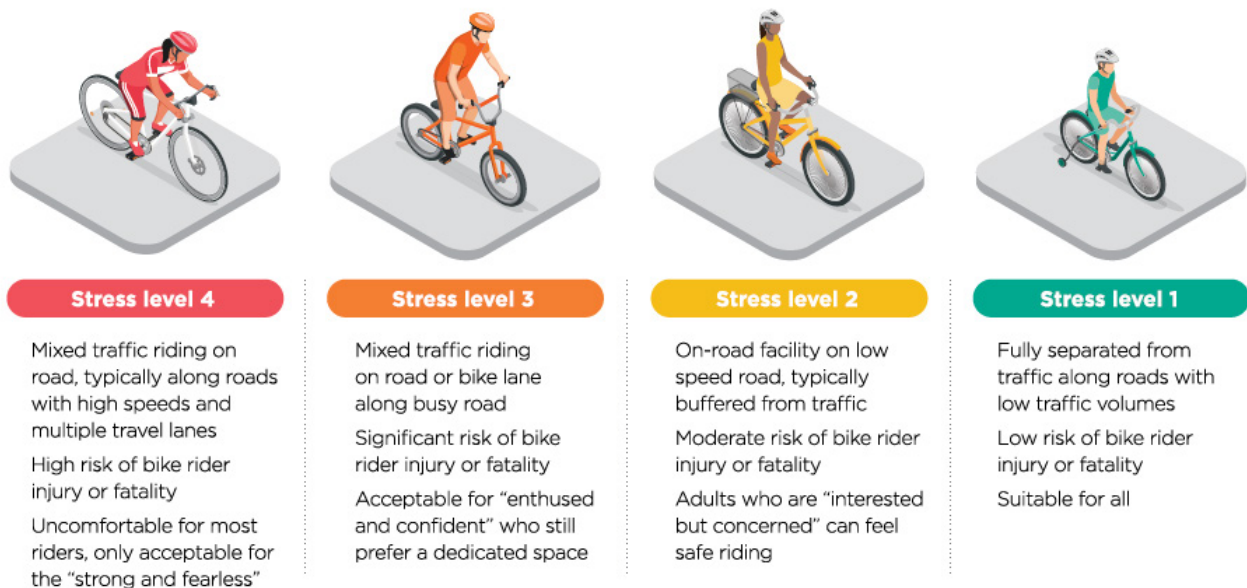
Physical separation is an essential element of any bicycle facility on busy streets that carry more than 3,000 vehicles per day at speeds above 30 km/h. This is because physical separation insulates bicycles from traffic stress experienced while riding. Level of

Traffic Stress (LTS) is a system used to measure the perceived safety of cycling in a particular location. LTS ranges from 1 to 4, with 1 being the most comfortable and 4 being the least comfortable. Definitions of LTS categories vary, however generally fit the following broad descriptions:

- **LTS 1:** Very comfortable - Separated or protected bike lanes with no interaction with motor vehicle traffic.
- **LTS 2:** Comfortable - Bike lanes or shared roads with low vehicle speeds and volumes.
- **LTS 3:** Somewhat comfortable - Shared roads with higher vehicle speeds and volumes, with some potential for conflict with vehicles.
- **LTS 4:** Very uncomfortable - Roads with high speeds, high traffic volumes, and no bike infrastructure or accommodations.



Bike lanes installed in narrow street cross sections, Surry Hills, NSW



Cyclists level of stress definitions (NSW Cycleway Design Guide)

In turn, the level of traffic stress determines the proportion of the population who will feel comfortable cycling in that environment. There are four generally accepted cohorts of potential riders in the community:

- **Interested but concerned cyclists** are the largest group (60% of the population), and they vary in age and cycling ability. They are curious about cycling and like to ride but are afraid to do so and put off by the need to ride close to motor vehicles and pedestrians, especially on higher-speed, higher-volume roads or where conflicts are more likely. This indicates that investment in cycling infrastructure to make it safer and lower-stress is worthwhile, to encourage interested but concerned people to cycle.

- **Strong and fearless cyclists** (<1% of people) will cycle regardless of road conditions and are ready to mix with traffic
- **Enthusied and confident cyclists** (7% of people) are already riding, but they could ride more and their riding experience could be better
- **People in the no way, no how** cohort (33% of people) will not cycle because they can't, the terrain is unsuitable, or they have no interest whatsoever in cycling.

