

West Hobart LAMP 2025



**Making West Hobart a
great place to walk and ride**

January 2025



City of **HOBART**

Acknowledgement of Country

In recognition of the deep history and culture of nipaluna (Hobart), we acknowledge the palawa (Tasmanian Aboriginal people), their elders past and present as the Traditional Custodians of the skies, land and waterways of lutruwita (Tasmania). We recognise that palawa have made journeys across lutruwita and nipaluna for many thousands of years. We acknowledge the determination and resilience of the palawa people who have survived invasion and dispossession and continue to maintain their identity, culture and rights.

We also acknowledge all Aboriginal and Torres Strait Islander people who live on the country of the palawa, here in nipaluna (Hobart), lutruwita Tasmania.



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— 1. Overview



The Local Area Mobility Plan (LAMP) for West Hobart aims to enhance the liveability and connectivity of our community.

This plan focuses on creating a safer, more enjoyable environment for everyone to walk and ride, making it easier for children to get to school, residents to access local shops and public transport, and all of us to exercise, socialise and reduce our carbon footprint.

This LAMP identifies improvements throughout West Hobart (see Intervention Area in *Figure 1*, below). Selected initiatives have also been identified to facilitate safer traffic movements in Mount Stuart, and to ensure this plan integrates with the 2023 Northern Suburbs LAMP.

The 2023 community petition, *Slow traffic through West Hobart, Mount Stuart and Lenah Valley*, was signed by 576 residents and submitted due to concerns about the volume and speed of traffic that passes through these suburbs. It called for Hobart City Council to consider a 40km/h speed limit and to install traffic calming devices or raised pedestrian crossings on seven streets and near four destinations within the suburbs. In recognition, this LAMP considers streets in Mount Stuart with high levels of through-traffic.

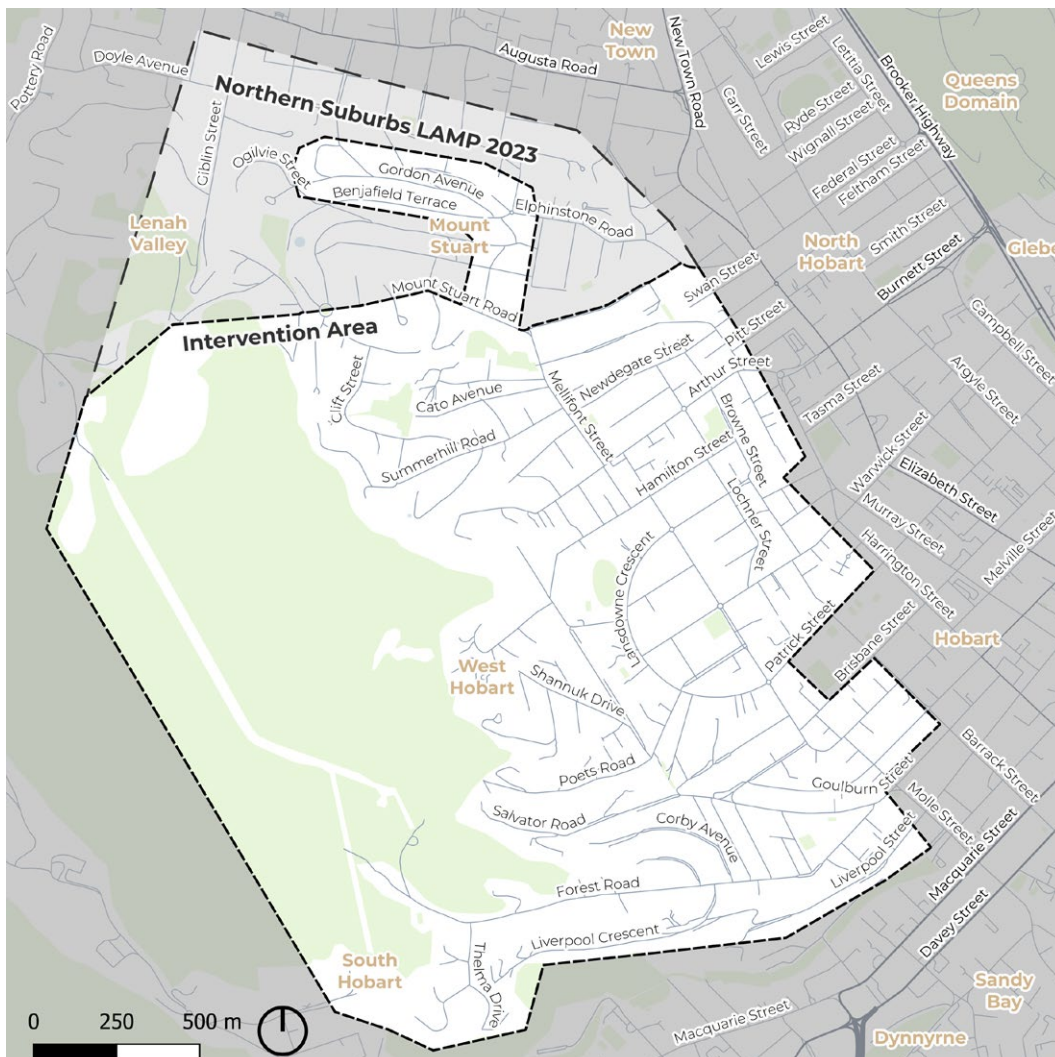


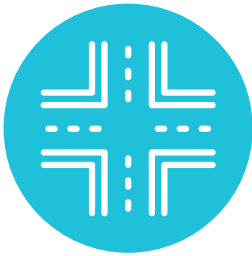
Figure 1. Intervention area within the broader study area.

This Local Area Mobility Plan outlines

Primary opportunities to transform West Hobart into an area where walking and riding are safe, easy and appealing. The plan prioritises:

- improved local access to schools
- safer vehicle speeds on quieter streets
- direct, connected and comfortable places to walk and ride.

Targeted actions to improve streetscapes throughout the area, under the following action 'types':



INTERSECTION UPGRADES



CALM STREETS



CONTINUOUS FOOTPATHS



SAFER CROSSINGS

73%

'support' or 'somewhat support' for the draft LAMP in November 2024

By implementing these actions, we aim to reduce residents' reliance on private motor vehicles, offering greater choice in how we move around. These improvements will not only enhance the attractiveness of our streets but also support more equitable access through universal design upgrades, contributing to a reduction in car use within the neighbourhood.

Why walking and cycling matter to our local area

Walking and cycling, often referred to as 'active transport', offer numerous benefits. They enable better health for everyone in our community, foster social connections, reduce traffic congestion and improve air quality.

Around one in three residents of Hobart can't drive because they're too young, too old or living with a disability, while others can't afford a car or don't have a driver's licence¹. As a result, nearly one in ten households do not own a car. These residents face limited access to essential services, educational opportunities, and employment prospects, restricting their ability to connect with family, friends and the community.

For those who can drive, the cost of car ownership consumes nearly 20 per cent of household income in Hobart: about \$430 a week to cover vehicle purchase or leasing costs, and ongoing costs such as petrol, maintenance and insurance. Residents of Hobart pay a higher proportion of household incomes on transport than

1. M4 Active Travel - Australian Transport Assessment and Planning (atap.gov.au)

2. Australian Automobile Association (2024), Transport Affordability Dashboard <https://data.aaa.asn.au/transport-affordability>



the national average, and the highest proportion of any capital city in Australia.²

Providing more opportunities to replace short car trips with active transport is one of the most effective ways to reduce our transport costs. It also lowers emissions, and when people walk and cycle they get incidental exercise and can enjoy healthier, longer lives.

Goulburn Street Primary School's active travel survey in 2022 found that around 65 per cent of respondents walk or cycle to or from school, indicating a need for safe local streets.

This is particularly true when children are travelling alone, and important for strengthening young people's independence in getting to and from their daily activities. High school students are more inclined to catch the bus, and so safe access to bus stops is another priority need.

With nearly one in five West Hobart residents aged under 18,³ it is important to design our streets for young people and children to safely and easily get around.

3. Australian Bureau of Statistics (2021), Census <https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL60732>

Strategic alignment

The goal of this Local Area Mobility Plan is to foster a safe, sustainable and connected neighbourhood in West Hobart, ensuring local streets are balanced for everyone’s use and enjoyment. This means ensuring there are multiple transport choices for getting safely and easily around West Hobart, to the city centre, and to our many nearby recreational areas.

This aligns with the themes and priorities adopted in the Hobart Transport Strategy 2024 (Figure 2), and the Hobart Parking & Kerbside Management Plan. This Local Area Mobility Plan responds to Action 29 of the strategy to *continue to develop mobility plans across the city*, and contributes to the realisation of the Hobart Transport Strategy vision:

“We are a city where everyone has effective, safe, healthy and environmentally-friendly ways to move and connect with people, information and goods, and to and through spaces and the natural environment.”

– Hobart Transport Strategy 2024 vision statement

The Hobart Transport Strategy 2024 is founded on community engagement feedback gathered since 2016, as well as two phases of stakeholder engagement in 2023 and 2024 to inform the strategy’s overarching themes, focus areas and vision, which is to have “Choice in how we move”. The engagement revealed that our community wants the City of Hobart to prioritise public and active transport to support transport choice, and that there was broad support for the strategy’s intent.

