CITY OF HOBART

SUPPORTING INFORMATION

COUNCIL MEETING

OPEN PORTION OF THE MEETING

MONDAY, 23 FEBRUARY 2026
AT 5.15PM
VENUE: COUNCIL CHAMBER, TOWN HALL

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City of Hobart Dog Management Policy 2026 - 2031

1. Introduction

Hobart, Tasmania's capital city, is one of the most attractive cities in Australia. Mt Wellington / Kunanyi provides a striking backdrop to the west of the city, with the mighty Derwent River providing the eastern boundary. These stunning features have resulted in the city stretching right along the bank of the river and into the low foothills.

This closeness to the natural environment means that residents and visitor have access to the foreshore, bushland areas and developed urban spaces all within striking distance of the city centre.

The City of Hobart provides a major role in the planning, development and management of the urban and natural areas of the City. This includes the management of dogs. The municipal area includes over 23,000 households, 50 sports fields and facilities, 130 urban parks and reserves, 4,600 hectares of bushland reserves that boast 250 kilometres of tracks and trails, as well as 440 kilometres of footpaths. The majority of trails and footpaths are accessible by dogs on a lead, and provide a wonderful opportunity to explore Hobart with your canine companion.

The City's Animal Management Unit has responsibility for providing animal management and services within the municipal area, and dog control is a key role. The Unit also co-ordinates with external animal welfare providers to offer a pound facility.

2. Principles and Objectives

This management policy ensures that the City of Hobart complies with the *Dog Control Act 2000* (the **Act**) which requires councils to create a code for dog management in their municipal area.

Under the Act, the policy must include

- A code relating to the responsible ownership of dogs
- The provision of declared areas
- A fee structure, and
- Any other relevant matter

The City of Hobart must review the management strategy at least every five years, and this process must include community consultations. The City is committed to ensuring all voices in the community are heard; both those of dog owners and non-dog owners.

This policy was reviewed in 2025 and the City is grateful to the members of the community and organisations who took the time to provide feedback.

Dogs contribute enormously to the wellbeing of many Hobart residents, and the City is committed to ensuring that the appropriate infrastructure and guidelines are in place so that our canine companions can enjoy our beautiful city.

The City also acknowledges that dog ownership places significant responsibility on the City, and on owners themselves to ensure that dogs do not become a nuisance, pose a danger to the community or damage the environment.

The City is committed to ensuring the needs of all residents are met, and this management plan helps to ensure that dogs, their owners and other residents can live in a safe and peaceful community.

The City will continuously collect data to assess the rates of dog ownership in the council area and the effectiveness of this management policy.

3. Code of Dog Ownership

The Code for Responsible Dog Ownership has been developed to help dog owners or prospective dog owners to understand the importance of being a responsible owner and to encourage more responsible behaviour by dog owners.

Whilst this code is voluntary it outlines best practices to achieve a caring and responsible environment for dogs and their owners with the aim of minimising neighbourhood inconveniences, animal welfare concerns and the destruction of wildlife and its habitat.

Responsible dog ownership means accepting full responsibility for your dog's needs including health, nutrition, safety, behaviour, and emotional well-being, and the standards set in relation to dog management within our community.

3.1 Council's Responsibilities

The City seeks to promote responsible dog ownership within Hobart, ensure adequate facilities for dog owners, and reduce the negative impacts caused by dogs.

As a City, we will:

- Promote and educate members of the community about responsible dog ownership
- Provide a broad range of experiences for people with dogs
- Respond to complaints about dogs in the community
- Maintain and develop areas where dogs can exercise and socialise
- Patrol the municipality

3.2 Owner's Responsibilities

The privilege of owning and enjoying the companionship of a dog carries responsibilities of care for the animal, and respect for your neighbour and the local community.

The following guide is designed to help you decide whether dog ownership is right for you, what type of dog you are considering, and then to ensure your dog is a healthy and happy member of your family and the Hobart community.

Before you buy a dog, there are a few things to think about:

- Is your home and yard big enough for a dog?
- Do you have a secure yard or do you need to improve or install fencing?
- Are you able to meet any costs for its care including food, toys and veterinary care?
- Is your chosen dog of the appropriate size and temperament to suit your individual circumstances? Think about the people who may come into contact with your dog such as children or vulnerable people
- Do you have the time to exercise and train a dog?

Once you've decided to bring a dog into your home, you have the responsibility of keeping them healthy and happy. This means;

- Getting your dog vaccinated and microchipped

- Consider de-sexing your dog. The City strongly encourages you to do this by offering a discounted registration fee for de-sexed dogs.
- Taking your dog to see a veterinarian regularly
- Training and exercising your dog
- Keeping your dog in a secure, clean location
- Giving your dog access to food, clean water, and comfortable shelter
- Spending time with your dog; they are social animals who need companionship and affection

It is also crucial that you take steps so that your dog doesn't cause a nuisance and is compliant with Council regulations and the Act:

- Ensure your dog is registered once it turns 6 months old and wears a sturdy collar with its registration tag attached at all times
- Keep your dog under effective control when out in public. Your dog must always be on a lead unless in a declared off-lead area.
- Clean up any dog faeces in a public place and on private property immediately
- Prevent the dog from going into a prohibited area (see section 9 for a list of prohibited areas)
- If you own more than two dogs, you need to apply for a kennel licence (see section 4.1)
- Prevent your dog from barking at, chasing or threatening people, other animals or vehicles.

3.3 Reporting and Managing Nuisance Behaviours

The City's Animal Management Unit rely on members of the community reporting incidents and nuisance behaviours to ensure that we can work with dog owners to ensure a safe and happy community.

If you have any concerns or something to report, please don't hesitate to contact us:

- email: coh@hobartcity.com.au
- telephone: 03 6238 2711
- in writing: to the CEO, City of Hobart, GPO Box 503, Hobart 7001
- in person: Customer Service Centre, 16 Elizabeth Street, Hobart

3.3.1 Roaming Dogs

Dog owners may be fined if their dogs roam the streets on their own.

If you find a dog roaming your street, please report it immediately to the City,

If it is safe for you to do so, we recommend you capture the dog and keep it securely on your premises until one of our Animal Management Officers can collect it or it can be returned to its owner.

3.3.2 Dog Attacks

If a dog attacks or chases any person or animal the owner of the dog is guilty of an offence.

If you have been involved in an incident with an aggressive dog please let us know by:

- Completing and submitting the Dog attack investigation request (available on the City of Hobart website).
- By email to coh@hobartcity.com.au
- By telephone: 03 6238 2711
- In writing: to the CEO, City of Hobart, GPO Box 503, Hobart 7001
- In person: Customer Service Centre, 16 Elizabeth Street, Hobart

The Act requires the owner of a dog that has attacked a person to notify the council about the attack within 24 hours.

3.3.3 Barking

All dogs bark as it is their main form of communication, but if you believe it is happening more often and more loudly than is reasonable, our officers may be able to assist. In some cases the owner may not realise that the barking is causing a problem, particularly if it is happening when they are not home.

If you have a problem with a barking dog in your area you can complete and submit the Dog barking investigation request which can be found on the City of Hobart Website or alternatively contact us:

- By email to coh@hobartcity.com.au
- By telephone: 03 6238 2711
- In writing: to the CEO, City of Hobart, GPO Box 503, Hobart 7001
- In person: Customer Service Centre, 16 Elizabeth Street, Hobart

Once we receive a request there are two stages involved in dealing with barking problems.

Stage 1
A letter is sent to the dog owner stating when the barking is occurring, providing them with advice and measures to reduce the dogs barking, the legal responsibilities of dog owners and the penalties involved for continued barking.

Stage 2
If there has been no improvement, the complainant can submit Dog Barking Formal Investigation Request (which can be found on the City of Hobart website). This attracts a fee determined by the Council annually in accordance with its fees and charges process, which is refunded if the matter is proven. Once this request is received, we will conduct an investigation and decide if formal action is requires for nuisance barking.

Barking dog complaints are often protracted and difficult to resolve.

Advice for managing barking

Dogs bark to communicate with each other, and this may become a nuisance behaviour if it is frequent or sustained. More frequent barking is often caused by dog feeling lonely, bored or distressed. If your dog is barking, we recommend you take the following steps to try and manage it;

- Take you dog for more regular walks

- Enrol your dog in obedience training, or have a look at some videos online and give it a go at home. This provides mental stimulation that is very important for dogs
- Block the ability of your dog to see people moving past a boundary fence if that triggers the barking
- Ensure your dog is left with adequate food and water when alone, as well as a few toys to play with
- Consider enrolling your dog in day-boarding if they struggle with separation anxiety
- Seek professional advice from a veterinarian or a qualified, accredited dog trainer

The use of aversive devices (such as anti-barking collars, shock collars, or other punitive tools) is not recommended and should be avoided, as these can negatively impact animal welfare.

4. Fees

All fees payable under the Act, including registering your dog and applying for a kennel licence, are set annually by the City of Hobart.

Once a dog is six months old it must be registered by a person over 18 years of age. If a dog belongs to a child, the registration must be in the name of a parent or guardian.

The registration period is between 1 July and 30 June each year. Renewal notices will be issued prior to the expiration of your dog's registration. Please ensure that you promptly pay the renewal fee and update any incorrect details to ensure that your dog remains registered and the records accurate. Failure to pay the registration fee means that your dog is not registered and you may be issued with a fine. The City will send you a registration reminder, however, it is your responsibility to renew your dog's registration.

For new dog registrations you can complete and submit the dog registration application online. Once we receive your application one of our officers will contact you to arrange for the payment of the registration fee. Your dog's registration tag will then be posted to you.

Alternatively you can print the dog registration application from our website and submit with payment in one of the following ways:

- by mail: GPO Box 503, Hobart, 7001
- in person: Customer Service Centre, 16 Elizabeth Street, Hobart

Fee Structure

The fee for registration is set annually by the Council in accordance with section 205 of the *Local Government Act 1993.*

A standard annual fee is set for non-desexed dogs. Higher fees apply to dogs that are;

- Declared dangerous
- Guard dogs
- Restricted breeds

Lower fees apply to dogs that are;

- De-sexed*
- Greyhounds registered with Greyhound Racing Tasmania
- Working dogs**

It is free to register Guide Dogs.

Pensioners receive a discount on dog registration.

* Please note that owners must provide evidence to the City of sterilisation (defined in the Act as render permanently incapable of reproduction) in the form of a veterinary certificate.

**Owners of working dogs must provide evidence the dog meets the definition of a working dog in the Act.

Change of Circumstances

If you dog moves out of the municipal area or in the unfortunate circumstances of your dog's death, you are required to notify the City in writing. This can be done using our Change of Circumstances for dog registration form available on our website or by writing to Council:

- By email to: coh@hobartcity.com.au
- in writing: to the CEO, City of Hobart, GPO Box 503, Hobart 700

The following refund will be available:

- A full refund if notified between July and September
- A 50% refund if notified between October and December;
- No refund is notified between January and June.

Transfer of Registration

If you have moved to the City from another municipal area and provide evidence of your dog's registration from your previous council for the current financial year, no registration is payable for the balance of that financial year. You will be required to purchase a City of Hobart dog registration tag.

4.1 Kennel Licences

If you want to keep more than two dogs over the age of six months on your property (or four dogs in the case of working dogs) you must submit an application for a kennel licence.

The fee for a new kennel licence and renewal is set annually by the Council in accordance with section 205 of the *Local Government Act 1993.*

How do I apply for a licence?

Step 1: Contact us

If you are thinking of having more than two dogs on your property and haven't spoken to us we encourage you to do so. This will allow us to answer any questions you may have and go through the application process with you. You can contact our Animal Management team on 03 6238 2182 during business hours Monday - Friday.

Step 2: Advertise your intention to apply for a licence

You will need to advertise your notice of intent to apply for a licence in the Mercury newspaper (there is no specific day that it is required to be shown). To make sure the required information is included in the advert please refer to the Notice of intention to apply for a kennel licence template which can be found on our website. This can be printed off and

completed. Please note the cost to place the advertisement payable to the Mercury is in addition to the licence application fee.

Any person who lives within 200 metres of the property may submit a written objection to the City of Hobart within 14 days of the Mercury advertisement.

Step 3: Submit your application

Once the application has been advertised, you can complete and submit the kennel licence application. You will need to attach a copy of the Mercury advertisement. Once we receive your application one of our officers will contact you about payment of the licence fee.

Alternatively you can print the form available through the City of Hobart website and submit in one of the following ways:

- email: coh@hobartcity.com.au
- post: GPO Box 503, Hobart City Council
- in person: 16 Elizabeth Street, Hobart (corner of Davey Street)

What happens next?

After we receive your application and payment of the licence fee, we will arrange to visit your property to assess the suitability of the premises, including the yard size, fencing, shelter, bedding, and health of the dogs.

We cannot consider your application until 28 days after the 'Notice of Intention' has been published, in accordance with the Act.

When assessing whether or not to grant a kennel licence, the following factors will be taken into account;

- The proximity of shelter to a fence or boundary.
- The size of the area where you propose to keep the dogs.
    - The area must be fully secure and large enough for all of the dogs to be able to roam freely.
    - The area must be safe for dogs, and this includes being cleared of any hazardous materials (such as barbed wire) and chemicals.
- That there is adequate ventilation and insulation in any indoor spaces where the dogs will be kept.
- That there is a strategy for managing faeces and other waste, including the provision of appropriate equipment as required.
- Whether having three or more dogs at that property is likely to cause a nuisance.
- The breed of the dogs you propose to acquire.
- That there are adequate provisions for the welfare, health and control of all the dogs kept at the property.

5. Out and About with Your Dog

Throughout the City, there are a range of spaces where you can exercise your dogs both on and off lead.

To support dog owners and increase the amenity for all users, the City has installed dog tidy dispensers in its parks, reserves and bushland.

Under the Act, a person is only allowed to the following number of dogs with them in public:

- no more than 2 dogs on lead on a footpath at any one time (excluding, dangerous dogs or restricted breed dogs); or
- no more than 4 dogs in total in a public place at any one time (excluding, dangerous dogs or restricted breed dogs).

5.1 Prohibited areas

There are some areas under s28 of the Act where dogs are prohibited from entering:

- Grounds of a school, kindergarten, crèche or other place for the reception of children without prior permission of the individual in charge
- Any shopping centre (defined in the Act as a collection of shops in an enclosed area covered by a roof or forming a courtyard or square, excluding any area provided for the parking of vehicles) or shop
- A public swimming pool,
- Any playing area or sportsground where sport is being played; or
- Within 10 metres of a children's playground

The exemptions to this are specified in the Act and include:

- Guide Dogs and hearing dogs may enter any premises
- Pet or pet-grooming shops
- Veterinary premises
- Other premises related to the care of dogs

5.2 Dog recreation and exercise areas

The City of Hobart provides many locations to exercise your dog both on- and off-lead.

Regular exercise may reduce nuisance behaviour such as uncontrolled barking and digging, as it helps relieve boredom and release pent-up energy.

There are **off-lead**, **on-lead** and **restricted areas** (either time restricted or, in the case of sports fields, activity restricted) dog exercise areas within Hobart.

There are also areas where dogs are not allowed and you may be fined if you walk your dog in those areas or allow a dog off the lead in an on-lead area.

5.3 Managing your dog's behaviour while out and about

When you are out in public it is essential that your dog is always kept under effective control. This means that the dog is not being aggressive, and is responding to your commands. Dogs must be in control of someone strong enough, so it is important you closely supervise children who are walking or playing with dogs. When your dog is happy and relaxed, they are less likely to cause a nuisance or pose a danger to other dogs and people.

The best way to ensure your dog is happy and calm in public is to ensure they start by having lots of safe, on-lead exposure. Keeping your dog on lead even in off-lead areas allows you to exercise more control until the dog can learn appropriate behaviours.

Remember that not everyone feels comfortable with dogs.

5.4 Walking your dog

There are certain things that you need to remember when walking your dog that are set out in the Act .

- When in a designated off-lead area, dogs must remain under effective control of the person in charge of the dog at all times.
- If your dog poos in a public place you are required to pick up after it. The City provides dog tidy bags in the majority of its parks to dispose of your dog's droppings, so please use them. You should also always carry your own plastic bags.
- Dogs must remain on lead at all times when on a road or road-related area such as footpaths and nature strips.
- Restricted breeds and dogs declared dangerous are still subject to conditions in an off-lead exercise area.
- You are not permitted to walk more than two dogs at a time on a footpath.
- Greyhounds must be muzzled at all times when in a public place unless the greyhound has successfully completed an approved greyhound suitability program.

6 Captured Animals

If officers become aware of a stray dog whilst on patrol or received a complaint, they will attend the scene and capture the dog.

Once a dog has been captured, it will be checked for a microchip. If the dog has a microchip, then the owners will be contacted and advised that their dog has been captured. The officers at their discretion may return the dog to the premises, or take the dog to the Dogs Home of Tasmania (DHOT) for collection.

Once the dog has been taken to the DHOT, owners have **five days** to go and collect the dog. If the dog has not been collected within five days, it will become the property of the City and the DHOT will have the right to re-home the dog. If you wish to go and collect the dog after more than five days, you will have to go through the formal adoption process with the DHOT.

When collecting your dog from the DHOT, you will be required to pay an impounding fee, and a maintenance fee for each day the dog spent in care, which covers the daily care of the dog.

The dog will not be released until the City’s registration fee has been paid.

7 Dangerous dogs

The City prioritises public safety, and any incidents involving a dog will be quickly and thoroughly investigated. If a dog has been found to cause serious injury, or demonstrates that it is likely to do so, the General Manager may declare the dog to be a dangerous dog.

If you have any questions about Dangerous Dogs, please contact the City’s Animal Management team before taking any further action.

7.1 Declaring Dogs Dangerous

The General Manager has the power to declare a dog dangerous.

If you disagree with this declaration, you can lodge an appeal of this decision in the Magistrates Court within 14 days of being informed of the General Manager's declaration.

7.2 Requirements for owning a Dangerous Dog

If you own a dangerous dog, you must ensure your premises and dog meets the requirements of the Act. You cannot keep more than two (2) dangerous dogs on your property at any one time.

Under the Act dangerous dogs must:

- Be de-sexed and micro-chipped; and
- Wear an approved collar advising that it is a dangerous dog at all times; and
- Be muzzled when in a public area, and never be let off lead even in an off-lead area; and
- Be kept in an approved enclosure when on private property.

The Dog Control Regulations prescribe the following minimum requirements for an enclosure:

- Be childproof, with a self-closing and latching gate; and
- Have a minimum height and width of 1.8m; and
- each dog must have an area of 10 square metres; and
- Have solid or sturdy mesh walls, roof and gate; and
- Have a sealed concrete floor with adequate drainage; and
- Have a sleeping area for the dog out of the elements; and
- Be on a part of the property that does not have to be walked through to access any other part of the property.