The NSW Cycleway Design Guide translates the level of cycling stress to the cohort of riders who will feel comfortable riding. Generally speaking, adults in the 'interested but concerned' cohort require protected bike lanes to comfortably ride, while people of all ages and abilities can comfortably ride on very slow local streets or on off-road cycle paths or shared paths.



Narrow and uncomfortable footpaths

The overall pedestrian environment across the inner northern areas requires significant improvement to make walking a more attractive and viable option for all ages and abilities. Many issues and ideas were raised through the CrowdSpot survey during initial engagement. Many of the key issues and ideas are centred around key themes like pedestrian connections between schools and activity centres, lack of safety at intersections and road crossings in general and, walking environments that are not comfortable to walk in. Most of these issues and ideas were concentrated along roads such as Augusta Road, Creek Road, Lenah Valley Road, New Town Road, and Forster Street.

Walking to and between schools was a key issue that generated a number of responses to the CrowdSpot survey. A pedestrian link between Lenah Valley Primary School and New Town Primary School was one of the ideas suggested. This link could also connect with Hobart City High School. A shared path along New Town Rivulet is one solution here and could extend further to the River Derwent and the Intercity Shared Path. Another local option is an off-street path from Colebrook Street to New Town Road using the existing open space behind houses fronting Forster Street. While this provides a walking environment entirely separated from cars, it has little passive surveillance and is unlikely to feel safe for the entire community at all hours. As such, better on-street pedestrian paths along Forster Street to New Town Primary School are desirable.

While streetscape works have been recently completed, there are still many sections of footpaths and crossings that are narrow and constrained by the surrounding road environment. Narrow footpath width throughout the Northern Suburbs discourages pedestrians from walking to local destinations, which increases car use for short trips.

Uneven surfaces and sloping paths also reduce the appeal of walking and create genuine safety and access issues for people with reduced mobility or a disability. The lack of consistent level footpaths and crossings is a common theme across the northern suburbs that needs to be addressed. This is a particular issue in Mount Stuart given the undulating and at times steep topography.



Wide travel lanes and narrow footpaths on Forster Street





Steep kerb ramps at Elphinstone Rd / Mount Stuart Rd intersection



Steep and misaligned kerb ramps, slip lanes, and obstructed footpath at Mount Stuart Rd / Mellifont Street intersection

Mount Stuart did not feature highly in the CrowdSpot survey, however there are many issues relating to the quality of pedestrian paths that should be addressed. Key corridors like Mount Stuart Road and Mellifont Street suffer from poor footpath width, uneven and sloping surfaces as well as street clutter impeding pedestrian access along footpaths. While issues are prevalent in many locations, representative examples include:

- Steep and misaligned kerb ramps and steep road camber at the intersection of Elphinstone Road and Mount Stuart Road
- Steep and misaligned kerb ramps and obstructed footpaths at the intersection of Mortimer Avenue and Mount Stuart Road
- Steep and misaligned kerb ramps, obstructed footpaths and slip lanes at the intersection of Mount Stuart Road and Mellifont Street.
- Narrow footpaths and no pedestrian crossings at the Elphinstone Road and Toorak Avenue roundabout.

A Victoria Walks study suggests that more than twice the number of pedestrians are hospitalised each year from slips and falls on public streets than from collisions with cars. Given the issues highlighted, it is paramount to address these narrow, uneven and sloping footpaths.

Providing continuous footpath crossings may help to achieve more consistent surfaces and smoother gradients for pedestrians. Extending kerb edges would provide more space for pedestrians and mitigate obstructions created by power poles and other necessary utilities.

Wombat crossings at approaches to roundabouts are another solution that would increase pedestrian safety and improve walkability.

04

Solutions, Actions & Recommendations

The solutions identified by the City of Hobart, and presented in this section, are inter-related and share a focus on addressing the imbalance between the space allocated to moving and storing private vehicles and the economic imperative to improve the quality of Northern Suburbs streets as places to walk, meet, stay and spend time.