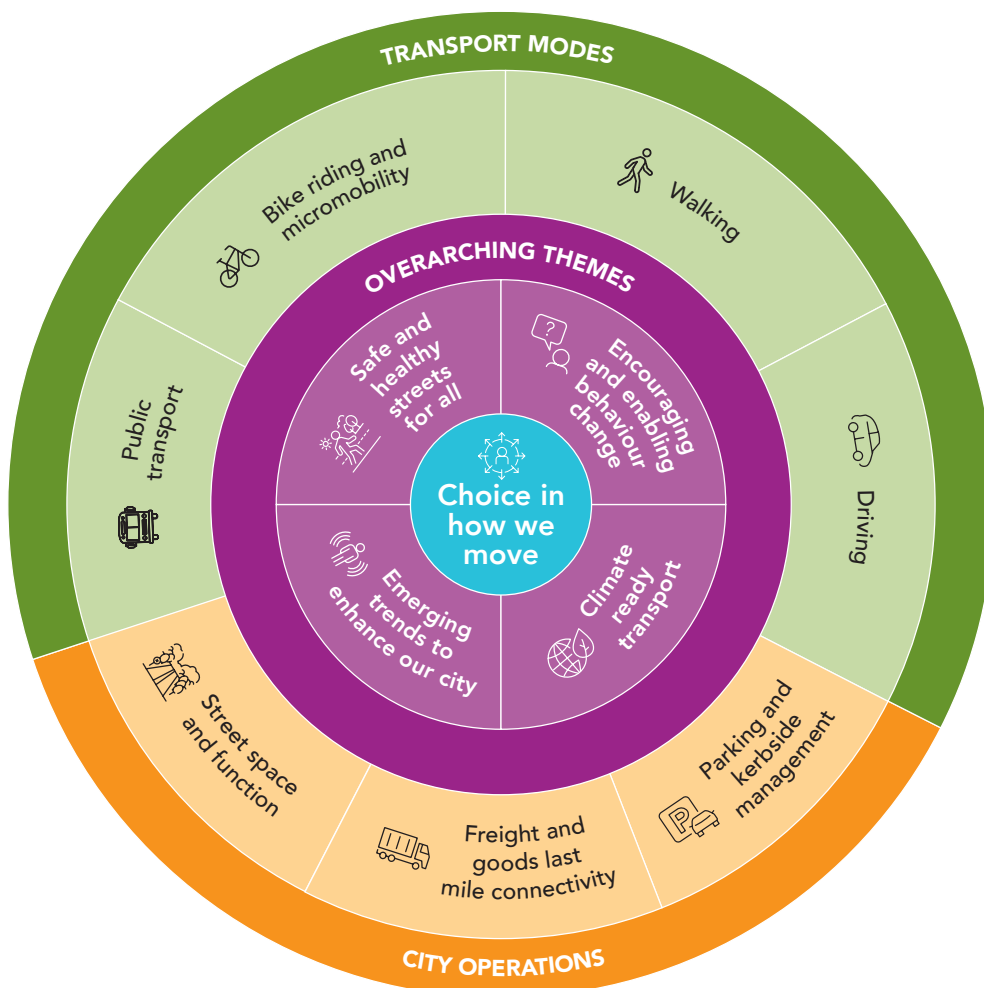


Figure 2. Hobart Transport Strategy 2024 themes and focus on transport choice, shown in relation to transport modes and operations.



— 2. What We Heard from You



2.1 Summary of engagement

Engagement for this LAMP occurred in May and November 2024 with community members contributing through an online interactive map, surveys, three workshops and a pop-up information session.

Community input from these activities has directly informed the actions and recommendations in this plan (detailed in Sections 4 and 5).

During the first phase of community engagement approximately one third of the community's comments of concern mention speed, cars moving too fast or a need to slow and calm traffic to feel safe in their neighbourhood. Community comments identified key locations of concern for local residents.

In the second engagement phase, survey respondents expressed very strong support for an area-wide speed limit reduction, and provided input to refine and prioritise the different interventions in Section 4.2.

A summary of the various challenges on our streets, the top locations that were mentioned in comments, and the section of the mobility plan that addresses these challenges is provided in Table 2.1.

Community feedback	Top locations raised in comments	Addressed in the LAMP at sections	Addressed by 'Action type' (see 4.2)
Crossing the street feels unsafe	Mellifont Street; Hill Street Grocer intersection; Lansdowne Crescent; Raymont Terrace; Cavell Street	<ul style="list-style-type: none"> 3.1 Better access to destinations Actions in 4.2 	<ul style="list-style-type: none"> Intersection upgrade Safer crossings
Moving along the street feels unsafe	Hill Street; Hill Street Grocer intersection; Summerhill Road; Warwick Street	<ul style="list-style-type: none"> 3.3 Direct, connected and comfortable places to walk + ride Actions in 4.2 5 Bicycle network 	<ul style="list-style-type: none"> Continuous footpaths Calm streets
85% support for safer traffic speeds	Area-wide	<ul style="list-style-type: none"> 3.2 Safer speeds Actions in 4.2 	<ul style="list-style-type: none"> Calm streets Speed limit reduction

2.2 Places where crossing the street feels unsafe

In May 2024, an interactive map gathered feedback about how people feel using different streets. 20 per cent (107 comments) were about feeling unsafe crossing the street. As shown in Figure 3, the comments about crossing the street are concentrated along the spine of Mellifont Street and Hill Street, at the southern end of Lansdowne Crescent, at Raymont Terrace and along Cavell Street.

Proposed treatments

Actions to make streets safer and easier to cross are described on page 32, including:



Intersection upgrades



Safer crossings

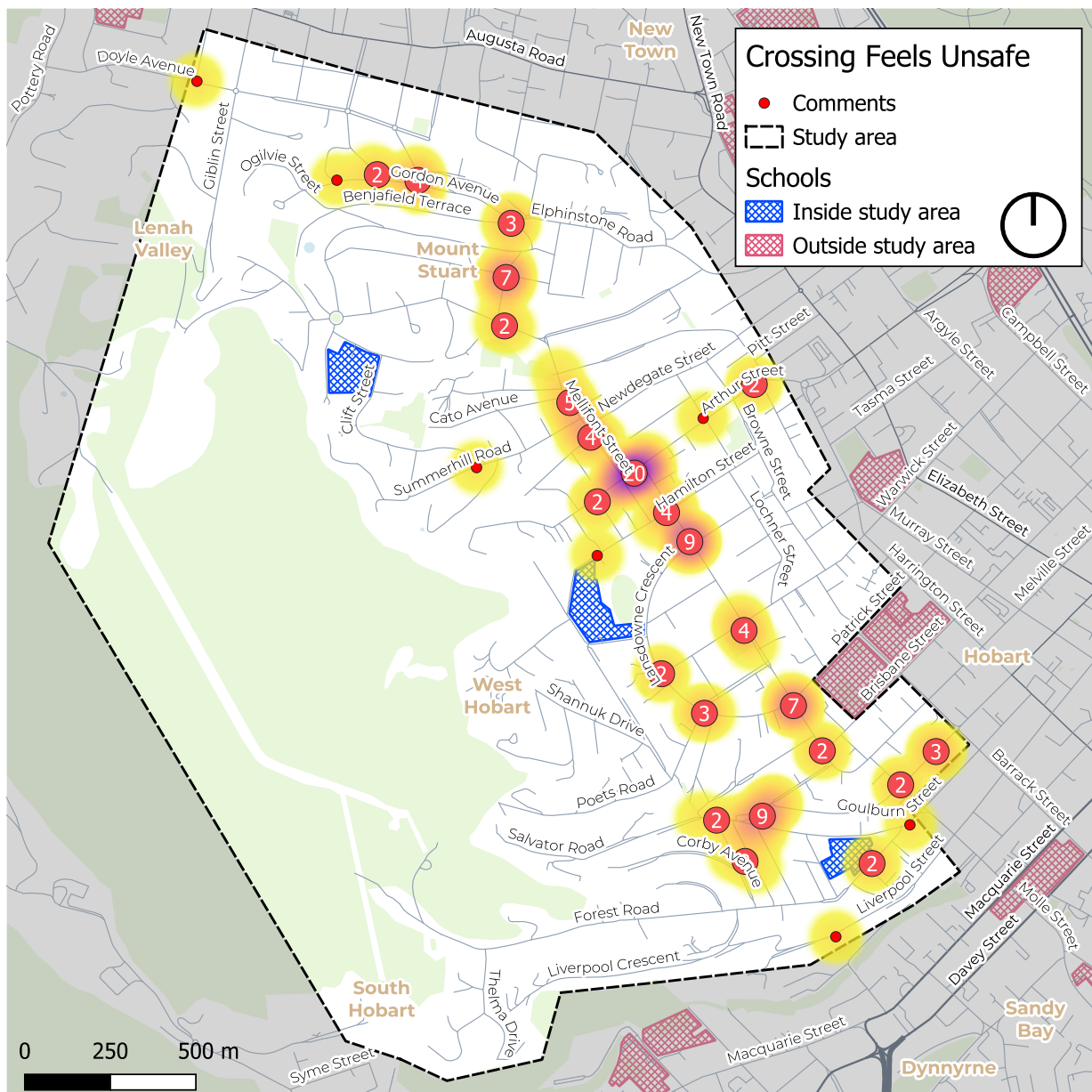


Figure 3. Where crossing the street feels unsafe, 107 comments.

2.3 Places where moving along the street feels unsafe

One third (181) of the comments were about feeling unsafe moving along the street, as shown in Figure 4.

These comments were concentrated along the spine of Hill Street, near Hill Street Grocer, and also at Summerhill Road and Warwick Street.

Proposed treatments

Actions to make streets more accessible and comfortable to move along are described on page 32, including:



Calm streets



Continuous footpaths

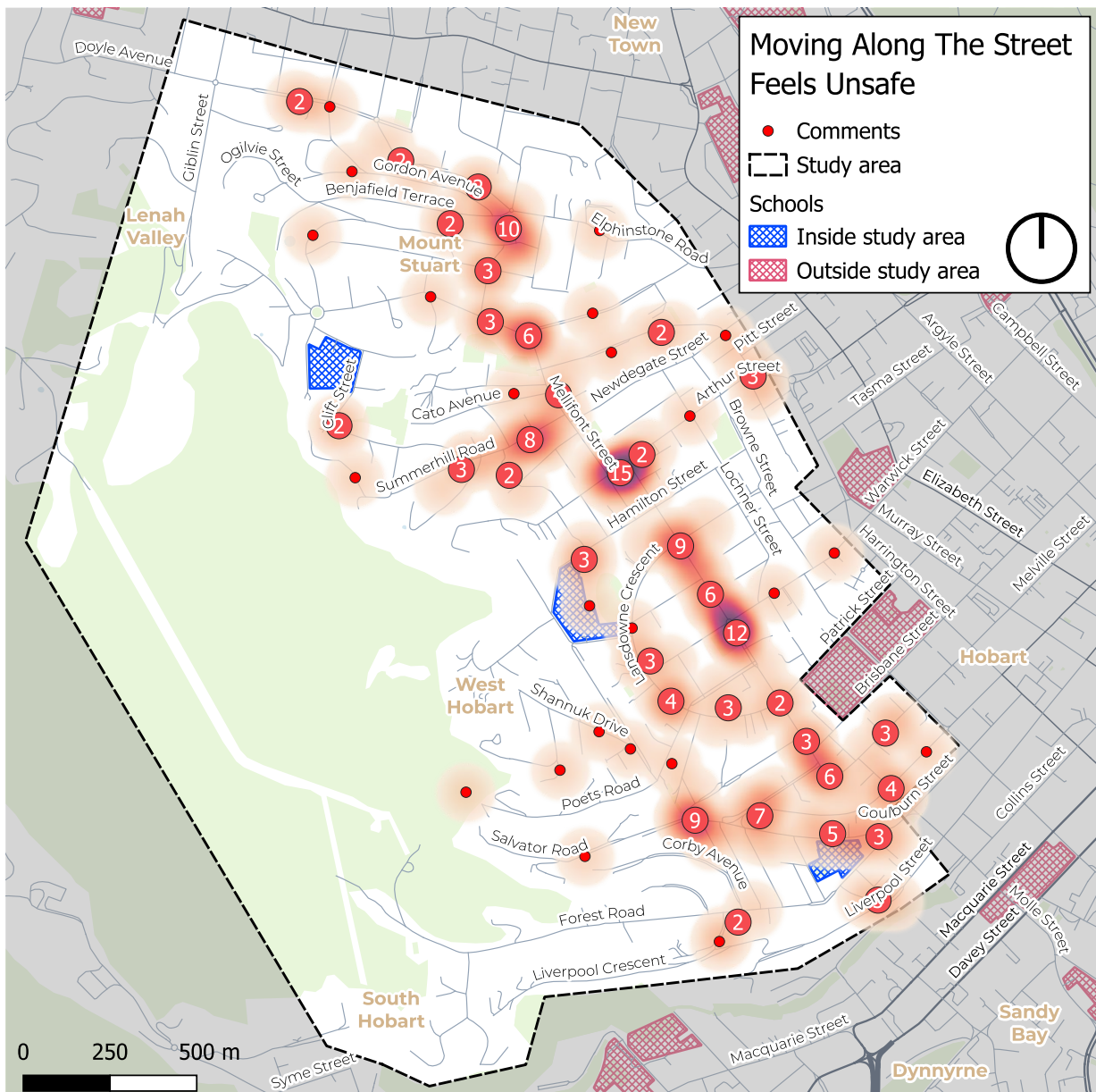


Figure 4. Where people moving along streets feels unsafe, 181 comments.

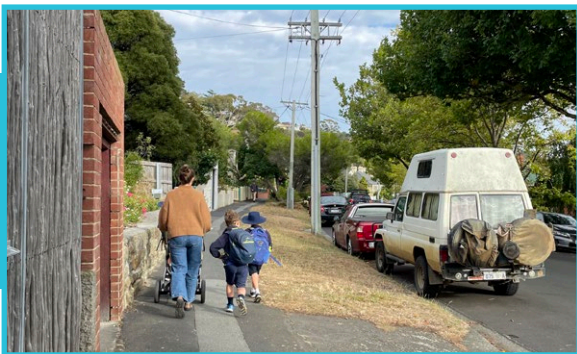


— 3. Opportunities for Improved Streetscapes and Mobility

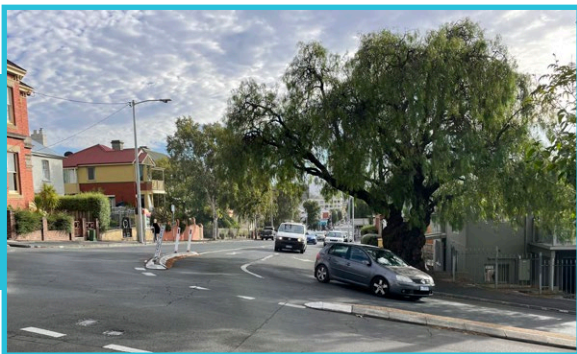
The purpose of this Local Area Mobility Plan is to balance the needs of all people using our streets to improve access, mobility and streetscapes.

Based on data analysis, community feedback, local observations, transport policy objectives, and a review of previously proposed interventions, the

following section summarises three key areas of opportunity that will help meet long-term community expectations.



Better access to schools



Safer speeds



Direct, connected and comfortable walking and riding infrastructure

3.1 Better access to schools and key destinations

Creating routes that feel safe and enjoyable for walking and riding to our key destinations – including schools, shops, services, transit stops and parks – is essential for reducing traffic congestion, supporting healthy daily activity and facilitating independence for young people and others unable to drive a car. Making our streets safe for school-aged children to independently travel to and from their local school and activities can have a major impact on the network by removing cars from the road at peak hours.

In recent decades, there's been a significant decline in children walking or cycling to school across Australia. Fostering daily physical activity in children lays the foundation for a healthy and active life. To address this, the City of Hobart partnered with three primary schools in 2023 and 2024 to develop School Access Travel Plans. These plans aim to encourage children to adopt active travel modes like walking, scootering, biking, or using the bus to and from school

The Goulburn Street School Access Travel Plan, for example, encourages active travel modes by identifying collaborative actions for Council, the school and other stakeholders to work on together. The actions and priorities are in strong alignment with this LAMP.

The Hobart Transport Strategy also includes the actions A.21 to '...improve pedestrian accessibility within...schools and key retail precincts' and A.30 'Support children's active travel to school'.

Having more people walking and riding to local schools also enhances safety by increasing visibility and opportunities for social interaction.



Problematic intersections to address

Cars coming from Mellifont Street and continuing on to Hill Street, or turning into the Hill Street Grocer car park make crossing feel difficult and dangerous. Cars queuing to access the car park can make it difficult to see what's happening at the corner, making it especially dangerous for children and older people (Figure 5).

At the intersection of Cavell St / Goulburn St / Bathurst St, bus stop and parking locations compromise the view at the intersection, and there are no crossing opportunities at this point on a popular route to Goulburn Street Primary School. The bus stop is also uncomfortable to access (Figure 6).

Drivers using the slip lane at Molle and Goulburn streets sometimes fail to give way to pedestrians, and high speeds and insufficient kerb ramps make crossing this intersection feel unsafe (Figure 7).

The five and ten minute walking catchment areas around the three primary schools in the study area are shown in Figure 8.

Section 4 of this mobility plan highlights projects that have been selected to consider these school walking catchments, as well as the crash hotspots shown in Figure 9, for example by ensuring that crossings along major routes to schools are prioritised for improvement. Enabling more walking to school benefits children, parents and teaching staff, and eases traffic congestion during peak drop-off and pick-up times.

The bus stop at Friends Park on Mellifont Street is used by many school students each day, in particular when waiting for the daily service to Tarooma High School.



Figure 5. Hill St / Arthur St / Mellifont St intersections difficult to cross.



Figure 6. Cavell St / Goulburn St / Bathurst St sightline issues.



Figure 7. Molle St / Goulburn St slip lane makes it hard to cross to the play area.

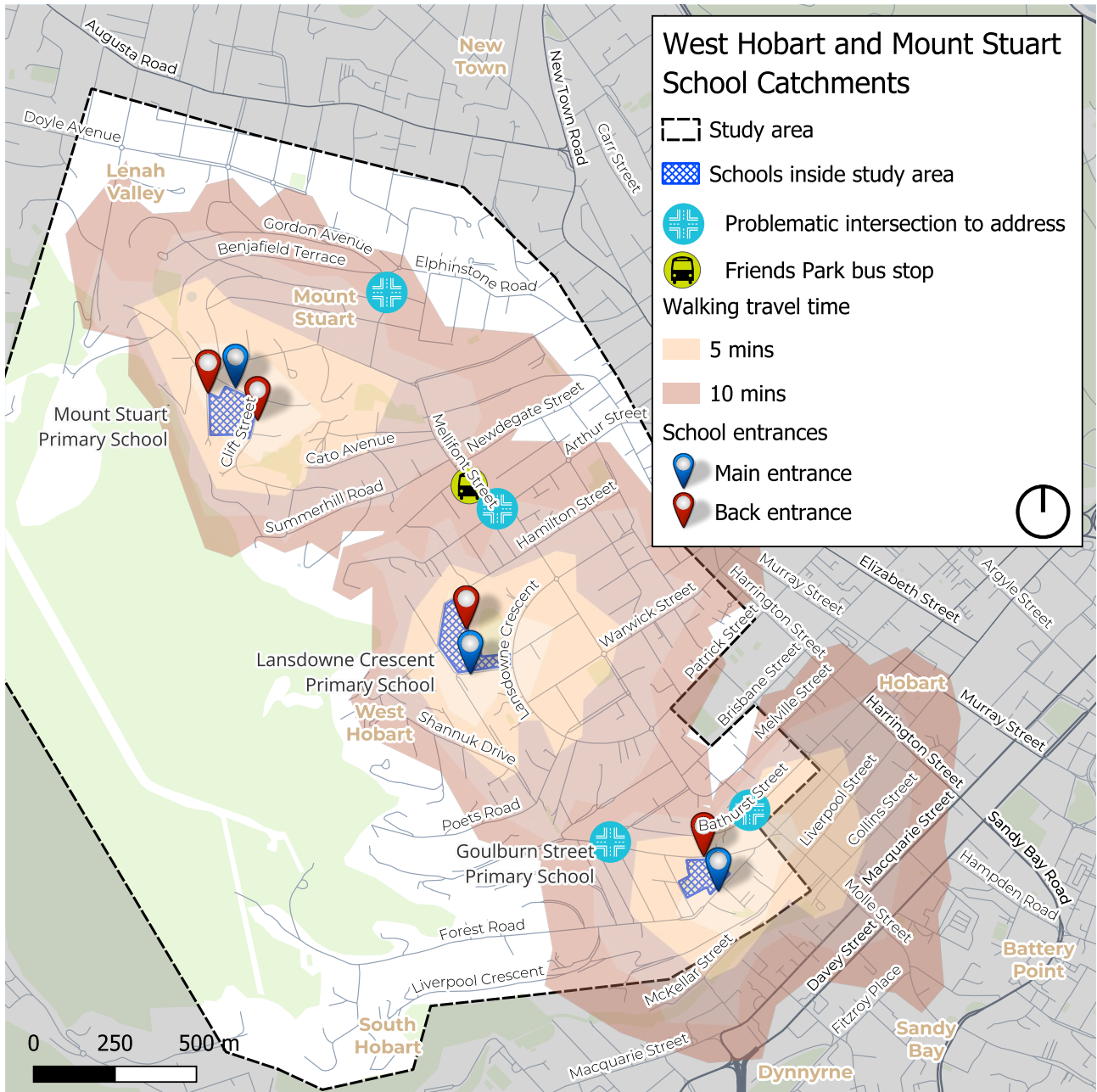


Figure 8. West Hobart + Mount Stuart five and ten-minute walking catchments from primary schools.