Warning signs must also be placed on the perimeter of the property.

If you are unable to comply with these requirements, you must surrender the dangerous dog(s) to the City.

7.3 Restricted Breeds

Restricted breeds in Tasmania are specified in the Act as:

- Dogo Argentino;
- Fila Brasileiro;
- Japanese Tosa;
- American pit bull terrier or pit bull terrier;
- Perro de Presa Canario or Presa Canario;
- Any other breed, kind or description of dog whose importation into Australia is prohibited by or under the *Customs Act 1901* (Cth).

The owners or person in charge of a restricted breed dog must ensure that;

- the dog is desexed;
- it is implanted with an approved microchip;
- the dog is on lead and muzzled when in a public place;

- the dog wears an approved restricted breed collar at all times;
- the premises where the dog is kept displays the approved restricted breed warning signs on every entrance.

7.4 Transferring the ownership of a dangerous dog

If you own a dangerous dog or restricted breed, you cannot give or sell your dog to a new owner unless you have sought prior permission from City by writing to the General Manager. The General Manager can refuse to give permission, and you can appeal this decision in the Magistrates Court.

8. Management Action Plan

The City of Hobart is committed to enforcing and developing animal management in Hobart to ensure a safe and happy community for all residents and their pets.

This management action plan outlines what the City will do to ensure this goal is met.

8.1 Ensuring registration

The City will continue to ensure all dogs living in the municipal area are registered through issuing reminder notices prior to the annual registration period.

The City will also conduct patrols of the municipal area to identify dogs that are not registered, and serve notice on their owners to register their dogs.

8.2 Public Education and promotion

Officers work closely with the community to promote responsible dog ownership by providing guidance and support to dog owners. Officers enjoy the opportunity to educate dog owners on how to best care for their dogs, and ensure they do not cause a nuisance. By fostering a positive relationship with dog owners, officers help to create a safer environment for residents and their dogs while encouraging responsible behaviours that benefit the community.

8.3 Consultation and Community Partnerships

The City is committed to community engagement, and this is reflected in the broad public consultation conducted to review this Dog Management Policy.

Between consultation periods, the City is open to feedback from all members of the community. The Animal Management team are accessible and encourage individuals to make reports and provide information about dogs throughout the municipal area.

8.4 Environmental Protection

The City is committed to safeguarding biodiversity within its reserves and ensuring that dog management supports conservation goals. Research indicates that small native fauna are highly vulnerable to predation, particularly due to the combined impacts of cats and dog.

The City has completed an assessment of the biodiversity values within its bushland reserves to identify sites where these vulnerable species occur and are at risk to this predation disturbance. This assessment has identified the importance of the City's

bushland including Knocklofty Reserve, Queens Domain and Waterworks Reserve and Ridgeway Park as containing very high biodiversity value where conservation actions will be prioritised to protect, preserve and improve the City's biodiversity.

The City continues to review signage and seeks to promote awareness of these issues to dog owners and enforce dog walking provisions. Together with monitoring the health of fauna populations in these areas, the City will work with dog owners to determine if existing dog exercise areas can co-exist with maintaining biodiversity values and, if not, examine alternate locations for dog exercise.

As a dog owner you must ensure your dog does not chase and hunt other animals. Dog owners must keep their pets under effective control at all times to prevent disturbance to wildlife and maintain the integrity of sensitive habitats.

Under the Act, it is an offence and penalties where a dog injures or kills wildlife that is declared as 'sensitive wildlife' in an area that is declared as a 'sensitive area' and for allowing a dog to be in a prohibited area that contains sensitive habitat for native wildlife.

8.5 Patrols and Enforcement

Patrols are undertaken by the City's Animal Management Officers throughout the municipal area to ensure compliance.

Particular areas of focus are:

- dogs in designated prohibited or restricted areas
- dogs off-lead in on-lead only areas
- dogs at large
- unregistered dogs

Declared Areas

DOG CONTROL ACT 2000

28. Prohibited public areas

(1) A person must not take a dog into –

(a) any grounds of a school, preschool, kindergarten, creche or other place for the reception of children without the permission of a person in charge of the place; or
(b) any shopping centre or any shop; or
(c) the grounds of a public swimming pool; or
(d) any playing area of a sportsground on which sport is being played; or
(e) any area within 10 metres of a children's playground.

PROHIBITED AREAS

- All areas that provide sensitive habitat for wildlife other than on-lead on managed tracks and trails or off-lead areas where designated, and
  - Beaumaris Zoo
  - Blinking Billy Beach, extending from frontage adjacent to 676A Sandy Bay Road to frontage adjacent to 712 Sandy Bay Road
  - Cornelian Bay – from the restaurant to the boat sheds including the playground except on formed track
  - Cartwright Point Reserve, Sandy Bay – area above Sandy Bay Road
  - Derwentwater Reserve (aka Lords Beach)
  - New Town Bay Reserve – wetlands
  - Red Chapel Beach and Red Chapel Reserve, Sandy Bay
  - Skyline Reserve – area off 27 Brinsmead Road, Mt Nelson
  - Ten metres (10 m) from any creek or rivulet edge except on formal tracks and trails.

RESTRICTED AT ALL TIMES

- All bushland reserves other than on-lead on managed tracks and trails or off-lead areas where designated.
- Battery area at Alexander Battery
- Elizabeth Mall, Elizabeth Street (between Collins and Liverpool Streets)
- Farm Gate Market during market hours
- Intercity cycleway - Regatta Grounds to municipal boundary
- Legacy Park (formally known as Solders Memorial Community Hub)
- Long Beach, Sandy Bay
- Marieville Esplanade – grassed area between the entrance to the boat sheds and the Royal Hobart Yacht Club
- Mawson Place – whilst events are being held
- McRobies Road Gully – ten metre (10 m) exclusion zone around the perimeter of the waste management site
- North Hobart Skate Park
- Regatta Grounds when being used for a community activity
- Salamanca Market and Salamanca Square during market hours of Saturday 5.30am and 3.00pm
- Sports facilities:
  - North Hobart Oval,
  - New Town Oval,
  - TCA,
  - Queenborough oval and surrounds,
  - New Town Netball Centre,
  - Donne Kennedy Hobart Aquatic Centre and surrounds, and

  - Domain Athletics Centre
- Waterworks Reserve
- Wellington Court including the Bank Arcade
- Any area of Wellington Park with the exception of approved walking tracks, roads and vehicular tracks in the Recreation Zone (defined as the lower eastern foothills of Kunanyi/Mount Wellington, below Pinnacle Road from The Springs to The Chalet), except for the following tracks or areas which are restricted at all times:
  - Above Pinnacle Road above The Springs (including the Upper Springs Car Park)
  - Drops Track
  - Exhibition Gardens loop, lower Springs
  - Freewheel'n Track
  - Lost World Track;
  - North South Track between The Springs and Old Hobartians Track
  - Old Farm Track
  - Pipeline Track beyond the Neika/Morphetts Road vehicle access road
  - Pitfall Track
  - Reids Track
  - The Pinnacle Specific Area (unless the dog is confined within a vehicle).
  - The Silver Falls Track (between the Pipeline Track and the junction of Middle Track/Reservoir Trail)
  - The Springs Specific Area (unless making a connection to approved tracks and trails).

RESTRICTED DURING SPECIFIED HOURS

- Sportsgrounds and surrounds when sport is being played (except when walking on a designated walking track or pathway when dog must be on-lead)
- Sportsgrounds and surrounds when being used by a school (except when walking on a designated walking track or pathway when dog must be on-lead)
- Sportsgrounds and surrounds when Council maintenance is being undertaken (except when walking on a designated walking track or pathway when dog must be on-lead)

Girrabong Play Area (also known as Girrabong Reserve)

Dogs are permitted off-lead between 9.00am to 7:00pm.

Dogs are prohibited between 7:00pm to 9:00am.

OFF-LEAD EXERCISE AREAS

- Alexandra Battery, Churchill Avenue, Sandy Bay – Alexandra Battery except the Battery, the lookout and the car park
- Blinking Billy Point Reserve, Sandy Bay
- Cartwright Point Reserve, Sandy Bay – area below Sandy Bay Road
- Churchill Avenue, Sandy Bay – open space adjoining Churchill Avenue
- Cornelian Bay – the foreshore car park to Cornelian Bay Point
- John Turnbull Dog Park, Lenah Valley
- Kalang Avenue Reserve, Lenah Valley
- Queens Domain – The Wireless Station (area bounded by the Summit Loop Road) and mowed area to the east of the summit loop road, and the area between the Doone Kenndy Hobart Aquatic Centre and the Domain Tennis Centre.

- Rangeview Crescent Reserve, Lenah Valley
- Regatta Grounds except when being used for a community activity
- Ridgeway – old recreation oval (track to oval on-lead)
- Ross Patent Slip, Battery Point – grassed area off Napoleon Street
- Short Beach and Errol Flynn Reserve, Marieville Esplanade, Sandy Bay
- Sportsgrounds when sport is not being played, being used by a school or maintenance being undertaken or when the ground is booked
- Wellesley Park, South Hobart – area below the sportsgrounds

ON-LEAD EXERCISE AREAS

- All road pathways and road related areas within the municipal area
- Dogs can only be exercised on-lead on managed tracks and trails, and grassed areas in all Council parks, reserves and bushland areas where indicated.
- Ancanthe Gardens, Lenah Valley
- Bridge of Remembrance
- Franklin Square
- MacFarlane Street, South Hobart – public open space over footbridge alongside the Hobart Rivulet (Entry off Tara or MacFarlane Streets)
- Mathers Place
- New Town Bay Reserve
- Nutgrove Beach between western entrance (adjacent to Lipscombe Avenue) and access on eastern Side of Nutgrove Park
- John Turnbull Park and John Turnbull Oval
- Salamanca Lawns
- St Davids Park
- Wellington Park – unless otherwise sign posted or notified, exercise of dogs on-lead is permitted on approved walking tracks, roads and vehicular tracks in the Recreation Zone (defined as the lower eastern foothills of kunanyi/Mount Wellington, below Pinnacle Road from the Springs to the Chalet), but not including those tracks or roads declared as prohibited or restricted at all times
- The Pipeline Track (between Fern Tree and the municipal boundary) Note: the Pipeline Track extends into the Kingborough municipality

EXERCISE AND RESTRICTED AREAS DURING SPECIFIED HOURS AND SEASONS

Parks

- Princes Park
- Cascade Gardens
- Fitzroy Gardens
- Benjafield Terrace

Dogs are permitted off-lead from 7.00pm to 9.00am during daylight savings time and between 3.00pm and 9.00am at all other times.

Dogs are permitted on-lead between 9.00am and 7.00pm during daylight savings time and between 9.00am and 3.00pm at all other times.

- Soundy Park

Dogs are permitted off-lead from between 3.00pm and 9.00am.

Dogs are permitted on-lead between 9.00am and 3.00pm.

Bushland

Knocklofty Reserve – Tracks and trails in the area between Forest Road car park, Poets Road, Fielding Drive reservoir and the walking track to the west.

Dogs are permitted on-lead between 8.00pm and 6.00am during daylight savings time and between 5.00pm and 7.00am at all other times.

Dogs are permitted off-lead between 6.00am and 8.00pm during daylight savings time and between 7.00am and 5.00pm at all other times.

All other areas of Knocklofty Reserve are on-lead at all times.

TRAINING AREAS

- Soldiers Memorial Oval is declared as an off-lead dog training area during dog training hours

Amended Declared Areas

RESTRICTED AT ALL TIMES

- South Hobart Oval (from 1 July 2026)

  Reason: The shared use of South Hobart Oval as an off-lead dog exercise area is not compatible with elite sporting use, and the ground's function as the City's only dedicated regional level soccer ground capable of hosting state and national competition matches.

- The following tracks or areas of Wellington Park:
  - Upper Luge Track
  - The Springs Lookout Circuit
  - Pinnacle Road above The Chalet

  Reason: Consistent with the requirements of the Wellington Park Management Trust

- West Hobart Skate Bowl (also known as John Doggett Skate Bowl)

  Reason: to avoid collision risk to both skaters and dogs

RESTRICTED DURING SPECIFIED HOURS

- Sportsgrounds when the ground is booked

  Reason: to respect the terms of the private booking and ensure exclusive, uninterrupted use of the ground by the hirer

ON-LEAD EXERCISE AREAS

- Cenotaph and within 50m of the monument

  Reason: as requested by the RSL

- John Doggett Park, West Hobart (excluding playground and skate bowl)

  Reason: to maintain current restrictions

EXERCISE AND RESTRICTED AREAS DURING SPECIFIED HOURS AND SEASONS

Beaches

- Nutgrove Beach (except for the area western entrance (adjacent to Lipscombe Avenue) and access on eastern side of Nutgrove Park which is on-lead only at all times)

  Dogs are permitted off-lead between 6.00pm and 10.00am during daylight savings time and between 3.00pm and 10.00am at all other times.

  Dogs are permitted on-lead between 10.00am and 6.00pm during daylight savings time and between 10.00am and 3.00pm.

  Reason: to maintain current off-lead / on-lead time restrictions

Bushland

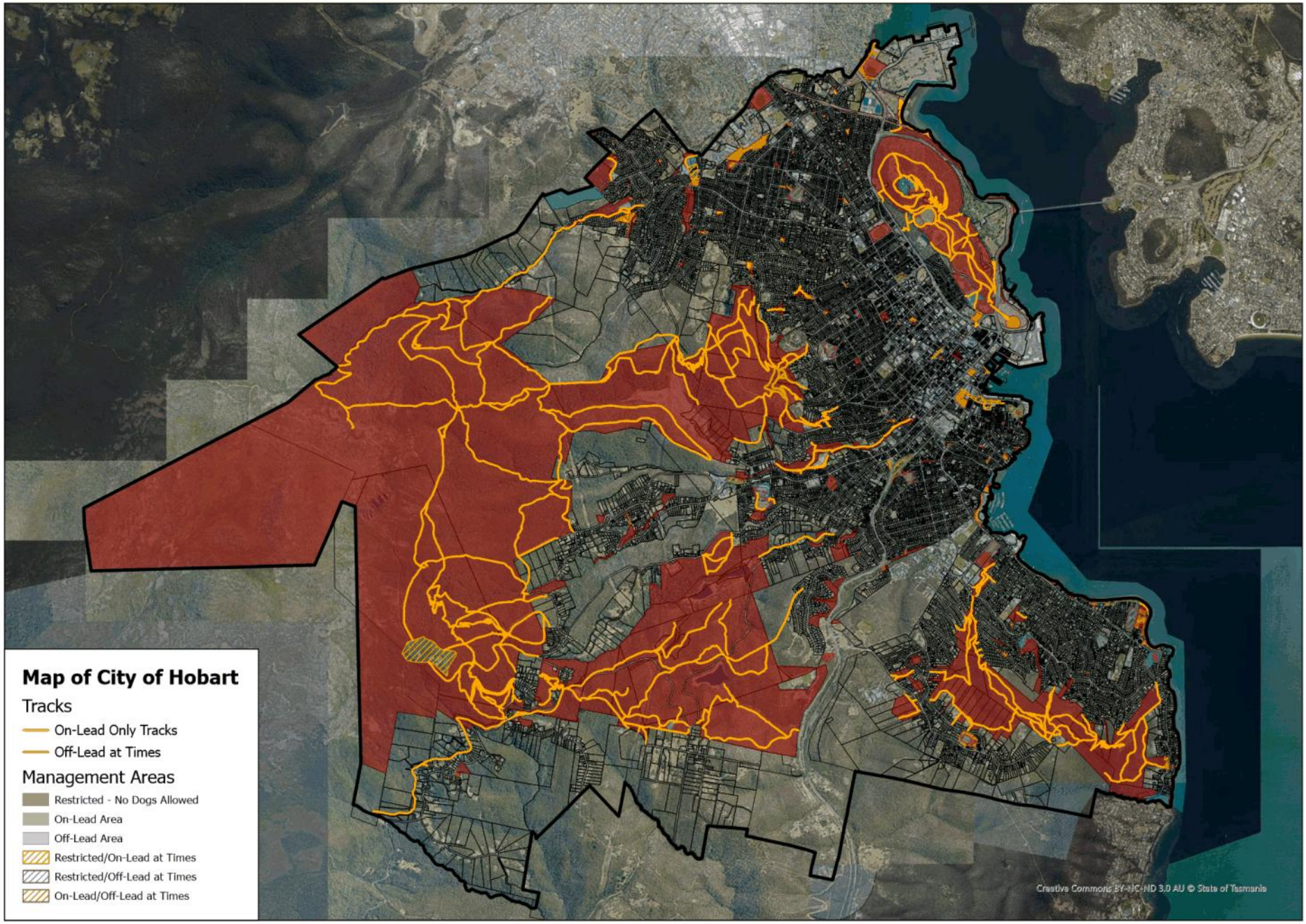
- Knocklofty Reserve – Tracks and trails in the area between Forest Road car park, Poets Road, Fielding Drive reservoir and the walking track to the west.

  Dogs are permitted on-lead between 8.00pm and 6.00am during daylight savings time and between 5.00pm and 7.00am at all other times.

  Dogs are permitted off-lead between 6.00am and 8.00pm during daylight savings time and between 7.00am and 5.00pm at all other times.

All other tracks and trails of Knocklofty Reserve are on-lead at all times.