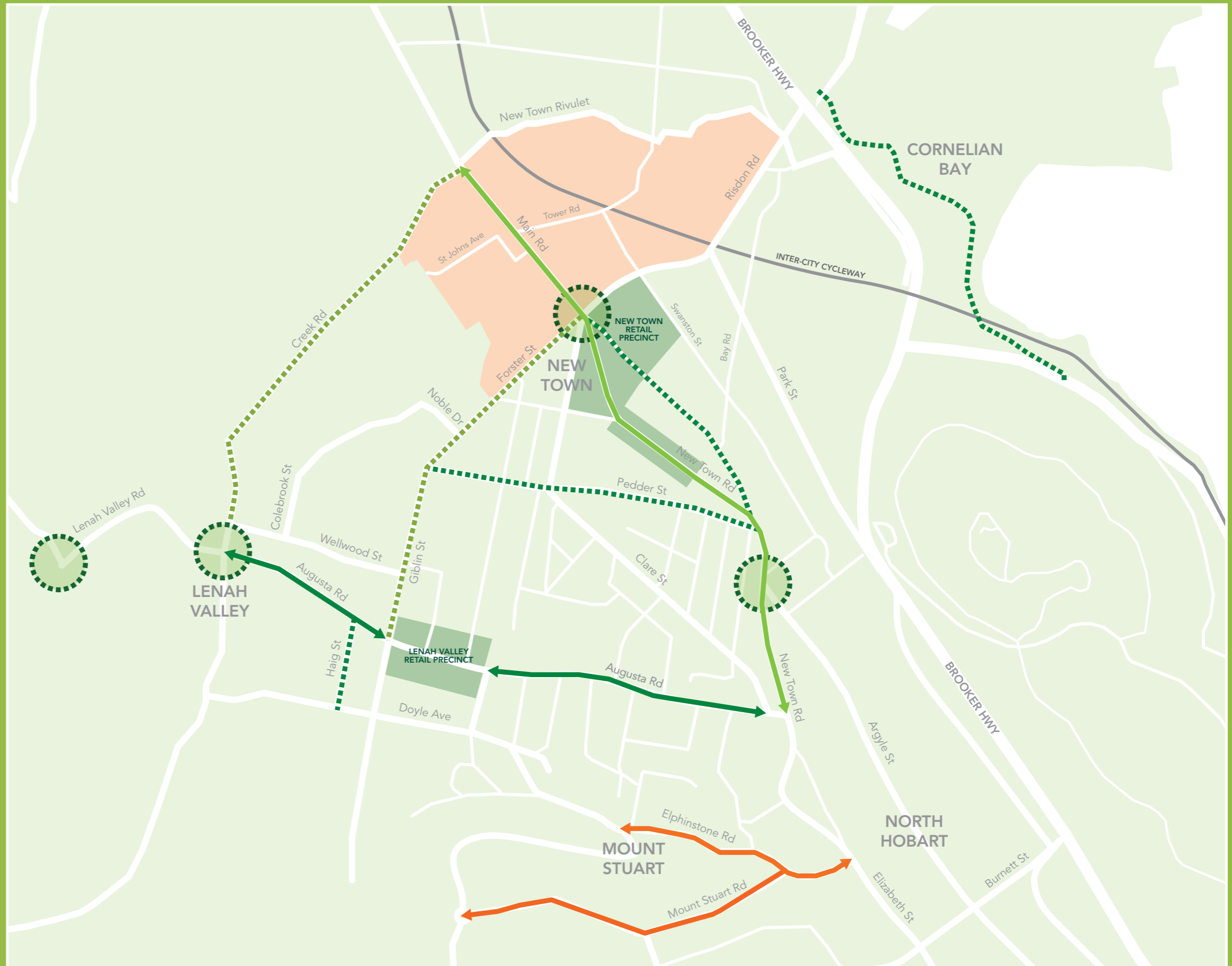
Proposed projects are summarised below:

Project	Description
Priority Project Augusta Road Protected Bike Lanes and Pedestrian Upgrades	Following on from the New Town Road local precinct improvements (2023), continue with further streetscape improvements on Augusta Road including protected bicycle lanes, amenity improvements and pedestrian upgrades.
Calm Streets	<p>Develop a Calm Streets program that targets key streets throughout the Northern Suburbs, particularly those near schools, primary transport corridors and streets leading to activity centres. The following streets have been identified for calming, noting further streets may be identified in design of this project and subject to further consultation:</p> <ul style="list-style-type: none">• Pedder Street• Pirie Street• Queens Walk• Haig Street