The opportunity to provide better access to schools is addressed in the 'intersection upgrade' and 'safe crossing' actions in Section 4.

The average trip distance to walk and ride to education in Hobart is 1.2km. Nearly a third of education-related trips are on foot or by bike.
 – Hobart Transport Strategy 2024

3.2 Safer speeds

Wide roads and large intersections encourage drivers to speed up, which compromises the safety and comfort of people out walking or riding. This makes streets less inviting for people to walk along or sit outside cafes. Having lots of space for cars also limits the amount of space provided for trees, seating and vegetation. Interventions to discourage speeding in West Hobart and Mount Stuart will align with the Hobart Transport Strategy Action A.13 to 'Trial an area-wide speed limit reduction to inform a Speed Limit Reduction Policy'.

There is strong community support for safer traffic speeds in West Hobart, with 85.7 per cent of survey respondents indicating support for a lower speed limit in November 2024. The area where a lower speed limit will apply will be guided by further engagement with the community and the Department of State Growth.

Crash data helps to identify areas where people walking and riding are most at risk. There have been a total of 20 serious, minor and other crashes involving people walking and riding in the study area between 2013 and 2023. However, these types of crashes are notoriously under-reported. A majority of the recorded crashes occurred at the Hill St / Arthur St / Mellifont St intersection.



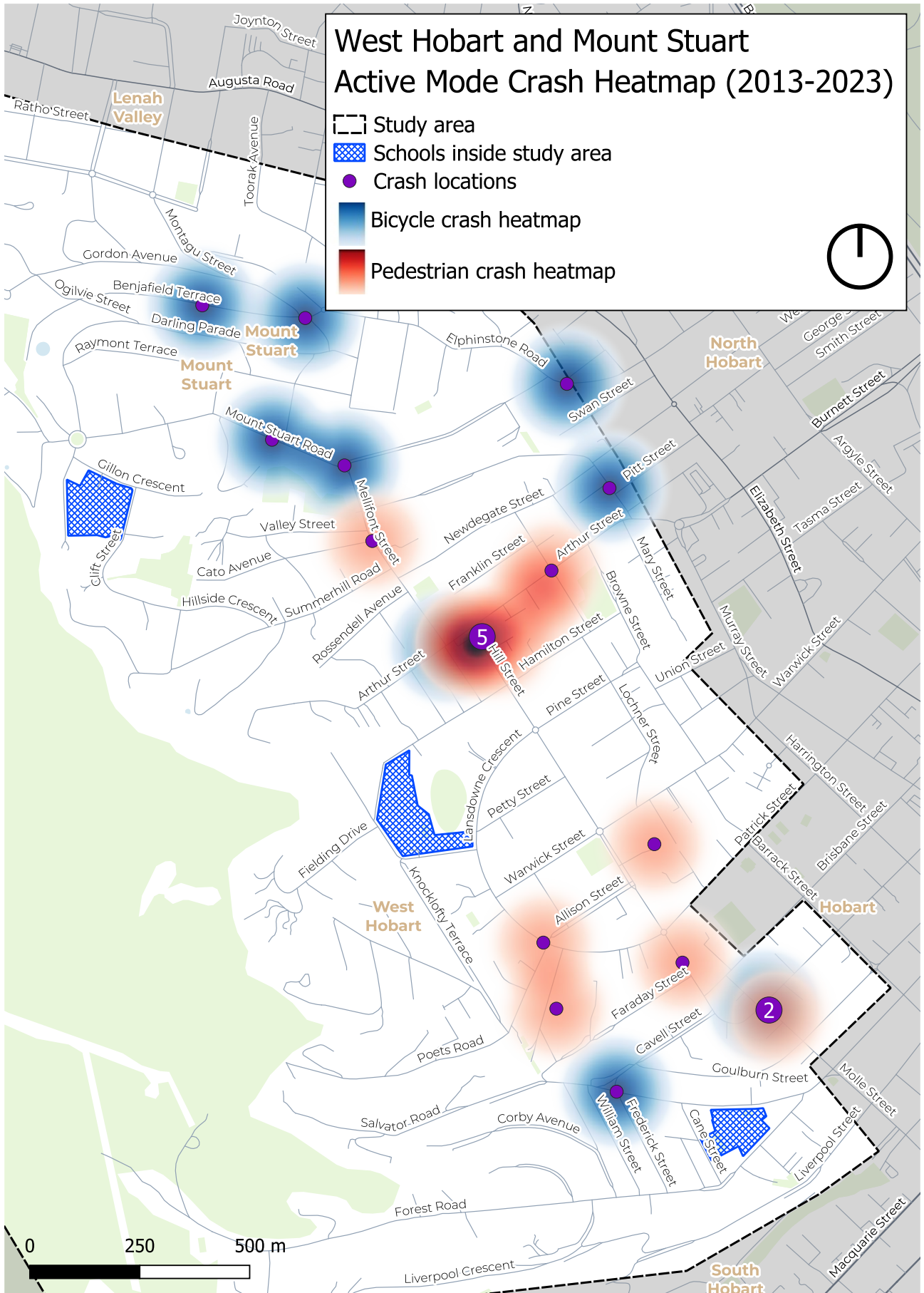


Figure 9. Crashes involving cars and people walking (2013-23), Department of State Growth.

Streetscape improvements, such as ‘kerb build-outs’, widened footpaths and protected or contraflow cycling infrastructure can physically narrow lanes, making drivers more likely to slow down. Narrowed lanes also make car movements more predictable for people walking and cycling.

A low-cost way to visually reduce lane widths is to paint line markings to indicate narrowed vehicle lanes (of around 3 metres width) or bike lanes. While painted bike lanes are less effective in attracting less confident riders, they do remind drivers to travel at safer speeds. Streets where this may be suitable include Warwick Street (uphill), Lochner Street and Elphinstone Road. An example of the visual narrowing of a trafficable lane can be seen at the median strip on Hamilton Street.

Key areas for traffic calming, as highlighted by community feedback, include Newdegate Street, Lansdowne Crescent and Hill Street.

Reducing speeds on all streets benefits the community: the chance of a pedestrian surviving the impact of a car travelling at 50 km/h is less than 20 per cent. If a pedestrian is hit by a car travelling at 40-45 km/h they have a 50 per cent chance of survival, and a 90 per cent chance if it’s going at 30 km/h.⁴

In other parts of Australia, safer speed limits are delivering excellent results. In the City of Yarra in Victoria, speed limits were reduced from 40km/h to 30km/h across a trial area in 2018. This project has resulted in a 67.6 per cent reduction in severe injuries since the speed limit was changed. Following the success of the trial, the 30km/h zone has been expanded to most of Fitzroy and Collingwood.



Figure 10. The median strip on Hamilton Street.

4. World Health Organization (WHO). Global Status Report on Road Safety [Internet]. 2018. Available from: https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

5. Safe Path Consulting Pty Ltd (2024) Evaluating impact of 30 km/h speed limit trial in the City of Yarra

3.3 Direct, connected and comfortable places to walk and ride

The walking and cycling environment in West Hobart needs significant improvement to make active transport more attractive and viable for people of all ages and abilities. This supports the Hobart Transport Strategy's Actions A.17-19 to 'deliver healthy streets'.

While these neighborhoods already have a network of walking and cycling paths to beloved destinations like Knocklofty Reserve, we can expand and improve these connections. Figure 11 highlights current shortcuts and links for walking and cycling in West Hobart, while also emphasizing the area's hilly terrain.

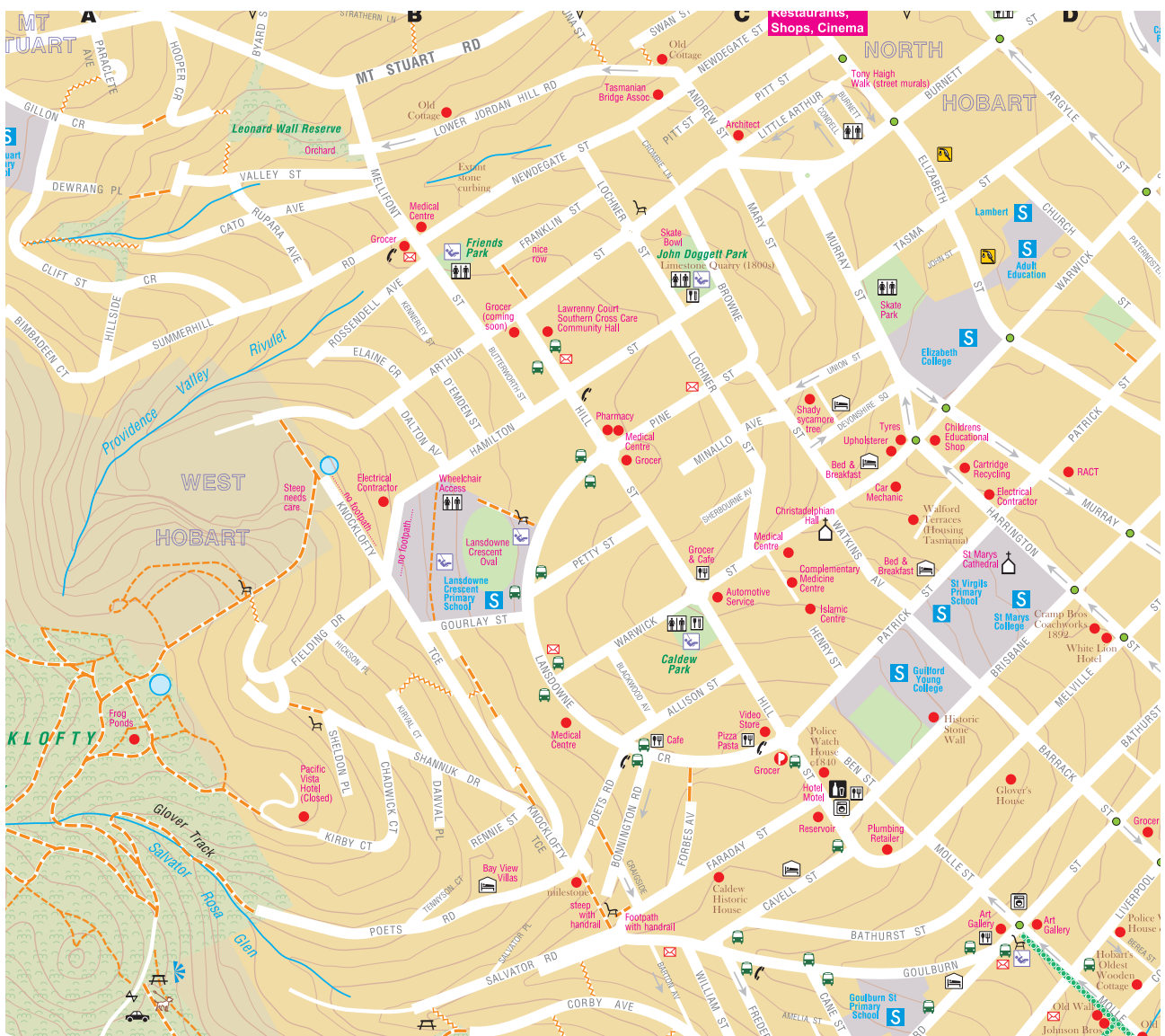


Figure 11. The Walking West Hobart map created through a 2012 community initiative and council grant highlights shortcuts and links for getting around by walking and riding (orange dotted lines).