Reason: amendment to last sentence only to remove potential confusion from existing wording and clarify the scope of current restriction that dogs are only allowed on managed tracks and trails and are not allowed in the surrounding bushland


Map of City of Hobart
Tracks
On-Lead Only Tracks
Off-Lead at Times
Management Areas
Restricted - No Dogs Allowed
On-Lead Area
Off-Lead Area
Restricted/On-Lead at Times
Restricted/Off-Lead at Times
On-Lead/Off-Lead at Times
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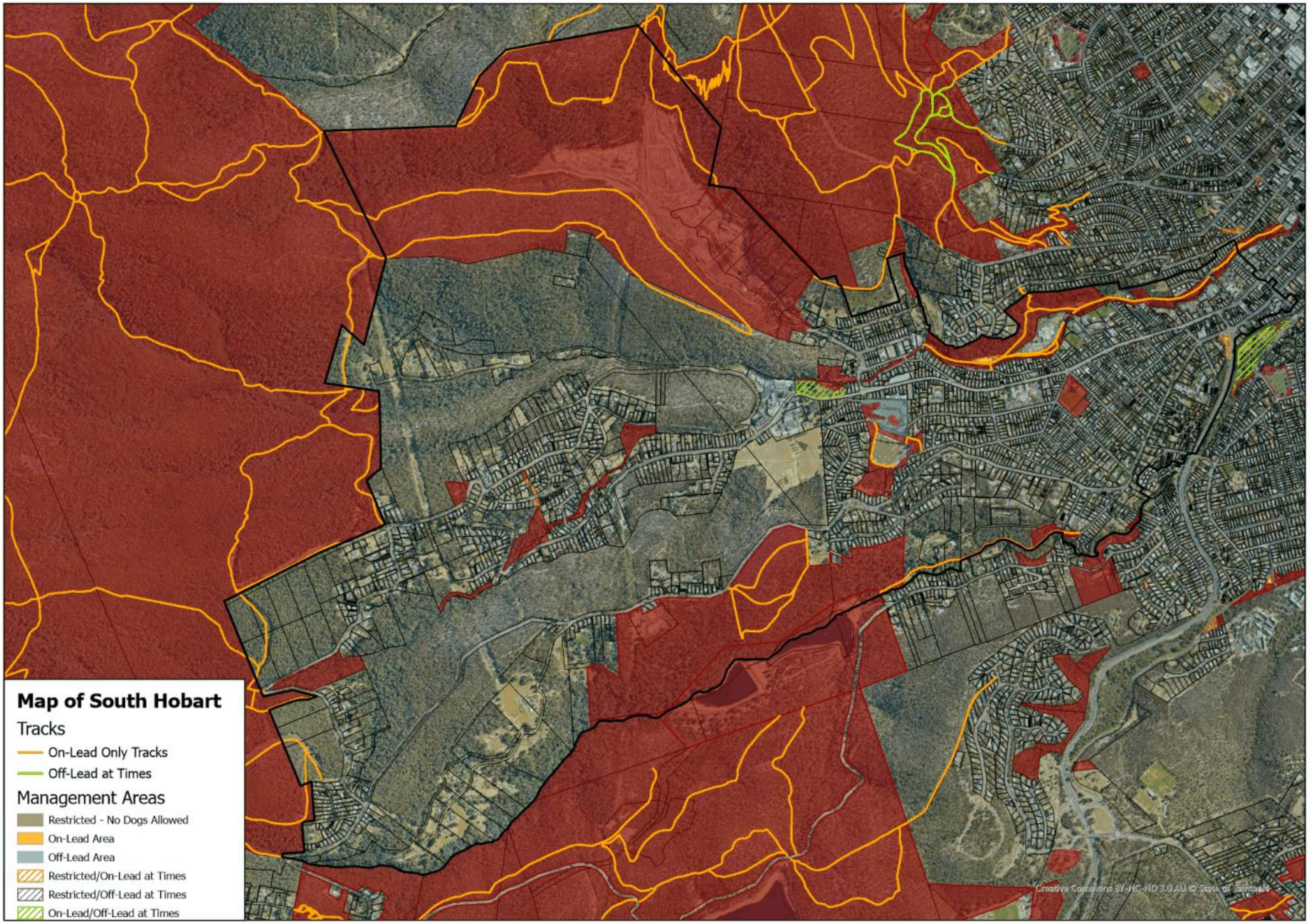
Ground name	Location	Ground Lighting	Ops model	Annual Hours of use (booked) Average 2024 and 2025	Operational hours/year	Available non-sport hours (operational)	Available non-sport % (operational)
Parliament St Oval	Parliament St, Sandy Bay	No	7:00–sunset (monthly)	195	4103	3908	95.25
Mt Nelson Oval	Nelson Road, Mt Nelson	No	7:00–sunset (monthly)	213	4103	3890	94.81
Queens Walk Oval	Queens Walk, New Town	Yes	7:00-21:00	556	5110	4554	89.12
Sandown 1	Sandown Avenue, Sandy Bay	Yes	7:00-21:00	578	5110	4532	88.69
John Turnbull Oval	Creek Road, Lenah Valley	No	7:00–sunset (monthly)	491	4103	3612	88.03
Soldiers Memorial Oval	Davies Avenue, Queens Domain	Yes	7:00-21:00	620	5110	4490	87.87
South Hobart Oval	Washington St, South Hobart	Yes	7:00-21:00	641	5110	4469	87.46
Cornelian Bay Oval	Queens Walk, New Town	No	7:00–sunset (monthly)	523	4103	3580	87.25
Sandown 2	Sandown Avenue, Sandy Bay	Yes	7:00-21:00	679	5110	4431	86.71
North Hobart Oval	Ryde St, North Hobart	Yes	7:00-21:00	744	5110	4366	85.44
Domain Crossroads Oval	Davies Avenue, Queens Domain	Yes	7:00-21:00	834	5110	4276	83.68
Lower Queenborough Oval	Nelson Road, Sandy Bay	Yes	7:00-21:00	908	5110	4202	82.23
Wellesley Park	Wellesley St, South Hobart	Yes	7:00-21:00	993	5110	4117	80.57
Queenborough Oval	Nelson Rd, Sandy Bay	Yes	7:00-21:00	1009	5110	4101	80.25
New Town Oval	St Johns Avenue, New Town	Yes	7:00-21:00	1037	5110	4073	79.71
Clare St Oval	Clare St, New Town	Yes	7:00-21:00	1109	5110	4001	78.30
TCA Ground	Davies Avenue, Queens Domain	Yes	7:00-21:00	1218	5110	3892	76.16
Domain Athletic Centre	Davies Avenue, Queens Domain	Yes	7:00-21:00	1383	5110	3727	72.94
West Hobart Recreation Ground	Hamilton St, West Hobart	Yes	7:00-21:00	1543	5110	3567	69.80
				14699.25	93062	77788	83.59


Map of South Hobart
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Draft

Macquarie Point Northern Access Road – Concept Design Assessment

City of Hobart Submission

February 2026

City of HOBART

Contents

1. Introduction

The City of Hobart (the City) welcomes the opportunity to make a submission on the Macquarie Point Northern Access Road (NAR) Concept Design Assessment. This submission is made in the City's role as the capital city council, planning authority, asset manager and advocate for a liveable, connected and sustainable Hobart.

The City recognises that the NAR is a State-led project intended to support access to the Port of Hobart, the Macquarie Point Stadium Precinct, the proposed Antarctic and stadium-related uses, and broader transport network performance. The City also notes that consultation on the draft concept designs is currently being undertaken by the Tasmanian Government, with feedback to inform the detailed design phase.

This submission is informed by the City's strategic planning framework, the Southern Tasmania Regional Land Use Strategy, the City's Transport Strategy, and previous City submissions in relation to Macquarie Point and associated infrastructure.

Macquarie Point is one of the most significant urban renewal sites in Tasmania, located at the interface of the Hobart CBD, the Derwent River, the Port of Hobart and the Queens Domain. The City has consistently emphasised that infrastructure within and adjoining the precinct must:

- Support high-quality place outcomes and waterfront access,
- Integrate with existing and future public and active transport networks,
- Minimise severance impacts on the Domain, Cenotaph and river foreshore, and
- Be consistent with long-term strategic land use and transport objectives for Greater Hobart.

The City acknowledges the State Government's stated objectives for the NAR. However, while the provision of effective mass transit infrastructure to the stadium was considered as part of the Project of State Significance process, the NAR was not included in the Order authorising the stadium's construction. Accordingly, the NAR should be subject to separate justification through robust cost–benefit analysis, with appropriate consideration given to the interests of surrounding landowners and the broader community.

Further to this, assertions have been made that TasPorts requires an additional access point to the Port; however, the basis for this requirement has not been clearly articulated and it is unclear to what extent this asserted need has influenced the design outcomes or constrained potential community benefits for adjoining land.

In addition, the removal of this critical section of the Northern Suburbs Transit Corridor (NSTC) warrants explicit acknowledgment and justification. The City opposes any permanent loss or severance of this corridor and considers it essential that the detailed design clearly demonstrates how future public transport options will be protected or accommodated.

2. Key Issues

2.1 Transport Network Integration and protection of the NSTC

The City supports measures that reduce heavy vehicle movements through the Hobart CBD and improve safety and efficiency across the broader transport network. However, the City is concerned that the concept design documentation does not yet adequately demonstrate how the Northern Access Road (NAR) will integrate with:

- Existing and planned active transport routes along the waterfront and through the Queens Domain;
- City-serving public transport services outside of major event scenarios; and
- Future strategic transit options, including potential use of the Northern Suburbs Transit Corridor (NSTC).

Of particular concern to the City is that the proposed alignment of the NAR overlaps with and effectively occupies a critical section of the NSTC. The City considers that this outcome would significantly constrain, and potentially preclude, future passenger or heritage rail opportunities into Hobart via the NSTC. The City wishes to clearly state its opposition to the permanent loss or severance of this strategically important corridor.

The NSTC has long been identified as a key piece of transport infrastructure with the capacity to support sustainable growth, mode shift and improved access between Hobart and the northern suburbs. The *PwC NSTC Transport Mode Study: Options Assessment Report (July 2020),* prepared under the Hobart City Deal, found with a high degree of confidence that a light rail option delivered the strongest city-shaping outcomes of all modes assessed. In particular, the study concluded that light rail would act as a significant catalyst for urban renewal, generate the largest land use response, and produce the most substantial land value uplift across the corridor. These findings underscore the strategic importance of preserving the NSTC in a form that enables future high-capacity transit outcomes.

The City is concerned that the current NAR concept design prioritises short-term road infrastructure outcomes at the expense of long-term, evidence-based transport and land use objectives that have been jointly explored and endorsed through previous intergovernmental work. Once compromised or built over, the opportunity to reinstate or adapt the corridor for future rail or rapid transit use would be extremely difficult, costly, or impossible to recover.

Accordingly, the City considers it essential that the detailed design phase clearly and transparently demonstrates how future transport options associated with the NSTC will be protected or meaningfully accommodated. This should include explicit consideration of corridor preservation, design solutions that avoid permanent encroachment, and a clear justification where any departure from long-established strategic transport objectives is proposed.

2.2 Place, Heritage and Landscape Impacts

The proposed road alignment around the north-eastern edge of the Cenotaph and Queens Domain raises significant place-making, heritage and landscape considerations. The Cenotaph and Domain are places of state and national significance, and form part of Hobart's cultural identity and tourism appeal.

The City is concerned that the concept designs do not yet provide sufficient detail regarding:

- Visual and landscape impacts when viewed from the Domain, Regatta Grounds, river and CBD,
- The treatment of road infrastructure, earthworks, barriers and lighting in a highly sensitive setting, and
- The cumulative impact of the road in combination with other Macquarie Point and stadium-related infrastructure.

The City strongly recommends that a comprehensive urban design and landscape framework be developed and publicly exhibited as part of the detailed design process.

2.3 Intercity Cycleway

The City emphasises the strategic importance of the Intercity Cycleway as a key piece of active transport infrastructure serving Greater Hobart. The cycleway provides a safe, legible and continuous north–south connection linking residential areas, employment precincts, the Hobart CBD, Macquarie Point and the waterfront, and is a critical component of the City's active transport network.

The Intercity Cycleway supports a wide range of users, including commuters, students, recreational cyclists and pedestrians, and plays an important role in encouraging mode shift away from private vehicle use. The City has made sustained investment in promoting walking and cycling as integral to a liveable, healthy and low-emissions city, and the ongoing functionality of the Intercity Cycleway is central to achieving these objectives.

In particular, the City seeks clarity regarding:

- How the continuity and directness of the Intercity Cycleway will be maintained, without unnecessary detours, level changes or reduced legibility,
- How conflicts between cyclists, pedestrians, vehicles and event-related traffic will be minimised, particularly during peak periods and major events,
- Whether the design prioritises safe, high-quality crossings or grade separation where appropriate, consistent with best-practice active transport principles,
- How construction staging and traffic management will avoid prolonged disruption to the operation of the cycleway, and

- How future increases in cycling demand associated with Macquarie Point redevelopment will be accommodated.
- Pedestrian and cyclist access across and along the road corridor will be safe, legible and attractive,

The City considers that any degradation of the Intercity Cycleway's functionality, safety or attractiveness would undermine established transport and land use objectives and could discourage active transport at precisely the time when demand is expected to increase. The City strongly recommends that the detailed design phase explicitly demonstrate how the NAR will protect and enhance the function of the Intercity Cycleway, ensuring that it remains a safe, continuous and high-quality active transport corridor for current and future users.

Intercity cycleway connection through MacPoint Precinct

The City wishes to note that it's been envisaged that a cycleway through the precinct has been earmarked from the commencement of the project and wish to ensure that this connection along the NAR is not overlooked.

2.4 Waterfront and Community Access

The City has consistently advocated for enhanced public access to the Derwent River and the delivery of continuous, high-quality waterfront connections. The City is concerned that, if not carefully designed, the NAR has the potential to create both a physical and visual barrier between the city, the Domain and the river.

The current design does not demonstrate a clear connection to the waterfront and remains unresolved. A driveway appears to be shown on Council land; however, it does not extend to the foreshore, and a final segment required to safely connect the NAR to the waterfront has been omitted.

Accordingly, the City seeks assurance that:

- Opportunities for foreshore activation and public open space will not be compromised,
- The road design will not preclude future enhancements to the waterfront or the Regatta Grounds, and
- The Government commits to working collaboratively with the City to resolve public access to the foreshore.

2.5 Residential Development and Public Foreshore Zone

The City notes that the Macquarie Point Precinct Plan identifies a 'public foreshore zone' and accompanying residential development along Regatta Point, including the potential for

medium to higher density housing adjacent to the NAR corridor.

The City is concerned that the current concept design documentation does not clearly articulate how the NAR will connect with, service, or coexist alongside this proposed residential area and public foreshore zone. In particular, there is a lack of clarity regarding:

- The location and function of local street connections, access points and interfaces between the road and future housing precinct,
- How pedestrian, cyclist and local vehicle permeability will be achieved between the waterfront, residential area and the broader Macquarie Point precinct,
- The management of potential land use conflicts arising from noise, air quality, visual impacts and traffic associated with a primary access road adjoining future housing, and
- The staging and sequencing of road delivery relative to residential development, and whether the road design allows sufficient flexibility to respond to future land use outcomes.

The City considers that without a clear and coordinated approach, there is a risk that the NAR could undermine the liveability, accessibility and urban design quality of future waterfront housing, contrary to the objectives of the Macquarie Point Precinct Plan and broader regional land use strategies.

The City strongly recommends that the detailed design phase explicitly address the interface between the NAR and proposed waterfront housing, including through integrated land use and transport planning, noise and amenity mitigation measures, and urban design solutions that prioritise safe, attractive and connected neighbourhood outcomes.

2.6 Event Management and Traffic Impacts

While the inclusion of a dedicated event bus plaza is noted, the City considers that further work is required to demonstrate how event-related traffic will be managed without unacceptable impacts on:

- Davey Street, the Brooker Highway and other key arterial roads,
- Residential areas and local streets within the City of Hobart, and
- Public transport reliability and active transport safety during peak event periods.

The City requests that detailed traffic modelling assumptions, scenarios and mitigation measures be shared with Council as part of ongoing stakeholder engagement.

2.7 The Cenotaph and Regatta Grounds

In addition to the Regatta Ground and Cenotaph Car Park which we understand will be retained, the City wishes to emphasise the importance of the land surrounding the Cenotaph, known as the Regatta Grounds, as a highly valued, multi-purpose public open

space that supports a wide range of civic, cultural, sporting and community activities throughout the year.

The Regatta Grounds are a key City-managed asset and are regularly used to host significant events and activities, including but not limited to:

- The Royal Hobart Regatta and associated events,
- Cenotaph Memorial events including Anzac Day,
- Large-scale community festivals, public celebrations and temporary events,
- Sporting activities and competitions,
- Ongoing overflow parking for Doone Kennedy Hobart Aquatic Centre
- Park and Ride periods
- Community gatherings and recreational use, and
- Event infrastructure, parking, staging, temporary structures and operational support areas associated with major waterfront and city events.

Many of these uses rely on the ability to maintain safe, reliable and flexible vehicular access to the Regatta Grounds for event setup and dismantling, emergency services, service vehicles, event participants, and operational staff. Access requirements vary depending on event scale and function and often involve temporary traffic management arrangements and coordination across multiple agencies.

Critically this space also operates daily as an overflow parking area for the Doone Kennedy Hobart Aquatic Centre so unfettered access is paramount.

The City is concerned that changes to road infrastructure in close proximity to the Regatta Grounds, including the NAR, could adversely affect the City's ability to continue hosting these events if access arrangements are constrained, altered or not sufficiently integrated into the detailed design.

In particular, the City considers it critical that:

- Existing and future access points to the Regatta Grounds are clearly identified, protected and maintained,
- The detailed design of the NAR does not reduce operational flexibility for event access, servicing and emergency response,
- Event-related access requirements are explicitly considered alongside stadium and port operations, rather than as a secondary or residual function; and
- Ongoing engagement with the City occurs to ensure that the design and operation of the road supports the continued use of the Regatta Grounds for civic and community purposes.

The City notes that the Regatta Grounds play an important role in Hobart's cultural life, tourism economy and community wellbeing. Maintaining functional access to this space is therefore critical to ensuring that the NAR supports, rather than undermines, established and valued City activities.

2.8 Governance, Process and Ongoing Engagement

The City acknowledges the State Government's commitment to stakeholder engagement during the concept design phase. However, given the scale, sensitivity and long-term implications of the NAR, the City considers that:

- Ongoing, structured engagement with the City of Hobart is essential throughout detailed design, approvals and construction,
- Clear governance arrangements should be established to address interface issues with City-managed land, assets and services, and
- The City's statutory role as planning authority and asset owner must be appropriately recognised.

2.9 Asset Ownership, Management and Maintenance Responsibilities

The City is concerned that the current concept design documentation does not provide sufficient clarity regarding the ownership, management and long-term maintenance responsibilities for the NAR and associated infrastructure once constructed.

In particular, it is unclear:

- Which entity will ultimately own and be responsible for the road corridor, intersections and structures, including any bridges, retaining walls or grade separations,
- How responsibility for associated public realm assets—such as shared pedestrian and cyclist paths, landscaping, lighting, drainage, signage and street furniture—will be allocated,
- Whether any assets are intended to be transferred to the City of Hobart following construction, and if so, under what standards, conditions and funding arrangements, and
- How lifecycle costs, renewal liabilities and operational impacts will be addressed to ensure that ongoing financial and resource burdens are not inappropriately transferred to local government.

The City notes that clarity around asset ownership and maintenance responsibilities is critical to informed decision-making at the concept and detailed design stages. Early resolution of these matters will reduce the risk of future disputes, unplanned costs, or outcomes that are inconsistent with the City's asset management standards and service delivery expectations.

The City strongly recommends that asset ownership, handover arrangements, and long-term management responsibilities be clearly defined and agreed with the City of Hobart prior to finalisation of the detailed design and before any construction commitments are made.

2.10 MacPoint Precinct Underground Parking

The City notes recent advice that the previously proposed car parking facility beneath the stadium is no longer proceeding as part of the current project scope.