Project	Description
New Town Road Protected Bike Lanes and Pedestrian Upgrades	Following on from the New Town Road local precinct improvements (2023), continue with further streetscape improvements on sections of New Town Road.
Safer Footpaths and Crossings	Provide continuous footpath upgrades on key routes in the catchment area, including Mount Stuart Road and Elphinstone Road.
Safer Intersections for Pedestrians	<p>Improve pedestrian facilities across the catchment area, including the following key intersections:</p> <ul style="list-style-type: none"> • New Town Road and Argyle Street • Girrorabong Road and Lenah Valley Road • Forster Street, Newtown Road and Risdon Road • Lenah Valley Road and Creek Road
Giblin and Forster Street bicycle lane upgrade	<p>Connect existing line-marked bicycle lanes on Forster and Giblin Street to create continuous bicycle lanes.</p> <p>Upgrade Forster Street and Giblin Street bicycle lanes to protected lanes.</p>
Bus Infrastructure Improvements	Continue to work with the State Government to improve bus stop infrastructure in the catchment area.
School Access Travel Plans	<p>Continue working with New Town Primary School to progress projects from the School Access Travel Plan.</p> <p>Continue working with other schools in the catchment area to develop and progress School Access Travel Plans.</p>
Cornelian Bay	Develop staging plan and sequence for pedestrian connectivity improvements to Cornelian Bay.
Health, education and sporting precinct	<p>Work with key stakeholders to masterplan north suburbs health, education and sporting precinct to improve accessibility to major destinations. This includes:</p> <ul style="list-style-type: none"> • Consideration of State Government Bus Rapid Transit project • Off-street paths connecting school campuses and • New Town Rivulet cycleway.
Creek Road Protected Bicycle Lanes	Develop and deliver protected bike lanes along Creek Road to connect Augusta Road and New Town Road to help facilitate an extensive bike network across the Northern Suburbs.



Project Map



Legend	
	Augusta Road protected bike lanes
	New Town Road protected bike lanes
	Calm Streets
	Safer footpaths & crossings
	Safer intersections
	Protected bicycle lanes
	Inter-City Cycleway
	Health, education & sporting precinct
	Retail Precincts
Other Projects	
	School access travel plans
	Cornelian Bay pedestrian connectivity
	Bus infrastructure improvements

Cycling improvements

While recent improvements to provide some bicycle infrastructure have been an important step forward, in general there are insufficient bicycle facilities in the area. Additionally, the current bicycle infrastructure is inadequate for an inner-city neighbourhood, with unprotected lanes, one-directional lanes, and poor connections to other cycling routes and local streets. Adding separated bike lanes along major roads will improve safety and comfort for cyclists, encouraging the 50-60% of the adult population who are 'interested but concerned' about cycling to ride more. The City of Hobart will design key roads with bike lanes with a minimum width of 1.5m and some form of separation from traffic.

This plan proposes the following roads be prioritised for this type of treatment:

- Augusta Road
- New Town Road
- Forster Street / Giblin Street
- New Town Road

Furthermore, traffic calming and streetscape interventions should be implemented on local streets that provide useful connectivity for bicycles. The interventions should aim to slow traffic, discourage through traffic, and make riding connections more visible and comfortable. The following streets have been identified for calming, noting further streets may be identified in design of this program and subject to further consultation:

- Pedder Street
- Pirie Street
- Queens Walk
- Haig Street



Wilson Street in Eveleigh, NSW, accommodates traffic, on-street parking and a bidirectional bike path in the same road reserve width as Augusta Road (20m)