Figure 12. Existing shortcuts and links can be enhanced.

While we can't change the steepness of the terrain, key opportunities include:

- **Address accessibility barriers:**

Address barriers for those with mobility needs by providing continuous footpaths, adding kerb ramps and ensuring smooth surfaces. For example, Molle Street requires additional kerb ramps. In addition, many footpaths are narrower than 1.5m, which isn't wide enough for two people to pass comfortably when one has a pram or is in a wheelchair, for example.

- **Leverage existing shortcuts and links:** As shown in Figure 12, there are many shortcuts and links that provide walking and riding access to parks and recreational areas. The City of Hobart could trial more filters that allow people to walk and bike (filtering out vehicles) and install amenities like seating, lighting and plantings in streetscape upgrades.

- **Improve walking access to bus stops:** To make it easier to choose public transport, such as on Gordon Avenue, where crossing to the bus stop feels unsafe.



Figure 13. Streets like Lansdowne Crescent need to be slow and calm for school access.

- **Add and improve bike infrastructure:** Provide quiet, slow streets and streetscape improvements that make riding comfortable. For example, community members report that riding on Mellifont and Goulburn streets feels unsafe. Install signage, markings and bike parking at key destinations to prioritise and facilitate bike riding.

Providing for All Ages and Abilities to ride

Figure 14 shows that about 55 per cent of our residents are willing to ride a bike, but only 5 per cent feel comfortable riding a bike in all conditions, or on all types of roads. Around 13 per cent are 'enthused and confident' about riding in light traffic, but not in all circumstances. And another 37 per cent of residents are 'interested but concerned', meaning they would ride in locations that feel completely safe, even for inexperienced riders.

These are the types of riders who we want to design our infrastructure for. If we can provide the right conditions, a lot more of our residents and visitors will ride a bike, and shift from driving.

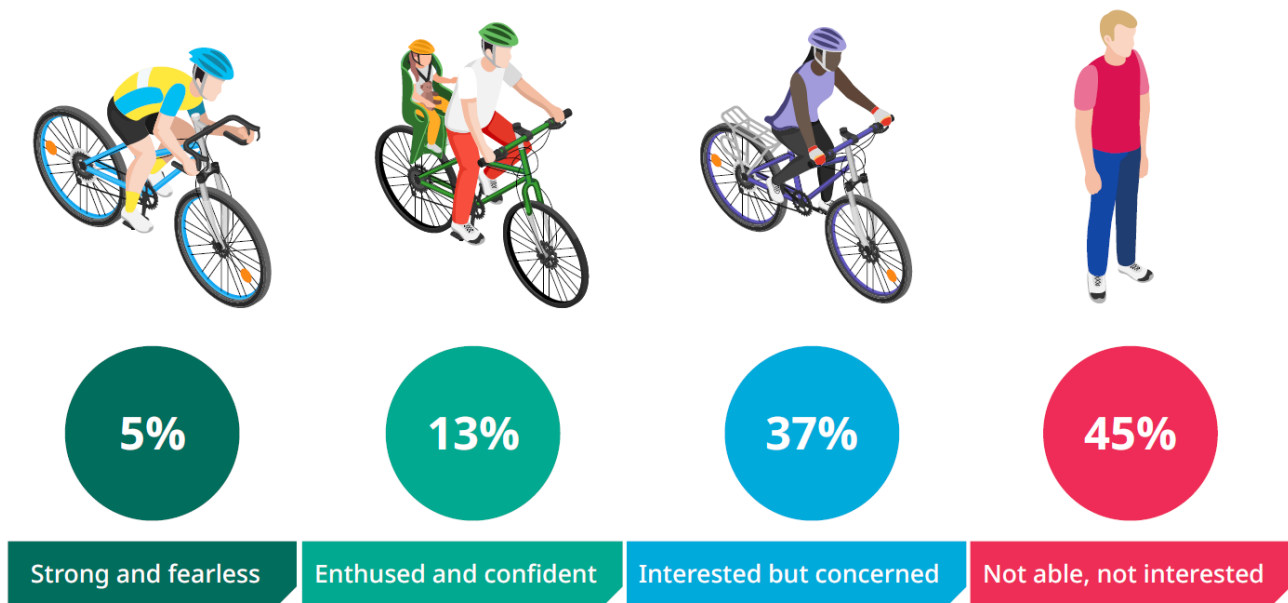


Figure 14. Rider types in Tasmania, from the Tasmanian Cycling Infrastructure Design Guide (2024).

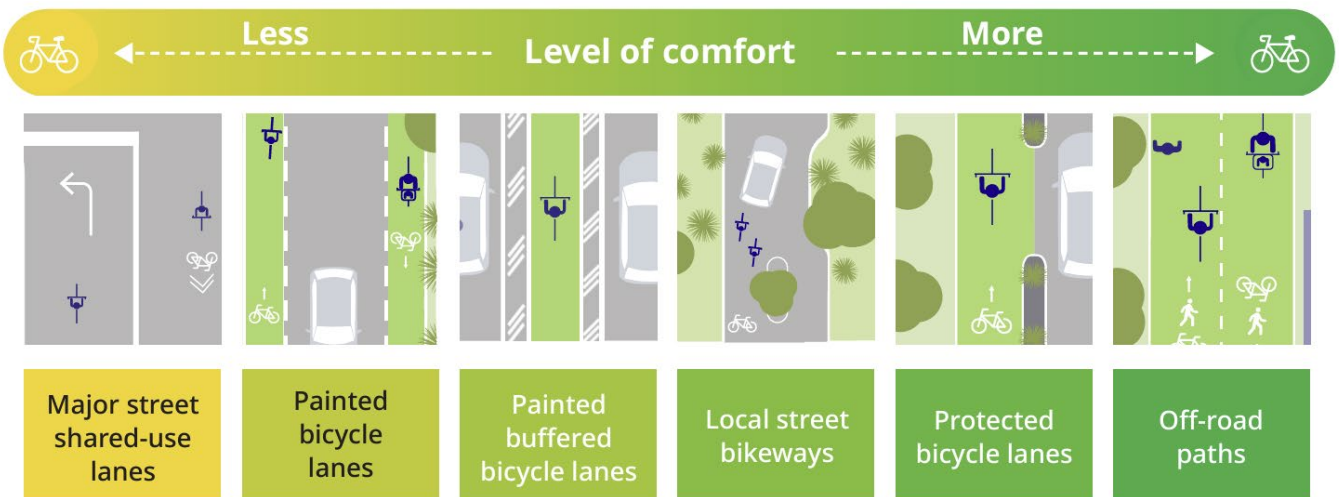


Figure 15. Level of rider comfort of different infrastructure types, Tasmanian Cycling Infrastructure Design Guide (2024).

Figure 15 shows the types of infrastructure suitable for these different rider types, based on their level of comfort riding in that type of environment.

Bicycle routes (as identified in Figure 16) should be designed for 'All Ages and Abilities' (AAA). These include off-road paths, protected bicycle lanes and local street bikeways.

On streets with very low traffic, and slow driver speeds, painted bicycle lanes can be enough. Since a person on a bike can travel at about 20 km/h, if drivers are travelling at that speed then a rider can generally move together with the cars safely. This is common in some no-through streets in West Hobart and Mount Stuart.

However, when traffic speeds or volumes increase, most bicycle riders feel uncomfortable mixing with traffic.

The cycling network provides a range of different types of infrastructure to suit different types of people or different purposes for riding:

Primary routes cater to more direct routes and faster cycling across the city, but may not link to all destinations along the way. An example of this type of route is the Intercity Cycleway, which provides an 'off-road path'.

Secondary routes open more destinations to access by bike, such as schools, and are suitable for a range of bike types such as e-bikes, scooters or mobility scooters.

Neighbourhood routes expand the core cycling network through local links that ensure less confident riders can get from home to their destination. These routes will likely provide very slow and calm traffic conditions, identified in the Greater Hobart Cycling Plan as a 'Local street bikeway' facility.

E-mobility routes provide alternative, direct connections with steeper gradients. These connections are beneficial for riders with e-bikes and other small electric mobility devices.