Notwithstanding this, it is the City's understanding that the NAR concept design has been developed in a manner that is intended to be future-proofed to allow for potential access to an underground or structured car parking facility beneath the precinct, should such a facility be progressed at a later date.

The City considers it important that this future-proofing intent is clearly documented and retained through the detailed design process, including clarity regarding:

- The location and protection of any future access points or structural allowances,
- The implications for traffic operations, safety and capacity on the NAR if such access were to be activated in the future, and
- How any future car parking access would integrate with public transport, active transport and event management arrangements.

The City seeks assurance that the detailed design of the NAR does not preclude future options and that any assumptions relating to the absence of stadium car parking are transparent and clearly articulated.

2.11 Tasmanian Planning Policies (TPPs)

The City notes that the Tasmanian Planning Policies (TPPs) may be in effect by the time a planning application is lodged for the NAP. As such, the City considers it essential that the concept design and subsequent detailed design clearly demonstrate alignment with, and responsiveness to, the relevant policies.

The City is concerned that the current concept design documentation does not sufficiently address a number of key policy matters that are likely to be relevant to assessment under the TPPs, including the following.

Minimising Social Impacts of Transport Infrastructure

TPP 5.3.3 (9) seeks to minimise social impacts associated with new transport infrastructure, including impacts on communities, access, amenity and the use of public spaces.

The City considers that further work is required to demonstrate how the NAR will minimise social impacts, particularly in relation to:

- Severance of public open space and community assets such as the Regatta Grounds,
- Impacts on pedestrian and cyclist movement, safety and comfort,
- Noise, visual and amenity impacts on nearby public spaces and future residential

areas, and

- The cumulative social effects of the road in combination with other Macquarie Point infrastructure and event-related activity.

Strategic Value of Non-Operational Rail Corridors

TPP 5.5.3 (12) requires recognition of the strategic value of non-operational rail corridors, particularly where they may have future transport, freight, tourism or community use.

The City notes concerns raised by stakeholders that the proposed alignment of the Northern Access Road overlaps with, or affects, the former South Line rail corridor. The City considers that the concept design should more clearly demonstrate how the strategic value of this corridor has been recognised, including how future transport or heritage rail opportunities could be preserved or accommodated, consistent with the intent of the TPPs.

Need for Integrated Structure Planning

The TPPs emphasise the importance of coordinated long-term planning through structure plans to guide land use, transport, infrastructure and place outcomes in complex or strategic locations.

Given the scale and significance of the Macquarie Point precinct, and the role of the NAR in shaping future land use, movement patterns and public realm outcomes, the City considers that the road should be clearly situated within an integrated structure planning framework. This is particularly important to ensure alignment between transport infrastructure, proposed waterfront housing, open space, event uses and future development staging.

The City is concerned that, at concept design stage, there is insufficient clarity as to how the NAR has been informed by, or will inform, a broader structure planning approach for Regatta Point and its interfaces. The City acknowledges it's importance for MacPoint Precinct but the cumulative impacts on the adjoining Regatta Point Precinct area have been left highly unresolved.

The City strongly recommends that the detailed design phase explicitly address the relevant Tasmanian Planning Policies and clearly demonstrate how the NAR responds to policy requirements prior to the lodgement of any planning application.

3. Recommendations

The City recommends that the Tasmanian Government:

1. Undertake a cost benefit analysis for the project.
2. Further develop and publicly exhibit detailed design information addressing transport integration, active transport, and future transit options.
3. Prepare a comprehensive urban design, landscape and heritage impact framework for the NAR corridor.

4. Demonstrate how direct waterfront access, foreshore activation and community use of the Domain and Regatta Grounds will be protected and enhanced.
5. Clearly articulate how the NAR interfaces with, and supports, proposed waterfront housing identified in the Macquarie Point Precinct Plan
6. Provide transparent traffic and transport modelling, including event and non-event scenarios.
7. Establish clear governance and engagement mechanisms with the City of Hobart for all subsequent project stages.
8. Confirm and document agreed asset ownership, handover standards, and ongoing maintenance and lifecycle funding responsibilities for all NAR assets prior to finalisation of the detailed design.
9. Ensure that the detailed design and operation of the NAR maintains safe, flexible and functional access to the Regatta Grounds to support ongoing civic, community and event uses.
10. Demonstrate that the NAR is consistent with the TPPs, including minimising social impacts, recognising the strategic value of non-operational rail corridors, and supporting integrated structure planning outcomes prior to any planning application.

4. Conclusion

The City recognises the State's objectives in improving access to Macquarie Point and the Port of Hobart. However, the City considers that the NAR must be designed and delivered in a manner that safeguards Hobart's unique waterfront setting, heritage assets, and long-term transport and land use outcomes.

The City looks forward to continuing to work collaboratively with the Tasmanian Government to achieve infrastructure outcomes that support both state objectives and the best interests of the Hobart community.

Draft

Southern Tasmania Regional Land Use Strategy

City of Hobart Submission

February 2026

Contents

1. Introduction

The City of Hobart (the City) welcomes the opportunity to provide feedback on the draft Southern Tasmania Regional Land Use Strategy (STRLUS). As the capital city of Tasmania, Hobart plays a critical role in accommodating the region's population and economic growth, supporting key industries, hosting regional-scale civic and cultural institutions, and ensuring the metropolitan area remains liveable, resilient and inclusive.

The City acknowledges the substantial work undertaken by the Southern Tasmania Councils Authority, the State Planning Office and other stakeholders in preparing the updated draft STRLUS. The proposed strategy reflects many contemporary strategic planning challenges and responds appropriately to issues such as climate resilience, infrastructure coordination, environmental values protection and the need to better integrate land use and transport planning.

The City supports the intent of the STRLUS. However, given Hobart's unique role, there are several areas where the City considers further refinement is required to ensure the strategy provides:

- the clarity needed for consistent planning decisions across the region;
- strong metropolitan governance and implementation mechanisms; and
- clear recognition of the pressures and responsibilities borne by the capital city.

When benchmarked against contemporary regional and metropolitan strategies across Australia including Plan Melbourne, the Greater Sydney regional framework, ShapingSEQ in South East Queensland and the Perth and Peel strategies in Western Australia, the STRLUS is broadly consistent in its strategic intent. Like its mainland counterparts, it emphasises compact settlement patterns, integration of land use and infrastructure, protection of environmental values, and risk-based responses to climate-exacerbated hazards. In this respect, the STRLUS reflects accepted national principles of regional land use planning and sits comfortably within contemporary practice.

However other regional strategies typically articulate clearer climate resilience outcomes and more explicit links between growth areas, infrastructure sequencing and funding responsibilities. The STRLUS instead relies on implied alignment and downstream implementation through local planning instruments. While this approach is consistent with Tasmania's planning hierarchy, clearer and more explicit referencing of higher-order policy objectives, particularly in relation to climate resilience and infrastructure delivery, would bring the STRLUS closer to national best practice and strengthen its clarity and robustness without changing its intended role.

The following key matters are particularly relevant to Hobart's role in delivering a sustainable, compact, resilient and economically strong metropolitan region.

2. Key Issues

2.1 Tasmanian Planning Policies Objectives

While we acknowledge the STRLUS has been prepared with clear intent to give effect to the Tasmanian Planning Policies (TPPs), we are concerned that the STRLUS does not explicitly reference the objectives and strategies of the TPPs in a clear and systematic way.

The STRLUS is structured around the same thematic framework as the TPPs, and in many instances the policy intent of the TPPs is clearly reflected and implied through the Statements of Intent, Outcomes and Regional Strategies. However, this alignment is largely implicit rather than explicit. The absence of direct references to relevant TPP objectives and strategies reduces transparency and makes it more difficult to readily demonstrate how the STRLUS satisfies the requirements of section 12B of the *Land Use Planning and Approvals Act 1993*.

Given that the TPPs are the highest-level land use planning policies in the State and are intended to directly inform the content and scope of regional land use strategies, clearer cross-referencing would materially strengthen the STRLUS. Explicitly identifying which TPP objectives and strategies are being implemented through each Statement of Intent or Regional Strategy would:

- improve clarity for decision-makers, councils, practitioners and the community,
- assist the Tasmanian Planning Commission in assessing consistency with the TPPs,
- support local planning authorities in translating the STRLUS into Local Provisions Schedules and structure plans, and
- reduce the risk of misinterpretation or inconsistency during implementation.

While the current drafting demonstrates broad consistency with the TPPs, reliance on implied alignment places an unnecessary evidentiary burden on users of the document. This is particularly important given the statutory requirement for Local Provisions Schedules to be “as far as practicable consistent” with the applicable regional land use strategy, and for regional strategies themselves to demonstrably implement the TPPs.

We therefore recommend that the STRLUS be strengthened by explicitly referencing the relevant Tasmanian Planning Policies objectives and strategies, either through:

- direct citations within each thematic chapter,
- a cross-reference table mapping STRLUS Statements of Intent and Regional Strategies to specific TPP objectives and strategies, or
- clear footnoting or annotations where TPP policy intent is being applied.

Such an approach would not change the substantive policy direction of the STRLUS, but would significantly improve its clarity, defensibility and statutory robustness, and better reflect the role of the TPPs as the primary policy framework guiding regional strategic planning in Tasmania.

Other minor feedback: Please consider removing the word 'linear' when referring to open space in Outcome 1.4 under *Table 1 – Regional Strategies Statement of Intent and Outcomes*.

2.2 Recognition of Hobart's Metropolitan Role

The draft STRLUS appropriately identifies Hobart as the State's primary activity centre and employment hub. However, the City considers that stronger articulation of Hobart's capital city functions is required to guide regional planning decisions.

Recommended refinements:

- Strengthen references to Hobart's role in hosting regionally significant institutions (health, tertiary education, justice, cultural and government functions).
- Explicitly recognise the cumulative metropolitan pressures generated by regional population growth particularly in transport, housing demand, housing affordability and social infrastructure.
- Emphasise the importance of Hobart's inner urban precincts to achieving metropolitan-wide housing capacity targets.

A more explicit framing of Hobart as the core metropolitan centre will help avoid planning decisions in other LGAs that unintentionally undermine the viability of higher-order centres or intensify travel demand into Hobart.

2.3 Growth Management, Density Targets and Infill Delivery

The STRLUS sets ambitious, necessary growth management targets, particularly the requirement that at least 50% of new dwellings within the Metropolitan Urban Boundary be medium or higher-density typologies and limitations on new greenfield supply.

The City strongly supports these objectives, noting that:

- Hobart has limited capacity to expand outward.
- Demand for well-located housing near employment and services remains strong.
- Consolidation is critical to achieving mode shift, climate resilience and infrastructure efficiency.

However, the City highlights that significant barriers remain to achieving the required infill rates, including:

- infrastructure capacity constraints (particularly stormwater and water),
- heritage considerations in established suburbs,
- market viability challenges for apartment-scale housing,
- fragmented land ownership, and
- community expectations and resistance to change.

Recommended refinements:

- Include direction for the State Government to support councils through tools such as value-capture, infrastructure contributions and implementation of the Improving Residential Standards Recommendations Report.
- Require preparation of a coordinated Greater Hobart Infill and Renewal Program, jointly developed across State and local government through the Greater Hobart Strategic Partnership thus enacting the Greater Hobart Plan.
- Strengthen the linkage between density expectations and infrastructure investment commitments (transport, water, sewer, stormwater and energy).

2.4 Transport Integration and Mode shift

The City supports the strong emphasis on transport integration, particularly the identification of the Northern Suburbs Transit Corridor, the increased focus on high-frequency bus corridors, and expectations for growth around transit nodes.

However, the City remains concerned that:

- the STRLUS stops short of requiring explicit mode shift targets,
- new housing in other LGAs continues to be concentrated in low-density greenfield areas, generating car-dependent travel into Hobart,
- key regional road corridors (e.g. Tasman Highway, Southern Outlet) are already at or near capacity, and
- the feasibility of achieving infill targets is dependent on major public transport investment.

Recommended refinements:

- Introduce clear metropolitan-wide mode shift objectives to guide land use and infrastructure planning.
- Strengthen commitments to deliver the Northern Suburbs Transit Corridor with higher-order transit (light rail or rapid bus).
- Require all Structure Plans within the Metropolitan Urban Boundary to demonstrate alignment with the High Frequency Public Transport Network (Figure 18).
- Explicitly discourage out-of-sequence greenfield development in locations without public transport capacity.

2.5 Housing Affordability and Key Worker Housing

The City supports the STRLUS objective that housing must be “accessible, affordable and suitable for diverse and changing needs”. Hobart continues to experience acute housing stress, with disproportionate impacts on:

- essential service / key workers;
- students and younger residents;
- older people seeking to downsize; and

- people on low or fixed incomes.

While the STRLUS provides a solid strategic foundation, it does not fully address:

- the role of land use planning in facilitating affordable and social housing;
- the pressures generated by short-stay visitor accommodation on metropolitan housing supply;
- delivery mechanisms for key worker housing close to services; and
- the need for region-wide monitoring of housing pipeline data.

Recommended refinements:

- Strengthen the STRLUS to require affordable and diverse housing targets in Structure Plans for Priority Growth Areas.
- Include an action for the State to improve data integration across planning, CBOS short-stay registration and TasWater infrastructure approvals.
- Support planning tools that enable "inclusionary zoning" or similar mechanisms when supported by legislation.
- Clarify expectations around build-to-rent, student accommodation and specialist housing typologies.

2.6 Infrastructure Funding and Coordination

The draft STRLUS correctly identifies the critical importance of aligning land use change with infrastructure planning. For example, Hobart's ability to accommodate infill growth is currently constrained by ageing stormwater systems.

Recommended refinements:

- Prioritise metropolitan infrastructure as a distinct category requiring coordinated funding and delivery (e.g., stormwater upgrades in infill precincts).
- Introduce an explicit requirement for regional developer contributions or cost-sharing frameworks to support growth.
- Strengthen the requirement for early engagement between councils, TasWater, TasNetworks and State transport agencies in preparing Structure Plans.

2.7 Environmental Hazards and Climate Resilience

Urban Heat Risks

The City supports the integration of climate change adaptation and hazard avoidance throughout the strategy. Hobart's topography, coastal environment and bushfire-prone landscape create unique risks for urban consolidation.

However we are concerned that urban heat risks and associated impacts are not explicitly identified or addressed as an environmental hazard within this section. The effects of increasing temperatures and heatwaves are referenced indirectly through climate change and bushfire considerations; however, the Strategy does not explicitly recognise urban heat

impacts as a climate-related hazard affecting settlements, infrastructure and community wellbeing. This is notable given the STRLUS's strong emphasis on urban consolidation, increased density and intensification within urban areas, where heat exposure risks are typically heightened. While urban heat mitigation measures are acknowledged elsewhere in the STRLUS, particularly through design, urban greening and environmental values, these responses are framed primarily as amenity or sustainability considerations rather than as hazard avoidance or risk mitigation measures. As a result, urban heat is not clearly embedded within the Strategy's hazard framework, nor is it consistently considered alongside other climate-exacerbated risks such as flooding and bushfire.

We consider this to be a policy gap within Section 3.3. Explicit recognition of urban heat risks as an environmental hazard would improve the internal consistency of the STRLUS, strengthen its climate resilience framework, and better demonstrate implementation of the Tasmanian Planning Policies' integrated approach to climate change, liveability and hazard risk management.

Accordingly, we recommend that the STRLUS be strengthened by explicitly acknowledging urban heat risk within Section 3.3 and clearly linking urban heat mitigation and adaptation measures to the Environmental Hazards framework.

Key areas needing clarification include:

- how hazard mitigation expectations interact with density targets in older suburbs;
- whether mapping for landslip, flood, heat and coastal hazards will be routinely updated through State-led processes;
- how planners should navigate situations where infill objectives and hazard avoidance may conflict.
- explicitly acknowledging urban heat risk within Section 3.3

Recommended refinements:

- Provide clearer guidance on balancing consolidation with hazard-avoidance requirements.
- Include a requirement for a metropolitan-scale Climate Resilient Infill Framework.
- Ensure that hazard mapping updates are centrally coordinated and available to councils through a single shared digital platform.
- clearly linking urban heat mitigation and adaptation measures to the Environmental Hazards framework

Climate Resilience

While the STRLUS substantively reflects the intent of the TPPs, the alignment with TPP climate resilience objectives is largely implicit rather than explicit. The TPPs frame climate resilience as an integrated outcome to be achieved across the planning system, whereas the STRLUS addresses climate resilience primarily through discrete policy responses (particularly hazard avoidance), without clearly articulating climate resilience as a unifying

objective or outcome.

In particular, the STRLUS does not explicitly reference the TPP climate change statement or clearly link its growth, hazard, environmental and infrastructure strategies back to the relevant TPP objectives and strategies that support climate resilience. As a result, the STRLUS does not clearly demonstrate how its regional strategies collectively implement the TPPs' integrated approach to climate resilience, adaptation and long-term risk management.

Explicit alignment with the TPP climate resilience framework through clearer referencing of relevant TPP objectives and strategies, and more consistent framing of climate resilience across all policy themes would strengthen the STRLUS, improve transparency, and better demonstrate compliance with section 12B of the *Land Use Planning and Approvals Act 1993.*

Flooding and water cycle management

Pluvial flooding is directly influenced and driven by development form including urban infill and loss of permeable surfaces. The strategy should give consideration to local overland flow paths, including their mapping and protection, and the intensification effects of urbanisation on pluvial flooding, particularly in steep or highly urbanised catchments where surface water runoff presents significant risk to life and property.

2.8 Developer contributions

The Draft STRLUS is consistent with the TPPs in its approach to development contributions, acknowledging the role of developer contributions in supporting equitable and timely infrastructure delivery. However, it addresses development contributions implicitly rather than explicitly, and clearer reference to TPP 1.7 (Development Contributions) and the strategic role of development contributions would strengthen transparency, delivery certainty and alignment with State policy.

Without changing policy intent or scope, the STRLUS could be strengthened by:

- expressly referencing TPP 1.7 in Section 3.5
- clarifying the role of development contributions in delivering infill and consolidation, priority growth areas and social infrastructure aligned with growth.

Proposed additional dot points for Section 3.5:

> 3.5.2.1 *(e) Support the use of development contributions, where appropriate, as a mechanism to facilitate the equitable, transparent and timely provision of infrastructure required to service growth, particularly in Priority Growth Areas and areas identified for significant land use change.*
>
> 3.5.2.2 *(d) Where new development or increased development intensity requires the augmentation, extension or upgrading of water, wastewater or waste infrastructure, infrastructure planning should consider the role of development contributions in supporting cost-effective and timely delivery, consistent with the Tasmanian Planning Policies.*

2.9 Implementation, Monitoring and Governance

The City supports the intention to prepare an Implementation Plan, but highlights critical risks if:

- responsibilities between State and local governments remain unclear,
- monitoring is not adequately resourced, and
- infrastructure sequencing is not coordinated at a metropolitan level.