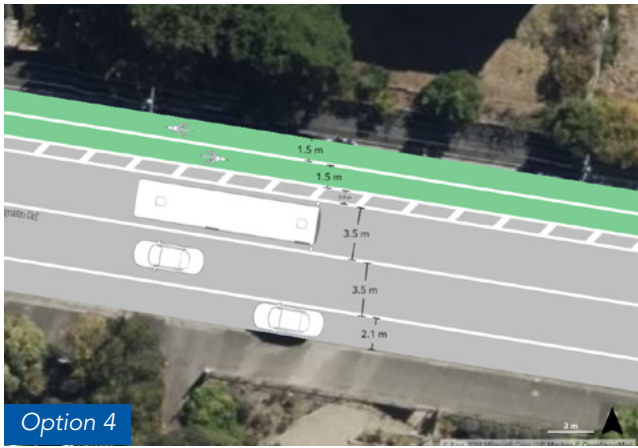
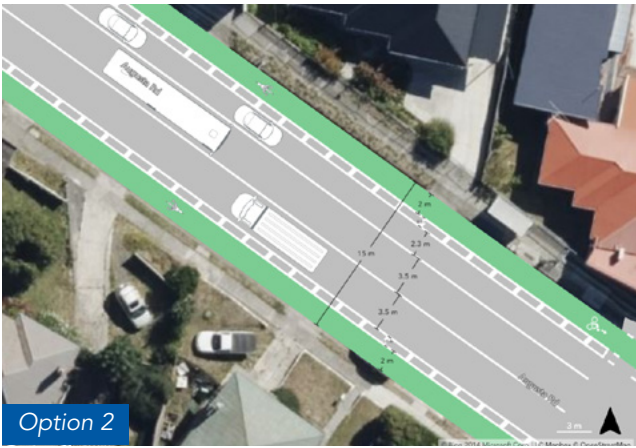
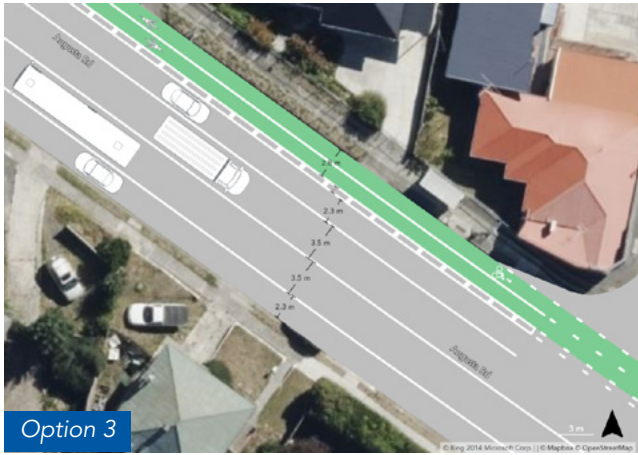
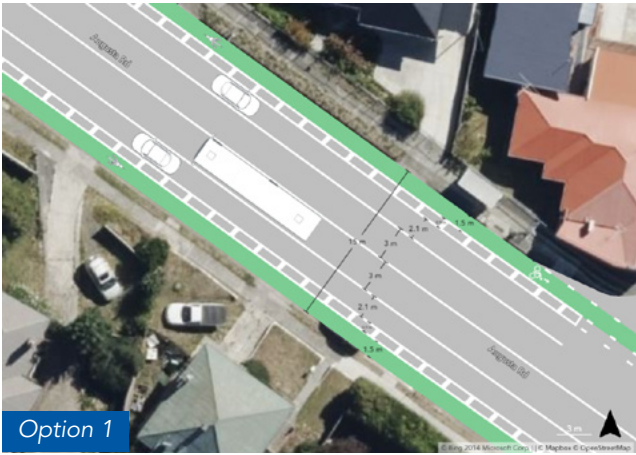
Augusta Road and New Town Road Streetscape Improvement Plan

Augusta Road and New Town Road are priorities for improved bike facilities within the Northern Suburbs. These improved facilities will complement the previous upgrades to Augusta Road completed in 2018 and the ongoing work along New Town Road, and are intended to retain existing kerbs, recent footpath upgrades and landscaping.

The Streetscape Improvement Plan design process should consider a range of options for improving Augusta Road and sections of New Town Road. This plan has considered some options for consideration that could transition these routes into multi-modal corridors with high quality bike infrastructure without the need for extensive kerb-line changes. These options consider an example cross-section, the plan will need to consider key crossing points along these corridors along with design variations as street character and function changes.

- **Option 1:** 2 x Travel lanes at 3m wide, 2 x parking lanes at 2.1m wide, 2 x buffer at 900mm wide and 2 x Separated bike lanes at 1.5m wide. This concept includes narrower traffic lanes to constrain vehicle speeds while still accommodating buses. Bike lanes in each direction potentially provide a more legible and user friendly network than bidirectional lanes.
- **Option 2:** 2 x Travel lanes at 3.5m wide, 1 x parking lane at 2.3m wide, 2 x buffer at 800mm wide and 2 x Separated bike lanes at 2m wide. This concept omits one lane of parking to provide generous lane widths in line with Austroads standards. This additional width accommodates cyclists most comfortably, however may result in higher traffic speeds.
- **Option 3:** 2 x Travel lanes at 3.5m wide, 2 x parking lanes at 2.3 wide, 1 buffer at 600mm wide and 1 x bike path at 2.8m wide. This concept accommodates a bi-directional path in order to be more spatially efficient.
- **Option 4:** 2x Travel lanes at 3.5m wide, 1x parking lane at 2.1m wide, 1 buffer at 900mm wide and 1x bi-directional bike lane at 3m. This concept accommodates a bi-directional path in order to be more spatially efficient and additional buffer for cyclists to increase comfort.