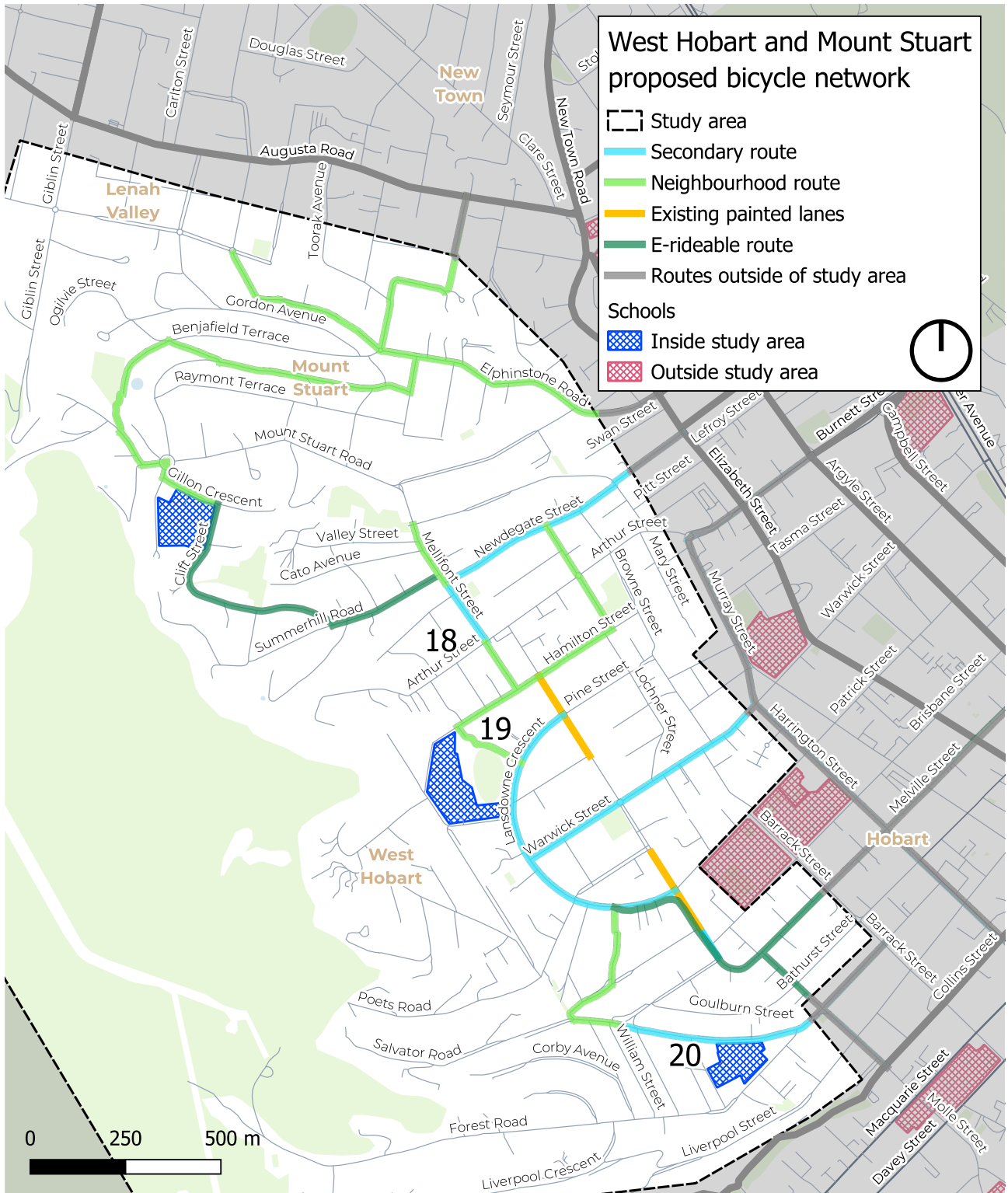


Figure 16. Local bicycle network for West Hobart and Mount Stuart.

The only existing bike lanes in the area are painted uphill in short sections on Hill Street. Hill Street provides a direct route for confident riders, however, an upgrade to support ‘Interested but Concerned’ riders would likely require extensive works

to drainage and kerbs to achieve adequate cycle lane widths at substantial cost. As such, quieter and less steep routes have been identified to form the future network (Figure 16).

Providing bike parking at the end of the ride is important too. Bike parking racks, e-scooter parking areas and e-bike charging stations near popular places like Hill Street Grocer, local parks and schools will encourage more people to ride.

In the future Mellifont, Goulburn and Harrington streets will require treatments to make riding more comfortable for all ages and abilities, and several other streets, like Lansdowne Crescent and Newdegate Street, will benefit from measures to calm traffic and prioritise people riding. The proposed bike network is detailed in Section 5.

The broader opportunity to directly connect more comfortable places to walk and ride is addressed through 'continuous footpath' and 'calm streets' actions in Section 4.



— 4. Actions



4.1 Area-wide actions

There are two area-wide actions for the entirety of the Local Area Mobility Plan area:

1. Signpost vehicle speeds to 40km/h across West Hobart as per Action A.13 of the Hobart Transport Strategy 2024. Further consultation will be undertaken to confirm the geographic boundary of the speed zone.
2. Progressively deliver the bicycle network mapped in Section 5.

4.2 Location-specific actions

The Local Area Mobility Plan identifies 15 actions at specific locations that fall under the following four types of interventions or street treatments, and mapped at Figure 17. These interventions are numbered 3 to 17. The proposed actions mapped are further detailed in the next sections, organised by intervention type.



Intersection upgrades (3 – 6)

Make safety improvements to intersections, such as reconfiguring traffic lights and roundabouts, to prioritise pedestrians and bike riders. See page 36.



Calm streets (7 – 10)

Install measures such as traffic calming, build outs or plantings to enhance existing connections (laneways, footpaths) by making people walking and riding feel safer, while discouraging through-traffic. See page 41.



Continuous footpaths (11 – 13)

Install crossings level with the footpath, giving pedestrians priority and ease of travel. Install 'build-outs' – physical extensions of the footpath into the road that reduce the distance to cross. Provide adequate kerb ramps for wheelchairs and prams. See page 42.



Safer crossings (14 – 17)

Provide more opportunities to safely cross streets, which may include wombat or zebra crossings, or narrower vehicle lanes at crossings. See page 43.

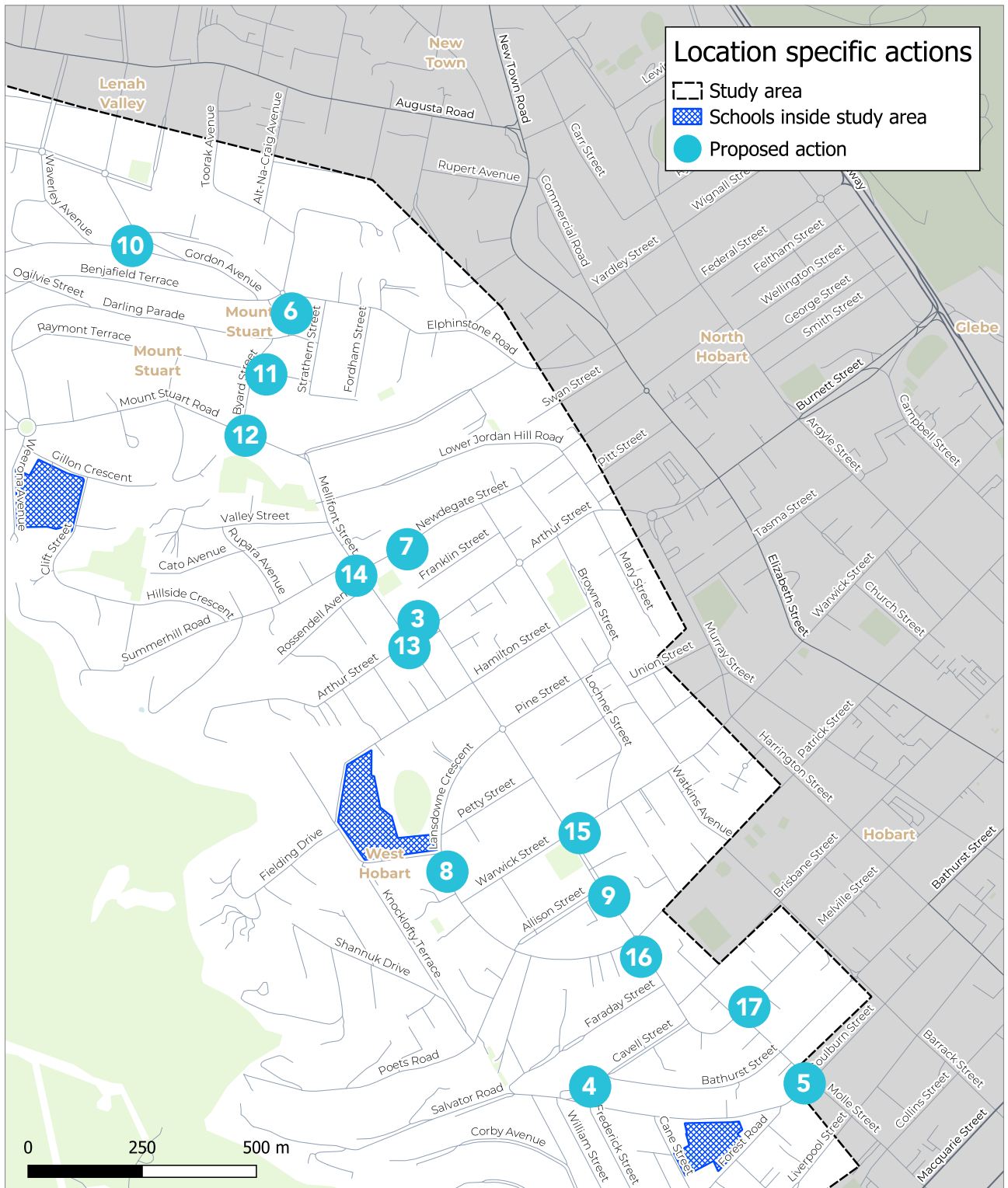


Figure 17. Summary plan of priority Local Area Mobility Plan actions.



Intersection upgrades

Community feedback and local analysis have identified the need for comprehensive investigation and design at intersections 3, 4, 5 and 6 (see Figure 17). These intersections are in poor condition for pedestrians, with missing or inaccessible pram ramps and a lack of safe crossing facilities at crossing points.

The following actions will require careful design to respond to the needs of people walking, riding, driving and using public transport. The cost of these projects will be substantial and likely need to be supported by external funding.

Action	Description
3a Arthur Street Option A: Arthur Street / Mellifont Street pedestrian priority roundabout	Introduce pedestrian priority roundabout with raised crossings on all arms to improve safety.
3b Arthur Street Option B: Hill Street / Arthur Street / Mellifont Street traffic signals	Redesign of intersections to introduce traffic signals.
4 Cavell Street / Goulburn Street / Bathurst Street intersection	Investigate an intersection redesign including the bus stop design and location; provide a safe pedestrian crossing facility; integrate with cycle network improvements.
5 Molle Street / Goulburn Street intersection	Investigate a redesign to provide missing pram ramps; review the need for the dangerous slip lane; reduce pedestrian crossing distances; provide missing cycling connections.
6 Gordon Avenue / Darling Parade / Benjafield Terrace	Investigate an integrated redesign of these intersections to improve accessibility, manage traffic and resolve stormwater issues.