Given Hobart's unique status, the City strongly recommends that the Implementation Plan:

- establish a Metropolitan Hobart Planning and Infrastructure Coordination Framework,
- require transparent, regularly updated metropolitan-level indicators including housing supply, density realised, transport mode share and infrastructure capacity, and
- clarify responsibility for delivering major transport and social infrastructure required to support consolidation.

2.10 Spatial Maps

The STRLUS relies heavily on spatial mapping to present key information. However, the maps included in the document are complex and difficult to interpret at the published scale. To improve accessibility and usability, we request that these maps be made available online in a dynamic vector-based format that allows users to enlarge to an appropriate scale.

3. Conclusion

The City of Hobart supports the overarching intent of the updated STRLUS and recognises the vital role it plays in shaping sustainable, equitable and resilient land use outcomes for Southern Tasmania.

To ensure the strategy delivers the outcomes anticipated by the Tasmanian Planning Policies, the City encourages further refinement in the areas of:

- metropolitan governance and infrastructure coordination,
- practical pathways for delivering required housing density,
- transport and mode shift commitments,
- climate resilience integration, and
- recognition of Hobart's unique regional role.

The City appreciates the opportunity to contribute to this draft and welcomes continued collaboration with the State Government and regional partners as the STRLUS is finalised. We welcome a working group to ensure that the implementation plan takes into account local government experience in the development space to ensure that the aims and objectives of the TPPs and STRLUS are able to be delivered.

Mount Nelson
Local Area Mobility Plan

Making Mount Nelson a great place to walk and ride

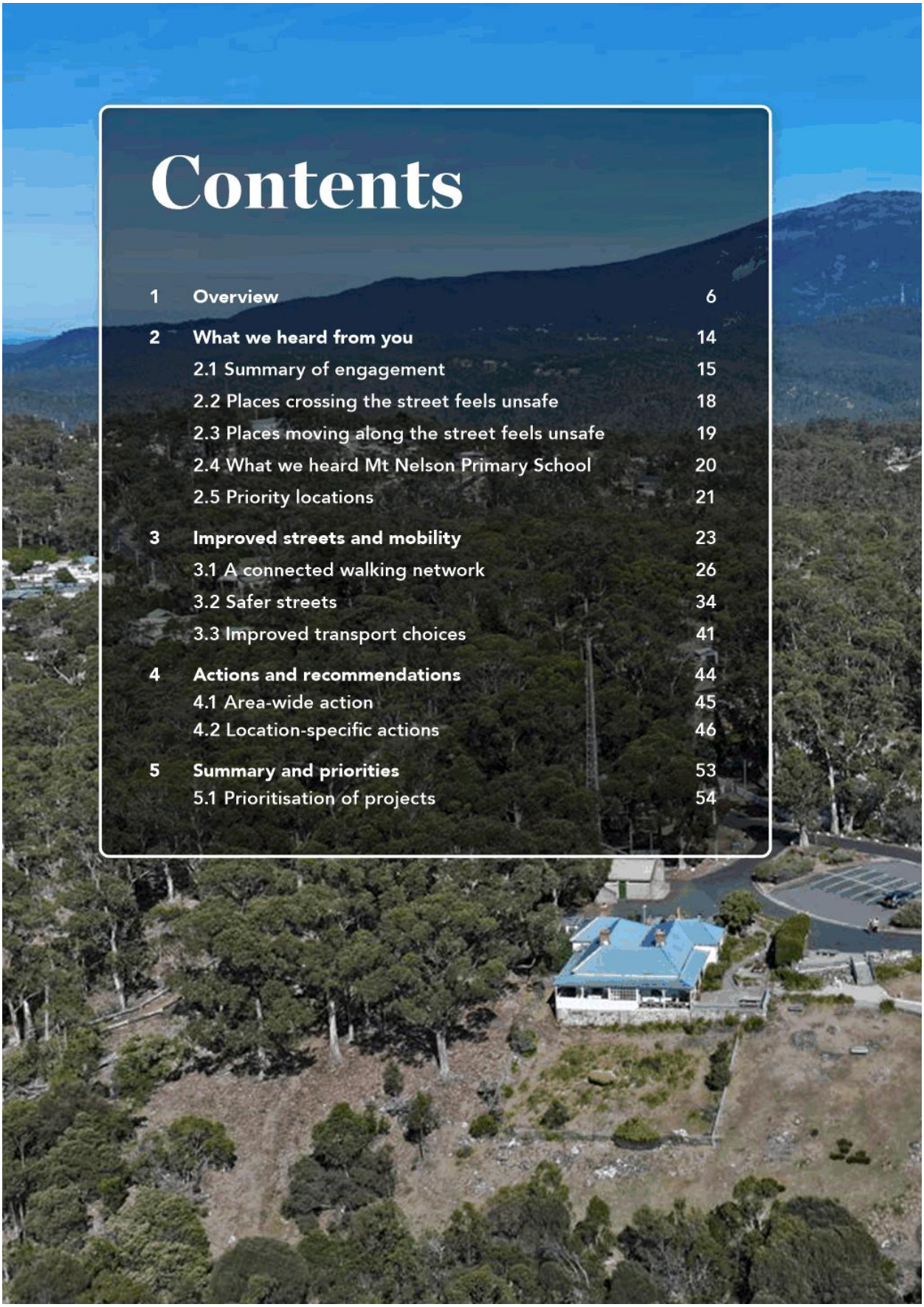
For final approval
February 2026

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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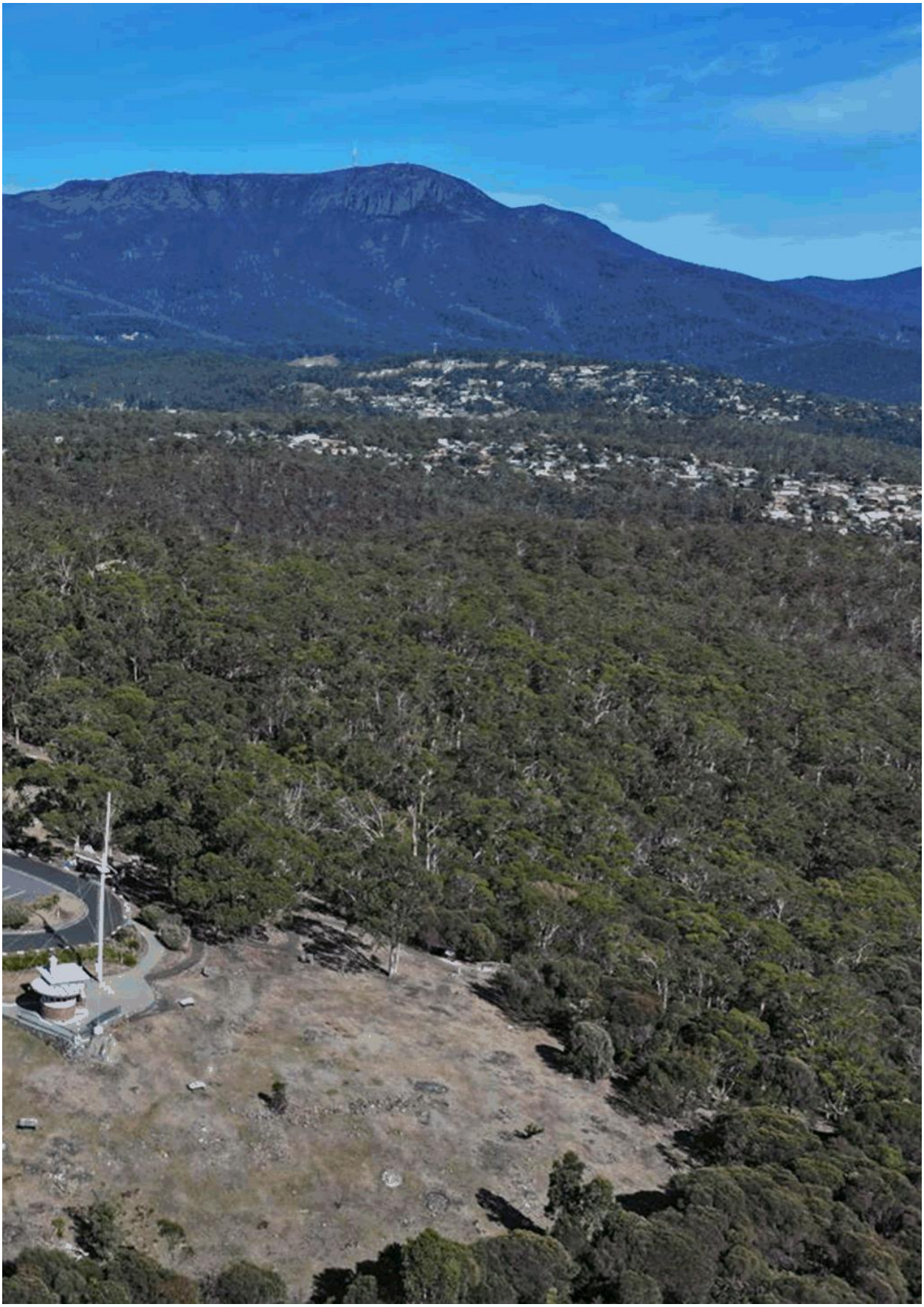
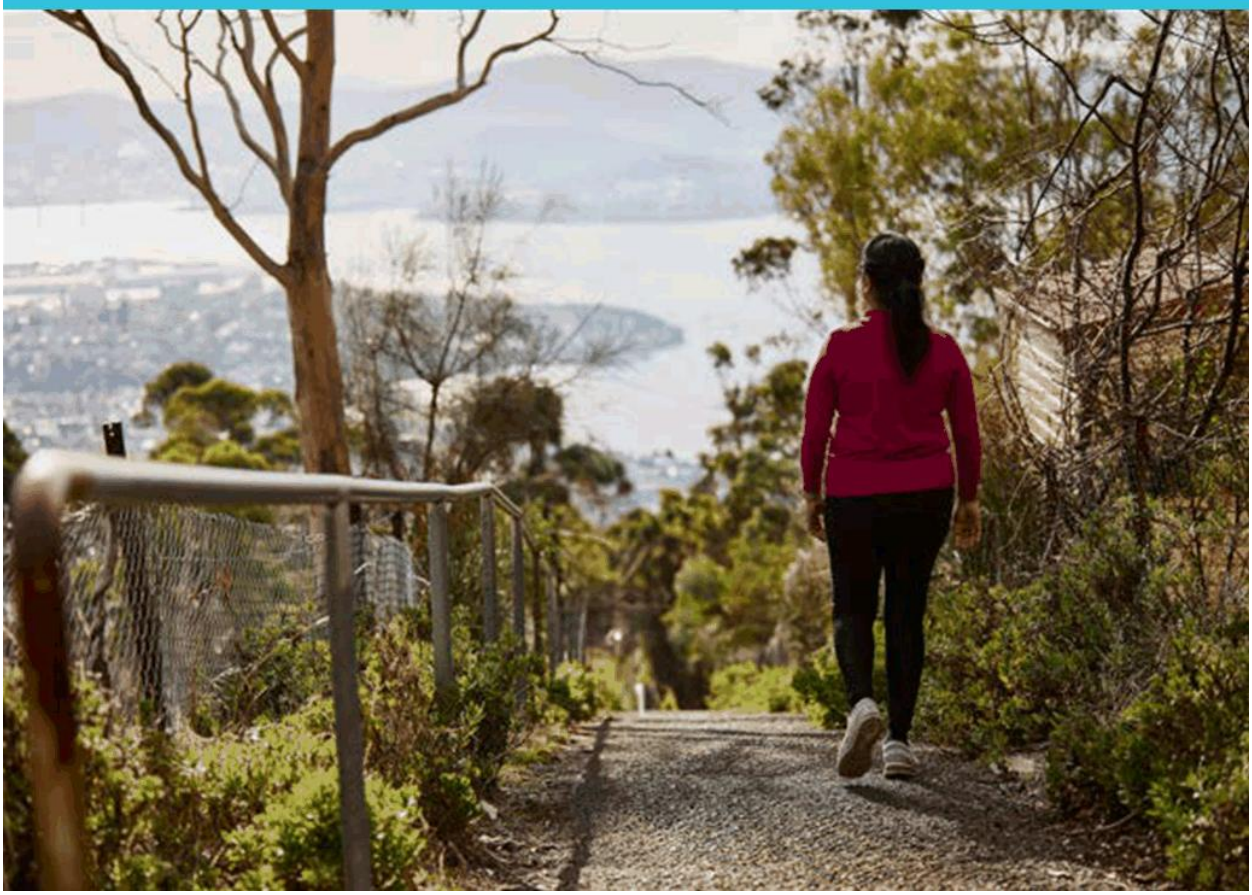


1. Overview



This local area mobility plan for Mount Nelson is about making it easier and safer for everyone in our community to walk, ride and connect with much loved local places.

Whether it's kids walking to school, residents heading to Mount Nelson Store or a bus stop, or families enjoying the bush trails and oval, this plan aims to support everyday movement that's active, social and sustainable.

Mount Nelson is deeply valued for its natural beauty, bushland setting and quiet streets. Almost everyone who participated in the community workshops that helped develop this plan spoke about how much they appreciate the area's connection to nature. With thoughtful improvements to footpaths, crossings and trail links, we can make it easier for people of all ages and abilities to move around safely – while protecting the character that makes Mount Nelson special.

People have walked the ancient track across Mount Nelson for thousands of years. The Muwinina clan of the South East Nation moved seasonally through this landscape, following waterways like the Lambert and Lipscombe rivulets to travel between the Little Sandy Bay (Kriwa) and the mountain behind (Kriwalayti)[1]. Trails such as the Trugganini Track may follow these ancient routes, preserving a deep cultural connection to Country that continues to be recognised by the Tasmanian Aboriginal community. This is further discussed on Page 10.

Figure 1.1 shows farmland across the Mount Nelson foothills in 1948 (above Churchill Avenue), highlighting that most homes in Mount Nelson have been built in the past 75 years. Prior to this, much of Mount Nelson was rural farmland and bush. Mount Nelson Road was originally established to provide access to the Signal Station, with residential development occurring from the 1950s onward. Owing to ad-hoc and largely unplanned early development, many streets in Mount Nelson today vary in width, provide limited and disconnected footpaths, and have informal stormwater infrastructure.

Figure 1.1: Looking east towards Sandy Bay from Mount Nelson, 1948 (Praxis for City of Hobart 2023).

This local area mobility plan outlines:

Opportunities for improved streetscapes and mobility

Opportunities to enhance Mount Nelson into an area where walking and riding are safe, enjoyable and appealing. Section 3 of this plan prioritises:

- A connected walking network for improved access to the Signal Station, Mount Nelson Primary, Mount Nelson Store and Hobart College.
- Safer streets with appropriate traffic speeds for local streets.
- Improved transport choices through improved amenities and connections.

Targeted actions to improve local infrastructure

Section 4 identifies actions for tangible outcomes and visibly improved streetscapes throughout Mount Nelson that are classified under the following action 'types':

Safer intersections and crossings

New or upgraded footpaths

Traffic calming

New links to tracks and trails with improved signage

By implementing these actions, the goal is to reduce residents' reliance on private motor vehicles, offering greater choice for all ages and abilities to get around. These improvements will not only enhance the attractiveness of the streets but also support more equitable access through universal design upgrades, contributing to a gradual 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 a myriad of benefits to the community. They support better health, reduce traffic congestion, enable people to get to know their neighbours, and help young people move independently. Walking and riding, indirectly, improves air quality and makes our streets more pleasant and inclusive.

Mount Nelson's quiet streets and connections to the bush make it a wonderful area to walk and ride. But many residents don't feel safe doing so – especially where footpaths are missing, crossings are unclear, or traffic moves too fast. Improving these conditions will help more people choose active travel, reduce reliance on cars and make the neighbourhood welcoming for people of all ages and abilities.

Across Tasmania, walking is the most common form of active transport. In 2025, over 81 per cent of Tasmanians walked for at least 10 minutes a week. On average they walked 4.9 days per week[3]. Tasmanian women and those living in metropolitan areas are more inclined to walk. Nearly 70 per cent of walking trips are for transport purposes – including going to the shops, to work, running errands and accessing public transport.

Walking is great for our health. Even light or moderate physical activity can significantly reduce the risk of chronic disease, meaning that incidental daily walking and riding trips provide great benefits. People who walk for 30 minutes a day can lower their risk of heart disease, stroke and type 2 diabetes by 30 to 40 per cent[4]. The NSW Active Transport Health Model estimates that every kilometre walked delivers $5.24 in health-related economic benefits, while every kilometre cycled delivers an estimated $2.96. These benefits are primarily driven by improvements in physical and mental health, including reduced rates of depression, anxiety, cardiovascular disease and some types of cancers.

By making it easier and safer to walk and ride, healthier lives can be supported, polluting emissions can be reduced and Mount Nelson can become a more connected and resilient community.

Providing children and young people with ways of travelling independently is crucial to their growth. With limited independent mobility or things to do, children may not only miss out on development and fun, but also carry negative impressions of active transport with them through adulthood[5]. We need to plan our streets with these two dimensions of children-friendly planning in mind: things to do and opportunities to safely and independently move around.

This plan supports the City of Hobart's broader transport vision by prioritising safe and healthy streets, transport choice and climate-ready infrastructure. It also reflects what was heard from the community. Walking and cycling are practical and valued parts of daily life in Mount Nelson.

Walking Country

This Local Area Mobility Plan recognises Muwinina walking tracks - paths that have been used for millennia in the Mount Nelson and Sandy Bay areas. The desktop Aboriginal Heritage Report, prepared for the Mount Nelson and Sandy Bay Neighbourhood Plan, identifies these tracks as culturally significant and an opportunity to acknowledge connection to Country, as recognised by the local Aboriginal community. The report includes observations and recommendations from Palawa Elder, Theresa Sainty[1].

Theresa Sainty notes that "it is a distinct possibility that the existing walking track along the Lambert Rivulet may have in fact correlated with the original track used by the Muwinina people to move between the mountain and the coast. The same may apply to the Maning Rivulet and Lipscombe Rivulet (see Figure 1.3) as well as Cartwright Creek, which could also have been used as travelling corridors by the Muwinina people."

The opportunities to acknowledge the Aboriginal Connection to Country[1] include:

- Tell some of the story of the Muwinina people, associated tribal groups and their Country, sea country and waterways.
- Install "authentic interpretation that will provide the general public with some information about the Aboriginal presence within the Study Area, that respectfully honours those Old People; gives voice and acknowledges a People who are no longer here; and most importantly remind the general public that there is a vibrant Palawa community – survivors of invasion".