All concepts require a 15m kerb to kerb width, which exists along the majority of Augusta Road and New Town Road. For the sections of Augusta Road where the road cross section narrows, Council may omit one lane of parking to accommodate the cycle facilities.



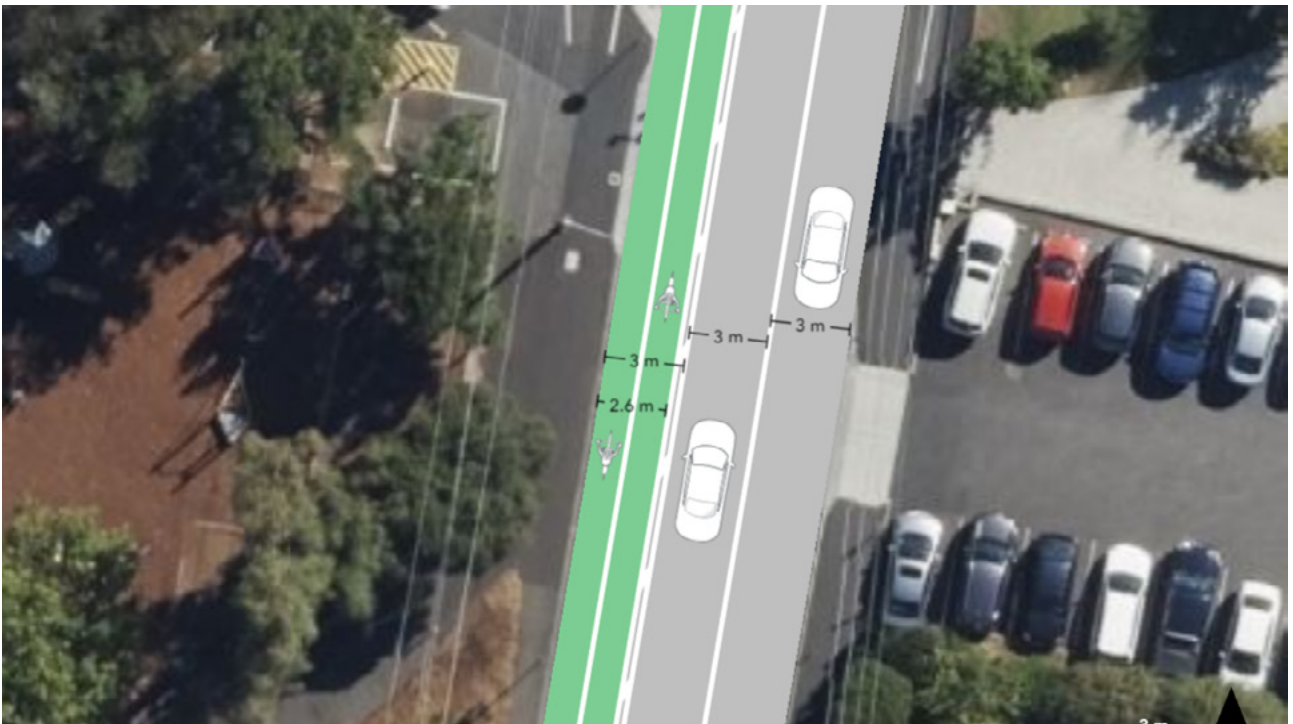
Creek Road Bike Facilities

Creek Road is another street that was identified within the CrowdSpot survey for separated bike lane facilities. Creek Road provides an excellent link between Augusta Road, Lenah Valley and New Town Road, and in conjunction with bike lanes on these corridors helps to establish a principal network of safe cycling streets.

The proposed concept includes:

- 2 x Travel lanes at 3m wide
- 1 x buffer at 300mm
- 1 x bike path at 2.7m wide.