Actions 3a and 3b: Arthur Street improvement

The intersection of Arthur Street with Mellifont and Hill streets is a complex dogleg intersection with conflicting movements between motor vehicles, people walking, riding and catching public transport. The presence of the Hill Street Grocer makes this one of the key community destinations in West Hobart.

The intersection is the top community priority to improve walking and cycling access in the local area. Interventions for this intersection have previously been considered by the City of Hobart in 2014 and 2017. A temporary traffic management device is currently in place on Arthur Street to prevent right turns from the Hill Street Grocer car park.

Concept plans were developed to assess some advantages and disadvantages of two options for improving the intersection: traffic signals or a pedestrian priority roundabout.

These alternative concept options were presented for feedback in the Draft LAMP in November 2024 – 71 per cent of survey respondents expressed a preference for a pedestrian priority roundabout (Option A). Key advantages of Option A are that it is expected to be lower in cost and is considered more deliverable overall.



Option A: Pedestrian priority roundabout

This option introduces a roundabout at the Arthur Street / Mellifont Street intersection, with raised pedestrian crossings on all four arms, as per Figure 18. Pedestrian crossing distances are reduced, including at Butterworth and Hill streets. The central median can be planted to improve the appearance of the street. The right turn into the Hill Street Grocer car park could be restricted, with the existing roundabout at Pine Street along with the new Mellifont Street roundabout making car access and U-turns safe and convenient from all directions.

Advantages of this option include less delay for people crossing the street, opportunities for street trees and greening, less change to current parking supply than Option B and integrated improvements to the cycle route connecting Mellifont and Butterworth streets. Selected components of the design can be delivered incrementally, such as raised footpaths along Arthur Street (refer to Action 13).

The current 540 bus would not be delayed, however, the roundabout geometry would need to carefully consider bus movements to and from Mellifont Street, while also limiting turn speeds for smaller vehicles. The raised pedestrian crossings are critical to the success of this design and will make local walking trips to shops and schools more attractive and enjoyable.

This design would likely result in a calmer and more attractive local place than Option B. The design would not discourage through traffic using the Hill Street to Mellifont Street route. Raised pedestrian crossings have an excellent safety record but would require brighter street lights and drainage works, both of which are costly.

In November 2024, 71 per cent of survey respondents indicated a preference for this option.

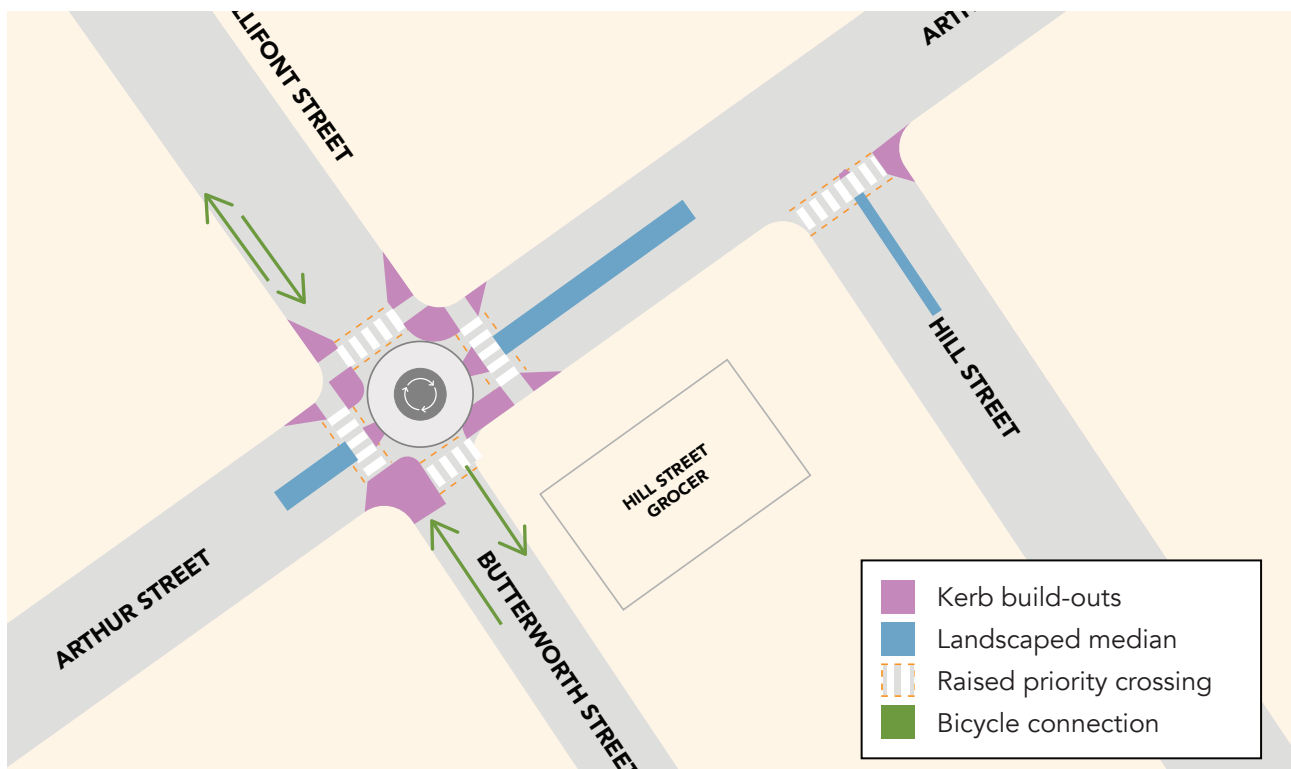


Figure 18. Option A concept diagram (indicative only)

Option B: Traffic signals

Install traffic signals on Arthur Street at the intersection of Mellifont Street and Hill Street. Provide kerb outstands to reduce crossing distances. Preferably, both intersections would be raised to improve safety.

Advantages of this design include a significant road safety improvement for people walking and driving. Disadvantages may include less comfortable conditions for people riding bikes, delays to the 540 bus route, a reduced amount of on-street parking, and more noise at night from idling vehicles and audible pedestrian button beeps.

This option would be costly to design and build and is likely only achievable with substantial grant funding. A 2017 report by Midson Traffic found that the Hill Street / Arthur Street signalisation did not meet the Austroads 'warrants' for the number of people injured in crashes and traffic volumes at the time. The amount of traffic using Hill Street in the morning and evening has been steady since 2009.

In November 2024 just 29 per cent of survey respondents indicated a preference for this option.

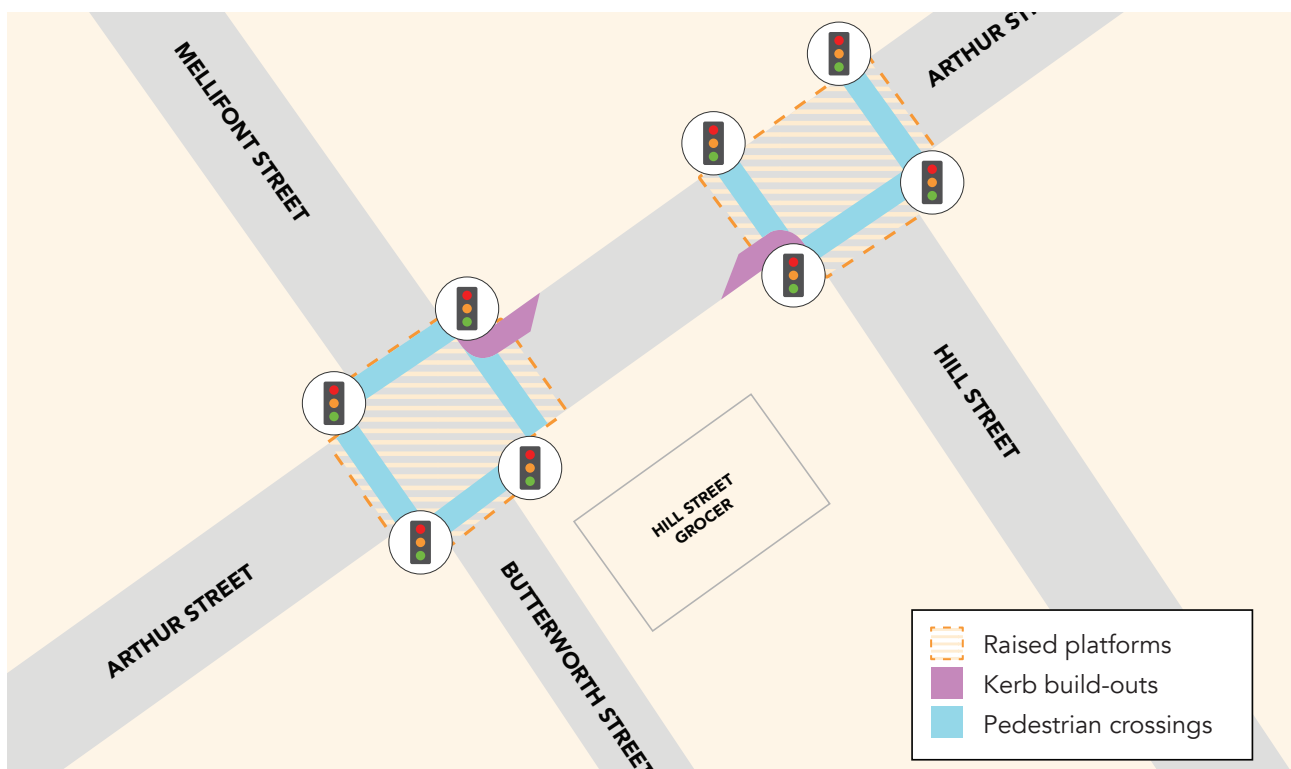


Figure 19. Option B concept diagram (indicative only)



Calm streets

The second type of intervention proposed and identified in the map at Figure 17 are calm streets. There are many streets in West Hobart that already benefit from slow and calm traffic conditions. Either due to the hilly landscape or historic traffic diversions, it is common for streets to be closed to through-traffic, making it safe enough to use the street to play and socialise. The community loves using existing calm streets, which indicates they are successful in slowing streets to encourage walking and riding. We should replicate this type of intervention in places people feel less safe or where there are frequently kids playing nearby.

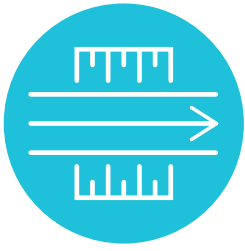
There are opportunities to achieve similar conditions on other streets with carefully targeted interventions. The streets identified in the action table below will improve safety near schools and align with the cycle network (Figure 16).