Figure 1.2: Map showing water courses running from Mount Nelson to Sandy Bay.

Strategic alignment

This local area mobility plan aligns with the Hobart Transport Strategy 2024, which prioritises transport choice, safe and healthy streets, and climate-ready infrastructure. Action 29 of the strategy commits to developing local area mobility plans to guide investment in active transport at the neighbourhood scale.

This plan also supports the strategy's broader 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."

We've laid out the three primary opportunities to further this vision within Mount Nelson in Section 3 of this plan, and include detailed suggestions for improvement initiatives in Section 4.

To help realise this vision, this plan identifies targeted, place-based improvements that can be delivered

through a combination of council, state and federal government funding pathways.

These include:

- City of Hobart capital works program and scheduled road renewals, which provide opportunities to integrate walking and cycling improvements.
- Tasmanian Government programs such as the Vulnerable Road User Program (VRUP), the Healthy Tasmania Five-Year Strategic Plan, and the Bus Stop Upgrade Program, which support safer streets, active living and improved access to public transport.
- Australian Government initiatives including the National Road Safety Action Grants Program, which supports projects that improve safety for vulnerable road users, including people walking and cycling.

Alongside this plan, a Mount Nelson School Access Travel Plan is being developed to support more families and children to walk to Mount Nelson primary school (see Figure 1.4). This LAMP identifies the priority infrastructure projects, while the school plan focuses on behaviour, programs and support to ensure children have safe and practical opportunities to walk or ride to school.

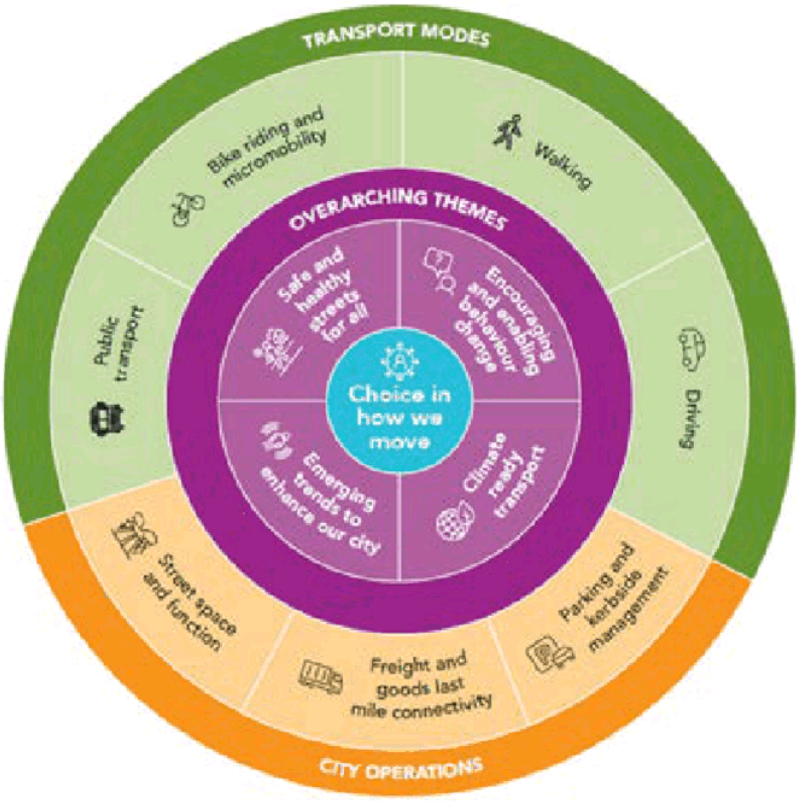


Figure 1.3: Hobart Transport Strategy 2024 themes and focus on transport choice, shown in relation to transport modes and operations.

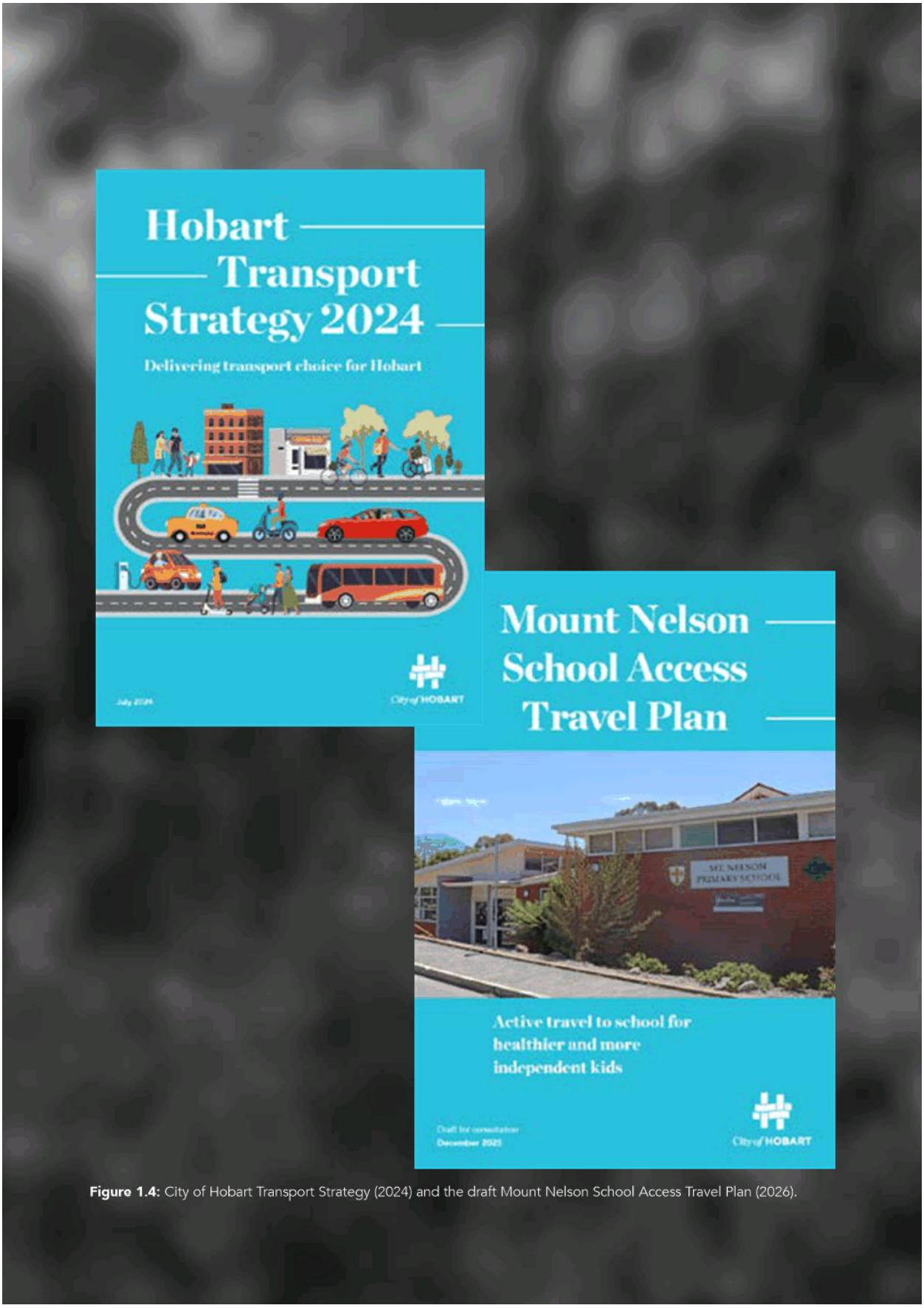


Figure 1.4: City of Hobart Transport Strategy (2024) and the draft Mount Nelson School Access Travel Plan (2026).

Sandy Bay and Mount Nelson Neighbourhood Plan (Discussion Paper 2023)

This plan builds from the 2023 Mount Nelson and Sandy Bay Neighbourhood Plan discussion paper, particularly the identified off road paths and rivulet tracks, and considers the engagement that was undertaken to inform the neighbourhood plan, which is an ongoing project.

Key opportunities recognised in both plans are to maximise the benefits from existing tracks and trails by enhancing connectivity to these along with complementary wayfinding signage.

Figure 1.5: Connectivity map from the 2023 discussion paper.

2. What we heard from you

2.1 Summary of engagement

Engagement for this local area mobility plan occurred in August 2025 and December/January 2026. Community members contributed through an online interactive map, surveys and two workshops at the Sustainability Learning Centre.

The input directly informed the actions and recommendations in this plan (detailed in Sections 4 and 5).

Heatmaps of the comments about places where crossing or moving along the street feels unsafe provided clear indication of where we need to concentrate efforts to calm traffic and make walking and riding more pleasant and safe. These heatmaps are shown in the following sections.

Table 2.1 is a summary of the challenges on our streets, the top locations mentioned in comments, and how the local area mobility plan responds to these challenges.

During the second stage of engagement across December and January, survey responses highlighted the top priority projects and locations, and overall support for the plan.

Overall, the community expressed majority support for the draft plan, with **61 per cent of respondents indicating support or strong support.** A further 26 per cent had no opinion or had not read the plan, while 13 per cent opposed or strongly opposed it. New and upgraded footpaths were strongly reinforced as the community's highest priority, with 79 per cent of respondents selecting this action type as their top need.

Views on the proposed 40 km/h speed zone differed. While 47 per cent supported or strongly supported the change, 31 per cent opposed or strongly opposed the proposal.

Figure 2.1: A first community workshop was held in September 2025.

Table 2.1: Summary of the challenges to mobility, the top locations mentioned in comments associated with these challenges, and the sections that addresses them.

Community comments	Top locations raised in comments	Addressed in the plan at sections	Addressed by 'Action type' (see 4.1 and 4.2)
Crossing the street feels unsafe	• Olinda Grove at Nelson Road • Nelson Road at Rialannah Road • Outside the College and Primary School • Nelson Road at the Oval	• Section 3.1 – A connected walking network	• Safer intersections and crossings • Traffic calming
Moving along the street feels unsafe	• Nelson Road from Old Tavern to Signal Station • The Bends • Olinda Grove from Proctors Road to Hobart College	• Section 3.1 – A connected walking network	• New or upgraded footpaths • Track and trail links
Traffic speed	• Area-wide • The Bends	• Section 3.2 – Safer speeds	• Traffic calming • Area-wide speed limit

Who we heard from

We heard from a broad cross-section of the Mount Nelson community during both engagement stages. In August 2025, 121 people contributed to the interactive map, and a further 61 survey responses were received between 15 December 2025 and 11 January 2026. Most participants were local, with 94 per cent of survey respondents and 87 per cent of map contributors living in Mount Nelson.

Residents aged 40 and over were over-represented, while children and young people were under-represented. This was offset by drawing on a dedicated school student survey (see Section 2.4).

Previous engagement findings

Engagement on the Mount Nelson and Sandy Bay Neighbourhood Plan highlighted strong support for safer, more connected walking routes and local trail networks. In the 2023 online survey, 75 per cent of respondents rated improving walkability and pedestrian amenity as 'important' or 'very important'. As such, the engagement for this plan has been more solutions focused, to identify and progress specific initiatives.

Previous feedback emphasised the need for safer crossings, better footpaths and improved access between key destinations like the Mount Nelson Oval, local shops and the Signal Station. Tracks and trails were seen as an important way to support active travel in the area's hilly terrain. Smaller buses and an improved public transport service were also raised, particularly to improve mobility for students and older residents.

2.2 Places crossing the street feels unsafe

Of the 386 comments on the online map, around 13 per cent (49 comments) were about feeling unsafe crossing the street.

As shown in Figure 2.2, the comments about crossing the street are concentrated at the intersection of Olinda Grove and Nelson Road, nearby at Rialannah Road, near both the college and primary school, and on Nelson Road near the oval.

Recommendation

This plan proposes safer intersections and crossings to address key locations the community has told us are the hardest places to cross the street. These interventions will connect key destinations, reduce the distance to cross the street and ensure drivers make turns at safe speeds.

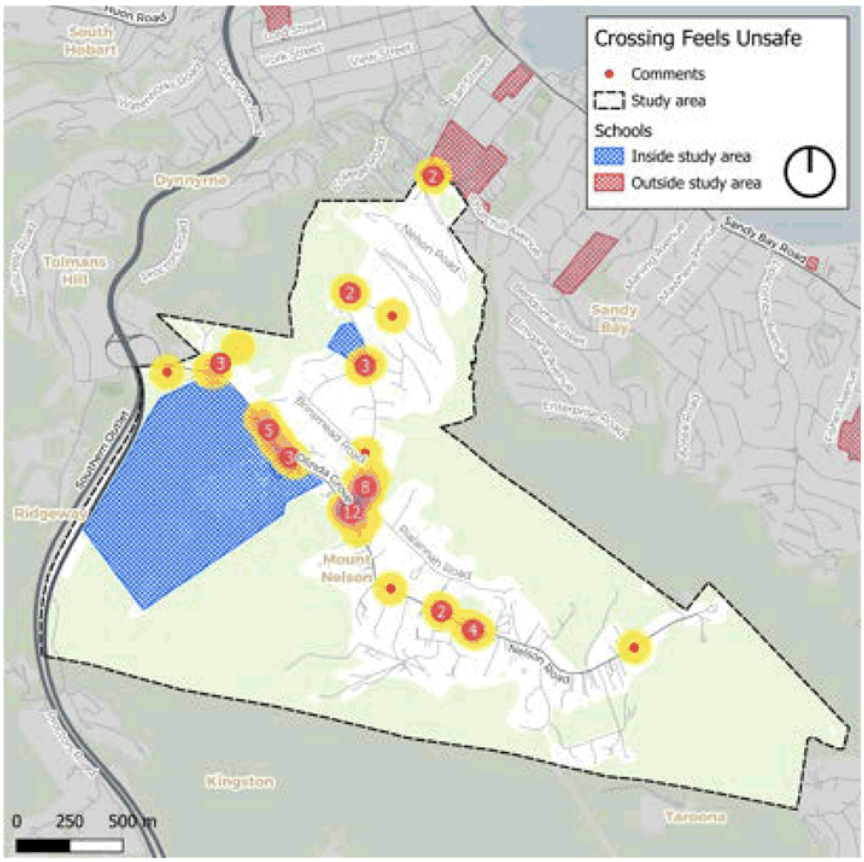


Figure 2.2: Where crossing the street feels unsafe.

2.3 Places moving along the street feels unsafe

Around 20 per cent (81) of the comments were about feeling unsafe moving along the street. These were concentrated along Nelson Road towards the Signal Station, along The Bends, and near Hobart College.

Recommendation

The proposed plan introduces new footpaths in locations identified by the community as presenting the most significant pedestrian challenges. A consistent theme in resident feedback highlighted the absence of existing footpaths, with the top of Nelson Road being designated as the highest priority for investment.

This sentiment can be captured by one resident's comment:

> 'From the old tavern to the Signal Station, really, really needs a dedicated footpath. If there's only one thing that comes out of this, please make it this!'

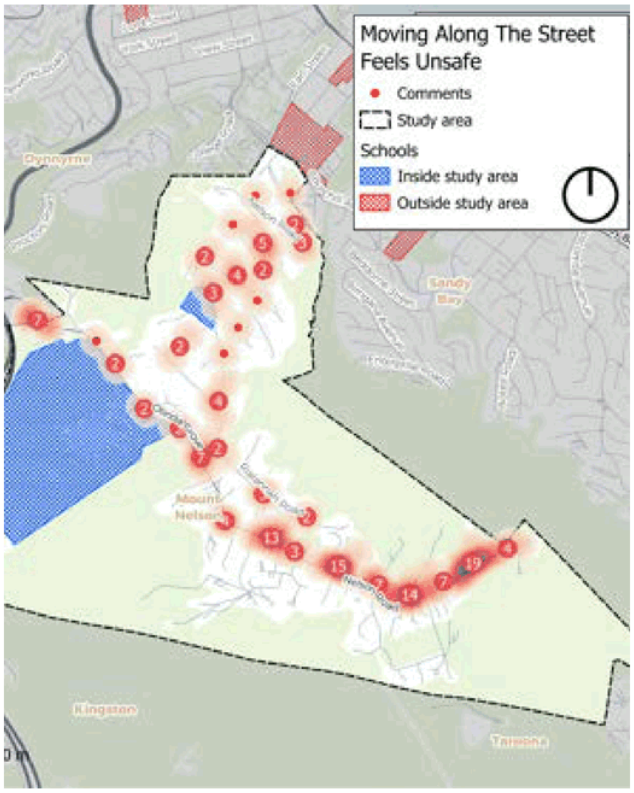


Figure 2.3: Where people moving along streets feel unsafe.

2.4 What we heard from Mount Nelson Primary School

During term three (October 2025), 171 paper surveys were completed by students at Mount Nelson Primary School. An online survey was distributed for the parents and caregivers, with 34 responses received.

Students told us they want more transport choice and more independence. While 38 per cent of students said they would prefer to ride a bike, only 8 per cent actually do. Similarly, 25 per cent would like to walk to school, yet only 12 per cent currently walk. Independence matters too: by Year 6, nearly one in four students (23 per cent) want to travel on their own, and 29 per cent want to travel with friends.

Around 60 per cent of parents would prefer their children walk, ride or scoot to school, but highlighted the barriers to doing so. While time pressures and the need to combine school trips with other destinations such as work influence travel decisions, safety and distance are the biggest barriers.

Top barriers to walking or riding to Mount Nelson Primary School

44%
CITED TRAFFIC SAFETY CONCERNS

44%
SAID THEY LIVE TOO FAR FROM SCHOOL TO WALK OR RIDE

24%
POINTED TO LACK OF PUBLIC TRANSPORT

2.5 Priority locations

The stage two survey asked respondents to identify their three top priority locations for improving walking and riding in Mount Nelson. As shown in Figures 2.4 and 2.5, the top of Nelson Road and The Bends received the most support, followed by key crossing locations at the primary school and near Mount Nelson Store. These rankings have informed the project prioritisation outlined in Section 5.