The 3.0m travel lanes accommodate buses but are narrow enough to enable edge friction, which could help to passively control vehicle speed along Creek Road, particularly outside Lenah Valley Public School, making active transport modes to school safer for kids.



Creek Road concept design



Filtered permeability for cyclists (Unley, South Australia)



Street slowing using planted pinch points with bike by-pass (Unley, South Australia)

Calm streets

There are many streets across the Northern Suburbs which would benefit from interventions to slow, calm and divert traffic in order to improve the place quality of the streetscape for residents, and encourage more people to feel safe and comfortable riding. Calm streets go beyond speed humps, signage and typical traffic obstacles, and instead focus on creating self-explaining street environments that feel inviting for people to walk, ride and spend time in, and result in drivers naturally self-regulating their behaviour, rather than responding to signage and speed enforcement. Calm street interventions should be prioritised on streets that provide prominent connections to cycling corridors, such as Augusta Road, Creek Road and New Town Road.

Streets appropriate for calm streets treatment include Pedder Street, Pirie Street, Queens Walk and Haig Street. The addition of traffic calming measures on these streets will focus on designs that create better environments for living, walking and cycling. Such measures could include street tree plantings in parking lanes to effect a feeling of narrowing, pinch points to discourage through traffic, and filtered permeability treatments that permit cyclists to pass, but divert cars to arterial roads. A properly designed kerb ramp and path, along with appropriate signage, should also be provided to better connect Pedder Street with Forster Street for people walking and riding. This is a less complex project that could provide short-term benefits for active transport modes. These interventions should also improve streetscape amenity while creating a better environment for cyclists and pedestrians alike.

Walking improvements

Significant changes are required to walking infrastructure in the northern suburbs to improve the perception of walking as a genuinely safe, comfortable and practical mode of travel. The City of Hobart is seeking to deliver a safe, convenient and attractive pedestrian network as a way to provide more equitable access to sustainable transport modes and support a more vibrant city. This will involve the following projects:

1. Provide an off-street shared path utilising public open space between Forster Street, Giblin Street, Wellwood Street and Creek Road.
2. Connect the New Town Rivulet path from Lenah Valley Road to the Intercity Cycleway.
3. Provide continuous footpath upgrades on Mount Stuart Road and Elphinstone Road in Mount Stuart.
4. Develop a staging plan and sequence for pedestrian connectivity improvements to Cornelian Bay.
5. Improve pedestrian facilities at key intersections, including:
 - i. New Town Road and Argyle Street – improve pedestrian safety at slip lanes by providing wombat crossings, signalised pedestrian crossings, and/or removing slip lanes.
 - ii. Girrabong Road and Lenah Valley Road – provide kerb extensions and a continuous footpath crossing treatment at the Girrabong Road approach to reduce vehicle speeds, reduce pedestrian crossing distances, and improve pedestrian visibility.
 - iii. Forster Street, New Town Road and Risdon Road – Address pedestrian connectivity and safety with design improvements. Consider treatments such as wombat crossings at slip lanes to control vehicle speed and improve pedestrian safety.
 - iv. Lenah Valley and Creek Road - improve crossing facilities at the slip lane to improve safety for pedestrians.
 - v. undertake master planning that details key walking and cycling connections around the health, education and sporting precinct areas of the catchment with consideration to future planning of the state government bus rapid transit project.



Kerb extension and continuous footpath treatment (Surry Hills, NSW)

05

Summary

This report identifies key strategies that will improve mobility in in the Northern Suburbs of Lenah Valley, Mount Stuart and New Town. The report places heavy emphasis on providing better pedestrian and cycling infrastructure that will improve sustainable mobility and amenity in the inner northern areas of Hobart.

By providing people in the Northern Suburbs with more mobility options over the coming years with improvements to pedestrian and bike environments, all road users, residents and businesses in the area will benefit. The actions in this plan will help transform key streets so the community can begin to enjoy the benefits of human-centric streets. As a matter of priority, The City of Hobart will consider:

- Addressing unsafe crossing points for pedestrians at busy intersections.
- Developing a Streetscape Improvement Plan for Augusta Road and sections of New Town Road including protected bike lanes, amenity improvements and pedestrian upgrades.
- Develop bikeway designs for Creek Road.
- Investigate feasibility and installation of a shared path along New Town Rivulet that extends to the River Derwent.
- Steadily address local mobility issues, including missing kerb ramps, throughout the Northern Suburbs.

Further Information

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