Figure 20. Example of a negotiated slow point also serving bus services. Miller Street, Fitzroy North, Victoria.

Calm streets go beyond speed humps, signage and typical traffic obstacles to instead focus on creating self-explaining street environments that feel inviting for people to walk, ride and spend time in. This results in drivers naturally self-regulating their behaviour, rather than responding to only signage and speed enforcement.

Action	Description
7 Newdegate Street calm street	Reduce speeds and discourage through-traffic to create a calmer street. Consider a one-way in/out at Andrew Street, or a negotiated slow point. Provide a local street cycleway treatment to support this important cycle route.
8 Lansdowne Crescent calm street	Reduce speeds and discourage through-traffic with a negotiated slow point while also improving crossing safety near the school. Prioritise comfortable bike movements along the length of the street.
9 Upgrade Train Park slow point	Investigate a raised pavement or lateral shift at existing slow point.
10 Gordon Avenue calm street	Investigate a negotiated slow point and crossing facility near the bus stop to improve safety for passengers and people using the cut-through steps.



Continuous footpaths

A continuous footpath is where a pedestrian crossing is provided at the same level as the footpath. When these are installed at a side road intersection, it is a clear indicator to drivers they've entered pedestrian territory. They are easier for people using wheelchairs, prams or scooters to use, because they don't have to negotiate a ramp. When designed well, the crossing distance is minimised and vehicles need to turn slowly. The design ensures drivers give way to pedestrians crossing the road they are turning into, consistent with the road rules.

Providing a raised footpath can be difficult and costly where there is a lot of fast-moving stormwater, such as hilly streets. This will be a recurring challenge in West Hobart.



Figure 21. Existing continuous footpath on Lansdowne Crescent at Poets Road.

When a raised path is not feasible, it may be more cost-effective to reduce the crossing distance using build-outs, which reduce the distance needed to walk across the street.

Action	Description
11 Raymont Terrace continuous footpath	Reduce the crossing distance east-west, reduce traffic speeds and improve pedestrian safety.
12 Byard Street / Mount Stuart Road accessibility improvements	Install a raised continuous footpath, reduce crossing distances and provide median islands to improve accessibility and walkability.
13 Arthur Street continuous footpaths	Investigate reducing pedestrian crossing distances near Hill Street Grocer along Arthur Street with continuous footpaths and comfortable cycling access at Hill Street and between Mellifont Street and Butterworth Street.



Safer crossings

As with continuous footpaths, raised pedestrian crossings improve road safety and make walking more comfortable and convenient, especially for people with wheelchairs and prams. Raised zebra crossings are known as 'wombat' crossings. This design is around 60 per cent safer than a regular zebra crossing.⁵

They can be costly to construct if heavy stormwater flows require new drainage works. Alternative treatments that also provide pedestrian priority can include a zebra crossing at the same level as cars and components to ensure cars slow down at the crossing point, such as a speed hump.

The existing wombat crossing on Hill Street north of Pine Street was installed as a trial in 2019. Community feedback has noted some concern about driver compliance and sightlines, however, a detailed evaluation found that the treatment has been successful⁶ and the treatment was made permanent in 2020. Our community engagement identified strong community support for additional wombat crossings.

The safety of these crossings will be complemented by the area-wide 40km/h zone (Action 1) and, with additional consistent treatments, drivers will become more accustomed to the desired behaviour and compliance will continue to improve.

Action	Description
14 Mellifont Street wombat crossing	Investigate a new wombat crossing, supporting the pedestrian desire line from Summerhill Road to Newdegate Street. Improves safety for drivers exiting Summerhill Road and increases comfort for cycle movements to/from Mellifont and Newdegate streets.
15 Train Park wombat crossing	A wombat crossing concept design was previously prepared in 2017. This would provide a safe crossing on the southern arm of the Hill Street / Warwick Street roundabout, improving safety for people visiting the Train Park.
16 Hill Street / Patrick Street wombat crossing	A wombat crossing concept design was previously prepared in 2017. This would provide a safe crossing at the Hill Street / Patrick Street roundabout but would require kerb adjustments and relocation of the post office box and bus stop.
17 Melville Street / Molle Street crossing	New crossing to be investigated on Melville Street to the immediate north of Molle Street. Resolves access issue with steps on the Melville Street western footpath at Cavell Street.

5. Safe System Solutions, Raised Safety Platforms Brochure (safesystemsolutions.com.au)

6. City of Hobart Agenda for 26 February 2020, available online (<https://hobart.infocouncil.biz>)



Bicycle network improvements

The need for better cycling infrastructure featured prominently in community feedback. The following table identifies

priority actions to enhance the cycling network for as many residents as possible.

Action	Description
18 Mellifont Street / Butterworth Street cycle route upgrade	Investigate treatment options for an All Ages & Abilities (AAA) route as an alternative to using Hill Street (potential option shown in Figure 19). Provides an important connection to North Hobart via Newdegate Street.
19 Lansdowne Crescent cycling access improvements	Resurface path and provide a kerb ramp at West Hobart Recreation Ground. Modify the gated chicane in Forbes Avenue to allow cargo bike movements and improve accessibility through the laneway.
20 Goulburn Street	Investigate future improvements to cycle route, school access, tree canopy and parking management.



Figure 19. Example of a type of cycling treatment suitable for Butterworth Street.



5. Summary & Priorities

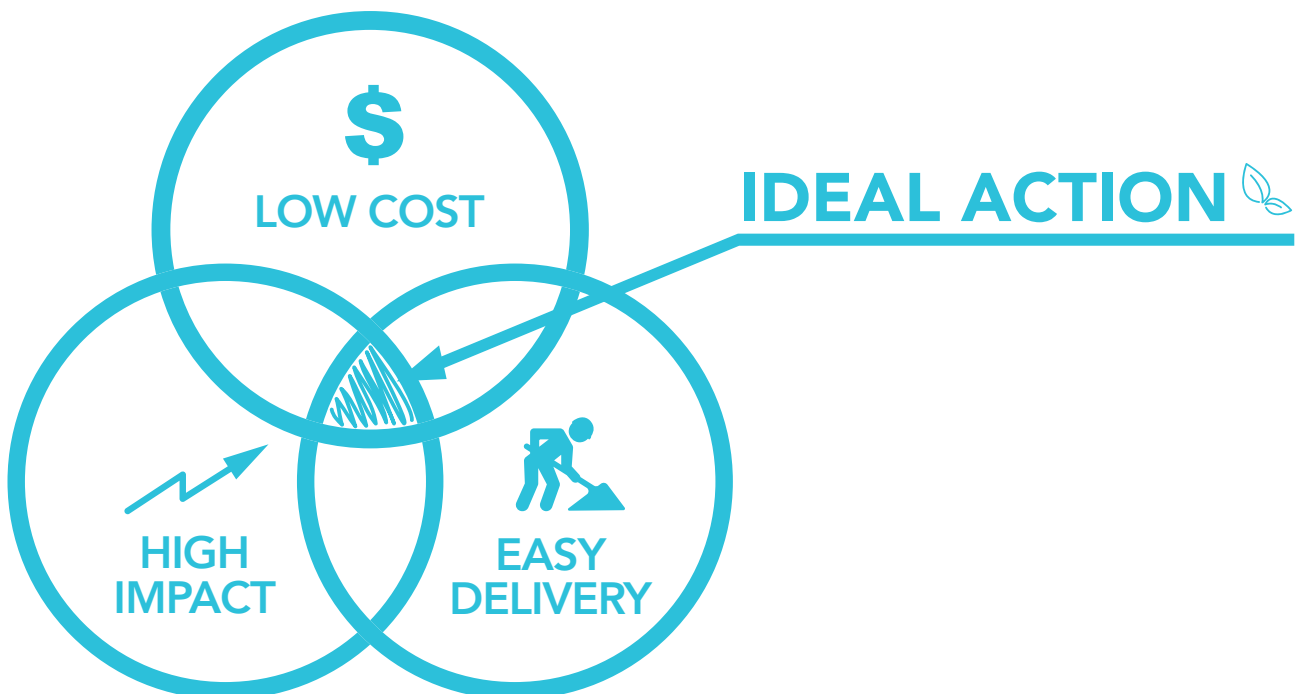
The 20 recommended actions identified in this section focus on balancing how our road space – a major part of our public space – is allocated for people walking, riding, using public transport, driving or parking private vehicles.

■ **Prioritisation of projects**

The projects included in the LAMP have been prioritised with consideration of the following criteria:

1. Can be easily delivered.
2. Are relatively low cost.
3. Will have a high impact.

In addition, the priority rankings have been weighted according to community feedback from the November 2024 survey.



This Local Area Mobility Plan recommends 20 projects the City of Hobart can undertake to enable people of all ages and abilities to walk, ride or catch public transport to their destination.

The project prioritisation process ensures this plan provides a clear, deliverable and effective approach to improve local walking and cycling opportunities in the short, medium and long term. These

priorities reflect the needs and desires of the local community while to responding analysis and observations of issues in the local area.

By completing these works, we can reduce carbon emissions and congestion, improve neighbourhood vibrancy and social connections, and help people live more healthy, active lives.

Shared (walking + cycling)	Priority
1. Signpost vehicle speeds to 40km/h across West Hobart	Primary
2. Progressively deliver the bicycle network	Secondary
3. Hill St / Arthur St / Mellifont St intersection redesign	Primary
4. Cavell St / Goulburn St / Bathurst St intersection upgrade investigation	Long term
5. Molle St / Goulburn St intersection upgrade investigation	Primary
6. Gordon Avenue / Darling Parade / Benjafield Terrace intersection upgrade investigation	Long term
7. Newdegate Street calm street	Secondary
8. Lansdowne Crescent calm street	Primary
9. Upgrade Train Park slow point	Secondary
10. Gordon Avenue slow point	Secondary

Walking	Priority
11. Raymont Terrace footpath upgrade	Long term
12. Byard St / Mount Stuart road accessibility improvements	Secondary
13. Arthur Street continuous footpaths	Primary
14. Mellifont Street wombat crossing	Secondary
15. Train Park wombat crossing	Secondary
16. Hill St / Patrick St wombat crossing	Secondary
17. Melville St / Molle St crossing	Long term

Cycling	Priority
18. Mellifont St / Butterworth St cycle route upgrade	Secondary
19. Lansdowne Crescent cycling access improvements	Primary
20. Goulburn St streetscape investigation	Long term

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