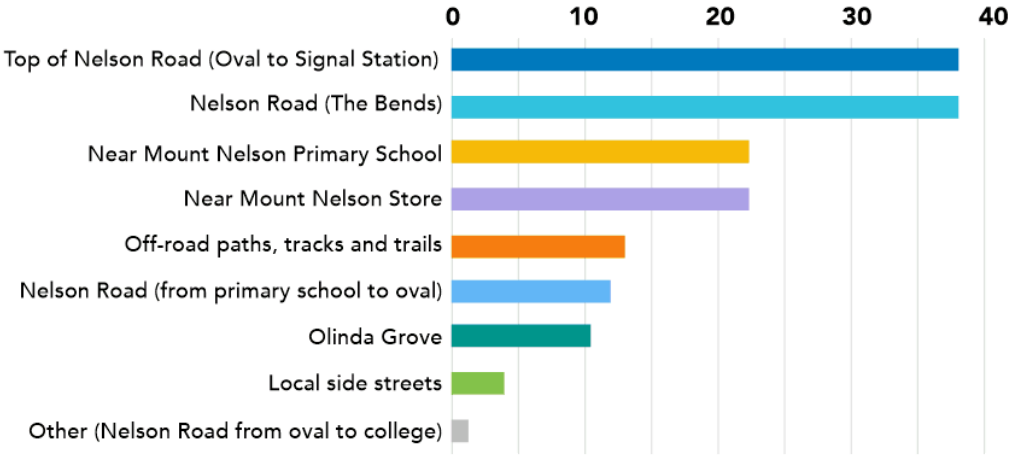


Figure 2.4: Ranking of locations for investment based on 61 survey responses.

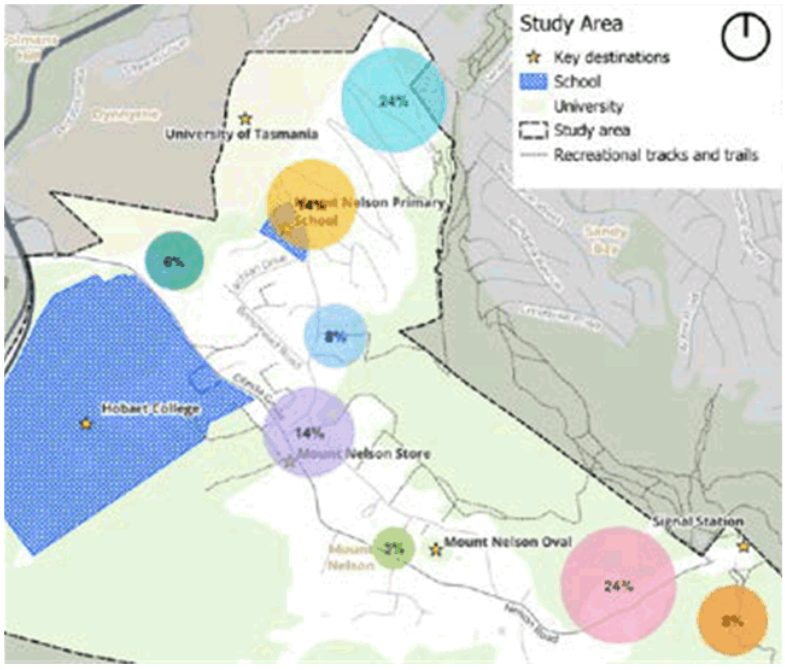
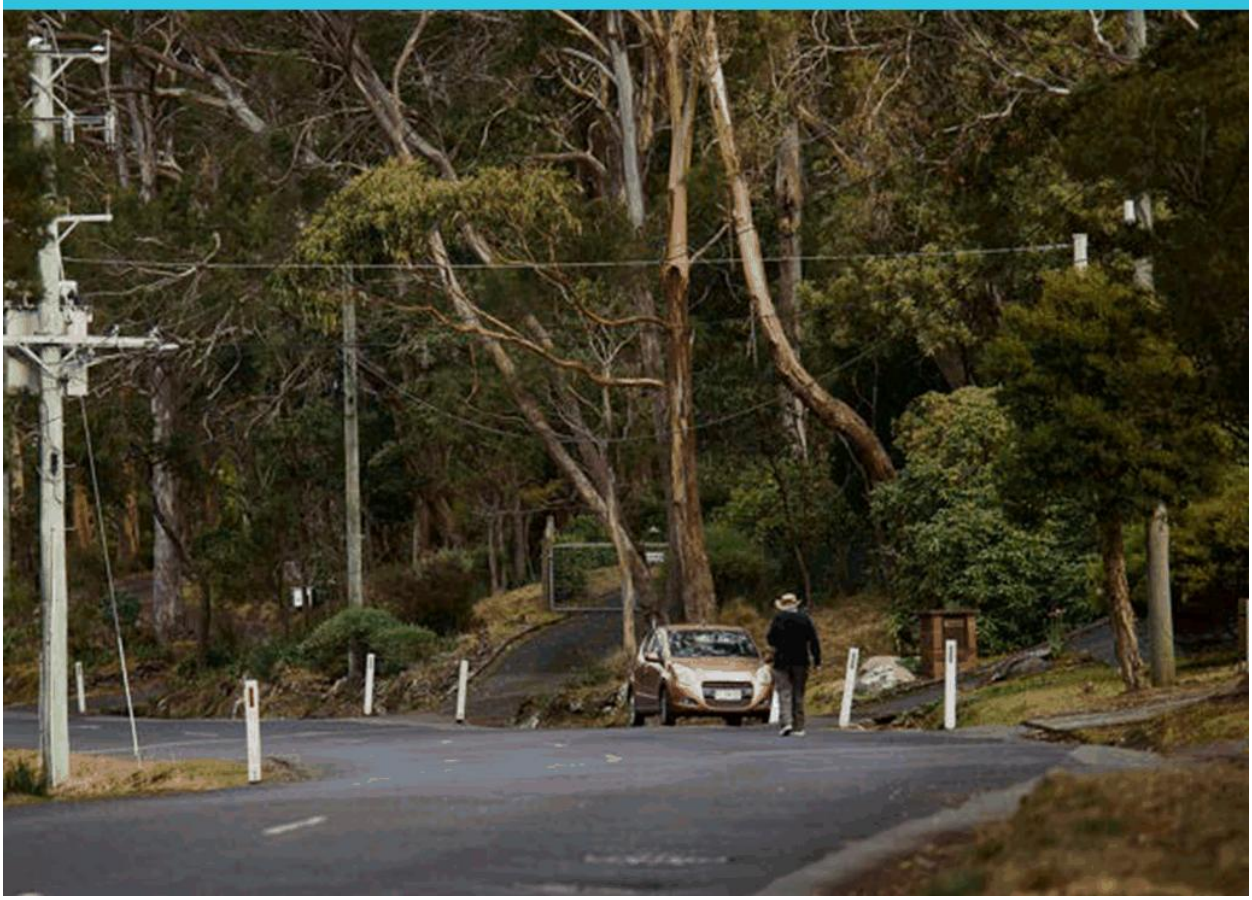


Figure 2.5: Proportionate scores of investment priority.


CHILDREN
CROSSING

3. Improved streets and mobility



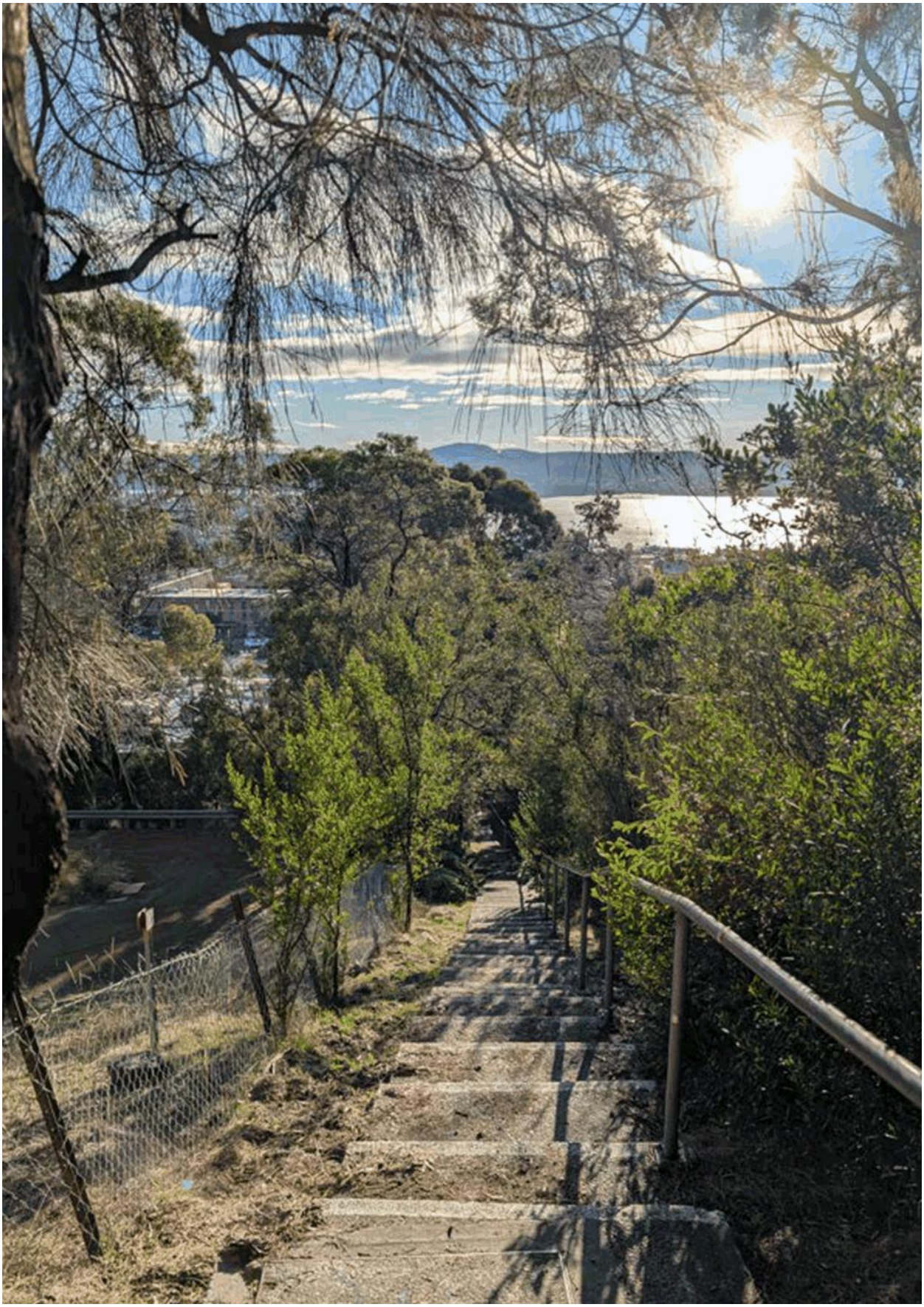
The purpose of this local area mobility plan is to balance the needs of all people using our streets to improve access, mobility and streetscapes throughout Mount Nelson.

Based on data analysis, community feedback, local observations, state and council strategic transport aims, and a review of previously proposed interventions, the following section summarises three key areas of opportunity that will help meet long-term community expectations.

SECTION 3.1: A CONNECTED WALKING NETWORK

SECTION 3.2: SAFER STREETS

SECTION 3.3: IMPROVED TRANSPORT CHOICES



3.1 A connected walking network

Creating routes that feel safe and enjoyable for walking or riding to key destinations – including schools, shops, services, bus stops and parks – is essential for reducing traffic congestion, supporting healthy daily activity and facilitating independence for young people and others not able to drive a car.

Making our streets safe enough for school-age children to independently travel to and from school can have a major impact on the broader transport network by removing cars from the road at peak times. This plan was prepared in alignment with a complementary school access travel plan for Mount Nelson Primary, so there is a keen focus on improving access to the school as one of the most important local destinations.

This opportunity aligns with the Hobart Transport Strategy's Actions A.21 to '… improve pedestrian accessibility within… schools and key retail precincts', A.30 'Support children's active travel to school.'

Having more people walking and riding in our community also enhances safety by increasing visibility and opportunities for social interaction. Key opportunities identified through data analysis and community feedback include:

Safer intersections and crossings
Many community members highlighted the need for safer ways to cross streets. The intersection of Nelson Road at Rialannah Road, Olinda Grove and near the oval were identified as locations in need of improvement. Multiple issues have been highlighted, including sightlines, heavy traffic during school times and generally limited pedestrian facilities. Nelson Road section near the school, including Pauline Avenue, was mentioned as challenging and unsafe for families and kids.

New and upgraded footpaths
The need for new paths is a top priority for many community members, with the top of Nelson Road highlighted as a key concern. In other places, short, missing segments of footpath create substantial barriers.

Prioritising people walking at side roads

Improving the pedestrian experience at side street crossings would overcome a key barrier to more walking in Mount Nelson. Most side street intersections along Nelson Road have corners designed for large vehicles. These are dangerous as they allow cars to turn the corner at high speed (Figure 3.1). Historically, traffic engineering design practice was to ensure a rubbish truck (known as an 8.8m 'check vehicle') could turn the corner while another passenger vehicle (the 'design vehicle') is queuing to exit. This results in very wide crossing distances of up to 20 metres as observed at Rialannah Road, Brinsmead Road, Avondale Grove and Pauline Avenue. For people walking, this creates an environment that is unsafe, making them feel uncomfortable and exposed. Along with missing footpaths and kerb ramps, this does not create a place where people will enjoy walking.

These days, best practice is to allow the 'check vehicle' to cross the centre of the carriageway when entering small local side roads (see Figure 3.2). In doing so, the distance to cross the street can be minimised while still ensuring access for larger trucks. While it is very expensive to significantly adjust the kerb, we can achieve a similar outcome by installing concrete islands to reduce crossing distances, and where possible, providing a continuous raised footpath.

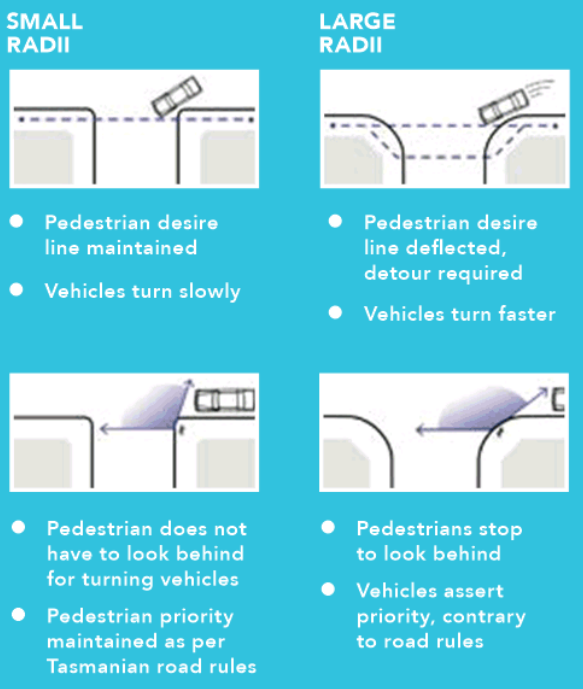


Figure 3.1: Diagrams showing effects of corner radii on pedestrians (UK Manual for Streets, 2007).

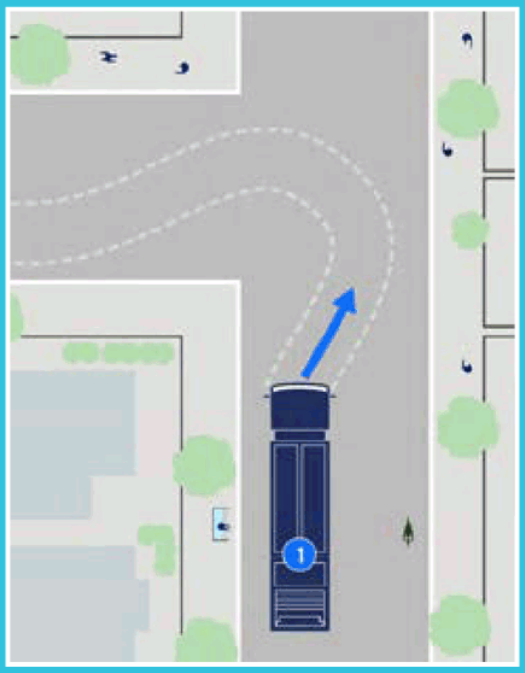


Figure 3.2: Diagram showing how to design safer street corners (NACTO, Transport for NSW, 2024).

More comfortable crossings on desire lines

Making sure crossing facilities align with where people tend to walk will help better connect the walking network. For example, an existing median island is provided to assist crossing Olinda Grove near Nelson Road, however, this is positioned to improve access to the medical centre (see Figure 3.3). This is beneficial, but many people also want to cross Nelson Road closer to the store.

Making it easier to cross the street near the store and bus stops presents an opportunity for upgrade. However, this leads to a second nearby problem at Rialannah Road. The southern footpath on Nelson Road ends abruptly, which means people have to cross the road on a bend where visibility is poor and it can be busy with fast traffic (see Figure 3.4). This location needs to be made safer.

Another location where the footpath stops and requires people to cross the street is on Nelson Road near the oval. This is one of the straightest sections of Nelson Road, which also means traffic speeds have been observed to be higher here, increasing the likelihood of a serious incident.

Figure 3.3: The median island on Olinda Grove serves access from the north but is indirect for walking trips along the east side of Nelson Road.

Figure 3.4: Rialannah/Nelson road intersection has a dead-end footpath resulting in a dangerous crossing point.

More short walks to school

Across all trips to primary schools in the City of Hobart, on average more than a quarter (27.5 per cent) are made on foot[7]. In Mount Nelson, this may be lower, with a recent student survey indicating that only 12 per cent of students usually walk to school.

The average walking trip to primary schools in Hobart is 730 metres – about a 10-minute walk. Census data indicates that 95 families with children aged under 15 live within a 10-minute walk from Mount Nelson Primary. The 10-minute walking catchment areas around the primary school and Hobart College, shown in Figure 3.5, shows that about half of the streets and homes in Mount Nelson are within a 10-minute walk from a school. Specifically, this highlights the areas that improvements to walking infrastructure can have the greatest impact on how many kids and families choose to walk to school.

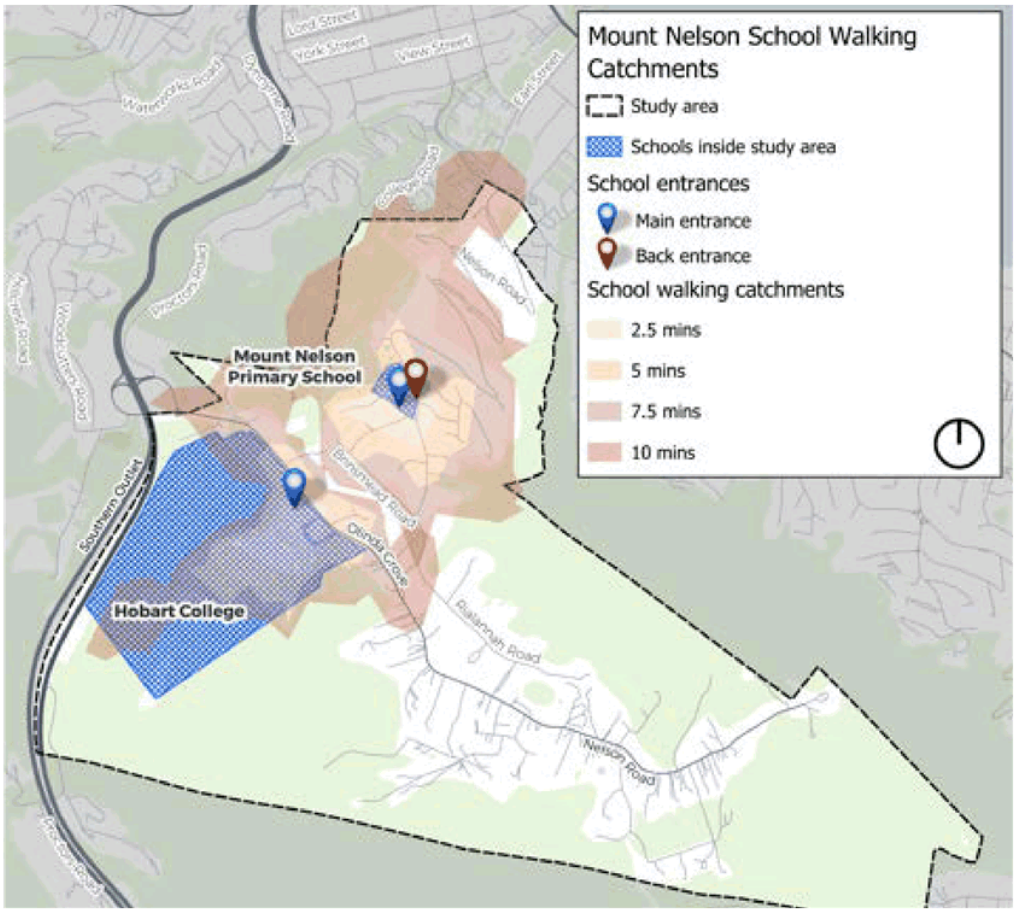


Figure 3.5: Mount Nelson 10-minute walking catchments to schools.

Connecting footpath network gaps

The biggest mobility issue overall for residents in Mount Nelson is missing and inadequate footpaths – 42 per cent of all community comments identified issues relating to footpaths – or the lack of.

'We need pathways more suitable for older people. The only footpath on Nelson Road is sloped with rough sections, potholes, often blocked by parked cars and is unsuited to older walkers or people in wheelchairs.'

Analysis of the existing walking network highlights key places with footpath gaps, as described in Figure 3.6.

Table 3.1: Locations of key footpath gaps in Mount Nelson.

Top missing footpath locations	School catchments	Connected to tracks and trails	Nearby alternative route
1. The Bends (Nelson Road from Churchill Avenue to Primary School).	✓		✓
2. Top of Nelson Road (from the oval to the Signal Station).		✓	✗
3. Brinsmead Road from Lachlan Drive to Brinsmead Track.	✓	✓	✗
4. Olinda Grove from Proctors Road to UTAS sports facilities entrance.	✓	✓	✗

The Bends and the top end of Nelson Road present similar technical constraints to introducing paths including a constrained road corridor, steep embankments, challenging stormwater issues, steep driveways and informal on-street parking. A key difference for The Bends is that the steps to Churchill Avenue provide an alternative route for some people, but only those who are able bodied and can reach the steps safely. Accessibility in this part of Mount Nelson is very challenging due to the landscape. The first priority to make The Bends safer for people walking is to help people safely reach the nearby steps.

In contrast, the top of Nelson Road has a lot more dog walking and exercise walkers travelling along the road – with great connectivity into bush tracks from the Signal Station. Walking trips along this road are longer, and for many residents, the only option is a roughly one-kilometre walk along the road from the oval.

On both Brinsmead Road and Olinda Grove, the short missing segments of path severely limit the connectivity of the footpath network, reducing access to local destinations and tracks nearby. Both locations are significant for school trips.

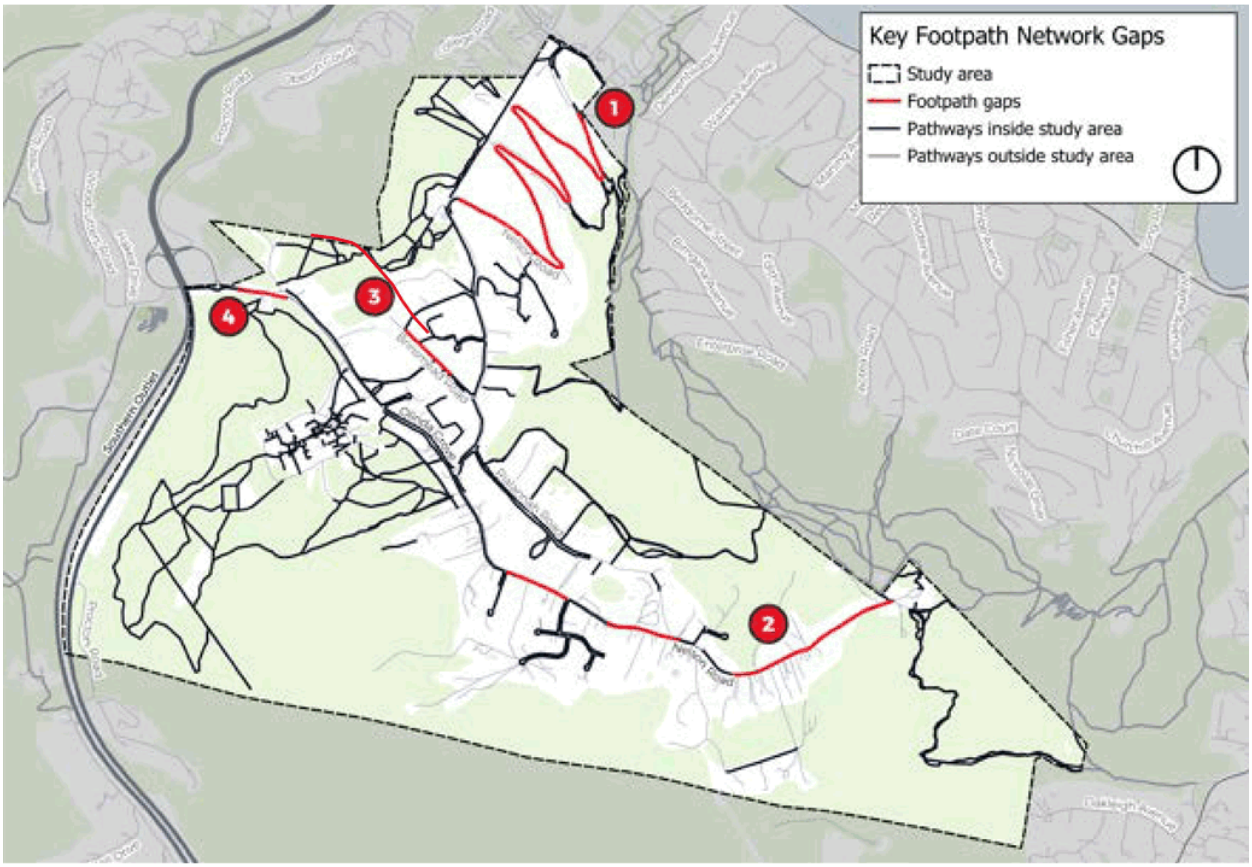


Figure 3.6: Map of existing footpaths, tracks and trails - emphasising footpath gaps.

Community feedback strongly highlighted the top of Nelson Road as a prime opportunity for an upgrade that will benefit both locals and visitors. While the street is very constrained, this is not unusual in Tasmania. With a thoughtful, well-considered design, a simple and effective solution is achievable.

Precedent: Esplanade, Coles Bay

Constrained corridors with two-way traffic and lots of people walking and riding exist in many places in Tasmania. Safe speeds, good sightlines and plenty of awareness of others means different users can effectively share spaces like these. As shown in Figure 3.7, the recent design on the Esplanade in Coles Bay makes the most of the available width. The carriageway is shared for vehicles in both directions, and when two vehicles meet they need to carefully encroach into the line marked walking and riding path.

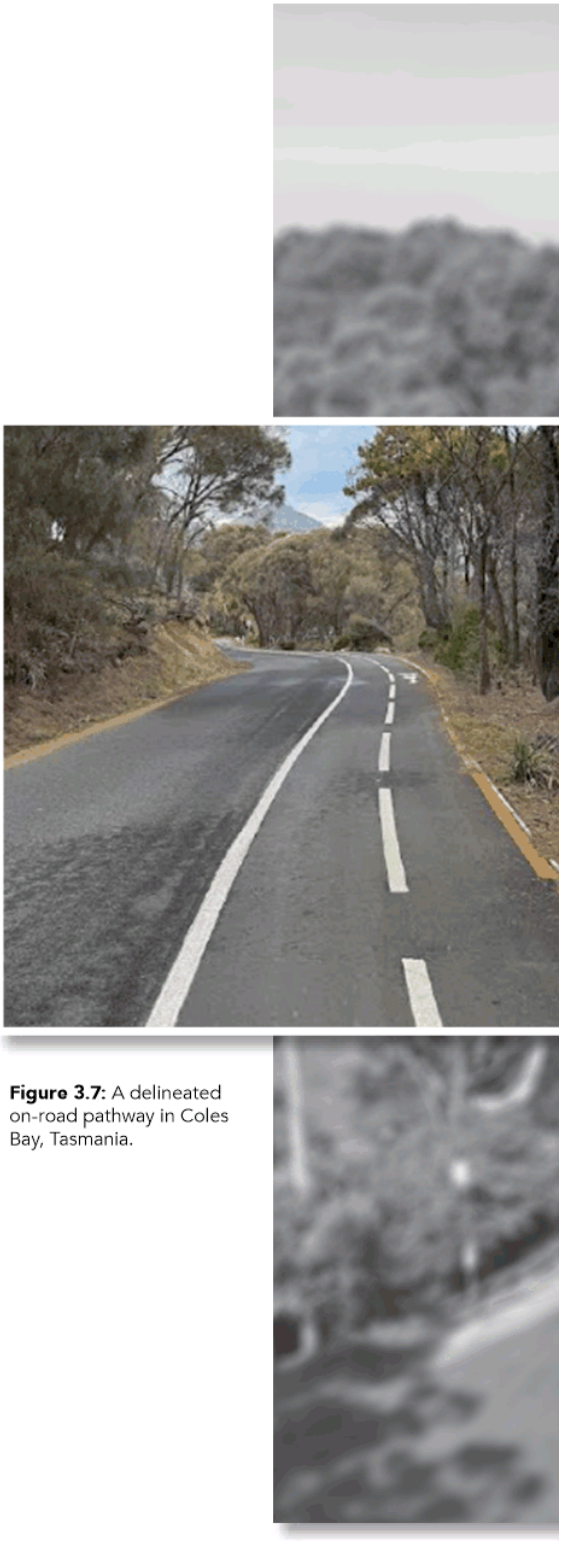


Figure 3.7: A delineated on-road pathway in Coles Bay, Tasmania.

3.2 Safer streets

Context appropriate speed limits

Streets in Mount Nelson currently have a speed limit of 50 km/h, except on Olinda Grove, west of the fire station. Despite this, many streets in Mount Nelson already function at lower speeds and are used by many different road users. Narrow widths, tight bends and curves, uneven surfaces and the residential character of the area means that many drive at or below 40 km/h already – a speed that supports safer movement for people walking, riding and getting to the bus. Bringing the speed limit into line with the street environment is a logical and low-cost first step.

The Bends on Nelson Road has been repeatedly identified as unsafe. Residents described speeding vehicles, poor visibility, tricky driveways and the lack of footpaths and safe refuge areas. Many called for a reduction in the speed limit to 30 or 40 km/h, noting that the current limit does not reflect the risks posed by the steep gradients, blind corners, lack of safety barriers and shared use by cars, buses, pedestrians, cyclists and wildlife.

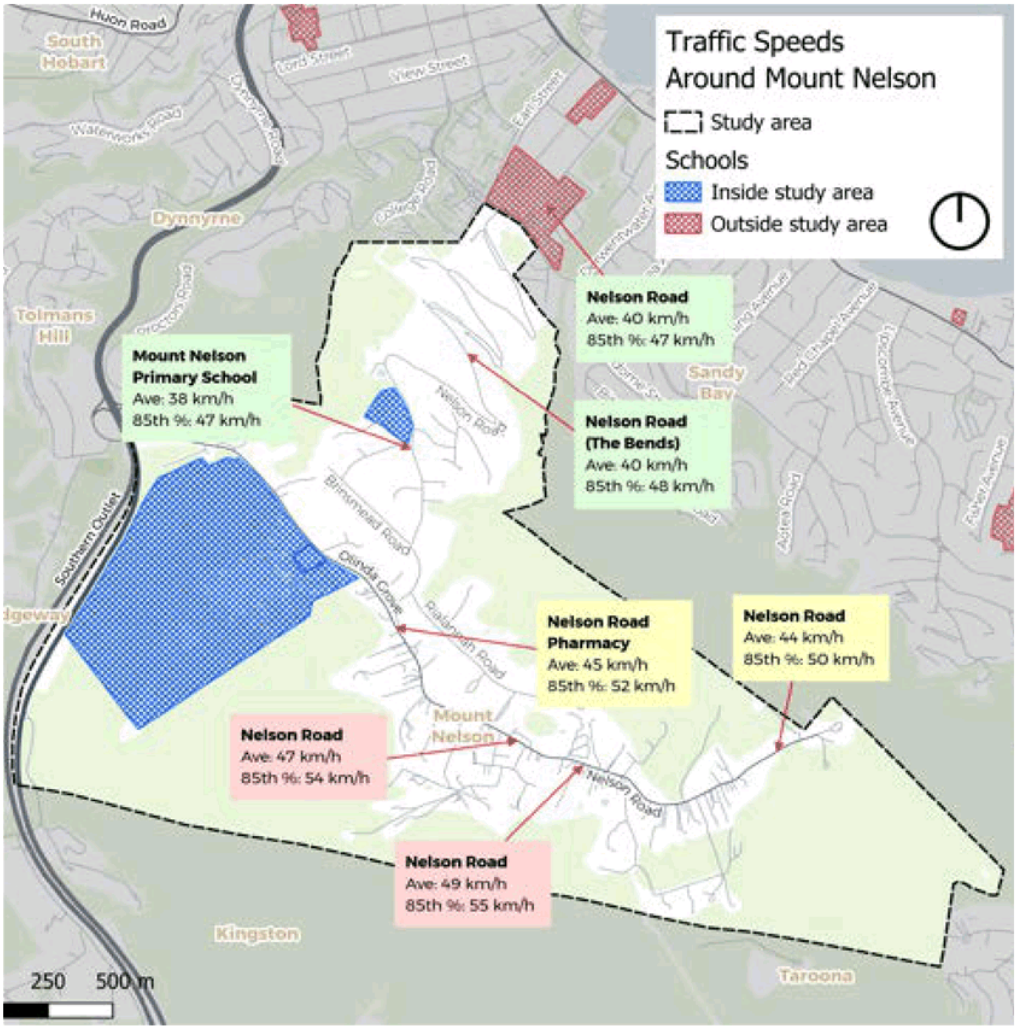


Figure 3.8: Current speeds around Mount Nelson (2024 and 2025 data from the City of Hobart).

Most recorded average speeds in Mount Nelson are below 40 km/h or within 10 per cent of that threshold, highlighting that a lower speed limit is appropriate (see Figure 3.9). However, two locations stand out with higher averages of 47 km/h and 49 km/h. In these locations, additional measures will be needed to improve safety.

The figure also shows the 85th percentile speed, which represents the speed that 85 per cent of drivers travel at or below. This measure is widely used in road safety analysis because it reflects typical driver behaviour rather than just the mean, helping planners identify where design changes are needed to influence the fastest drivers and reduce crash risk.

Calmer traffic to improve safety

On Nelson Road between Mount Nelson Store and the oval, the street feels straighter and wider than other sections, which encourages higher speeds. Worn line marking and the condition of the footpath adds to this impression, reducing visual cues that normally help drivers moderate their speed. This section is heavily used by people walking to the shop, school and bus stops, so managing speeds here is critical to safety and comfort.

Improvements should focus on reinforcing the residential character of the street while supporting the proposed 40 km/h area-wide limit. An initial step is to visually narrow the lane widths with edge line marking and introduce median islands where people frequently cross.

Traffic calming opportunities also include Rialannah Road and Olinda Grove. This is described further at Section 4.2.

Crash data is one way to identify areas where pedestrian safety is most at risk – based on what has happened in the past. By targeting high-risk intersections and crossings for upgrade as identified in Section 4, with a combination of measures like lower speed limits, lane narrowing and traffic calming treatments, we can effectively make streets safe for people.

Figure 3.9: Metro bus travelling west on Nelson Road.

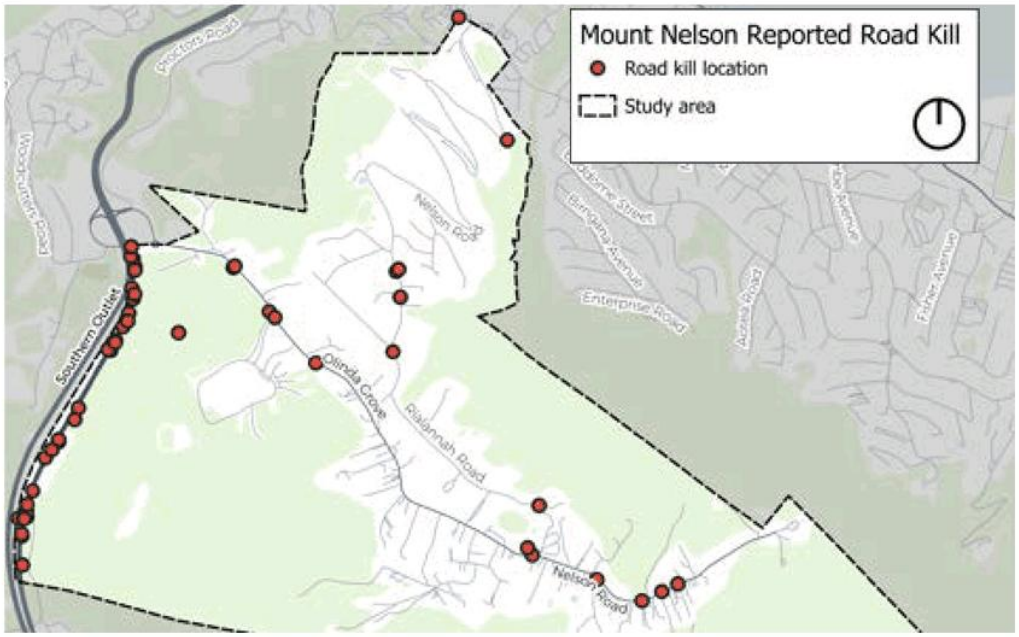


Figure 3.10: Locations animals have been reported killed by motor vehicles.

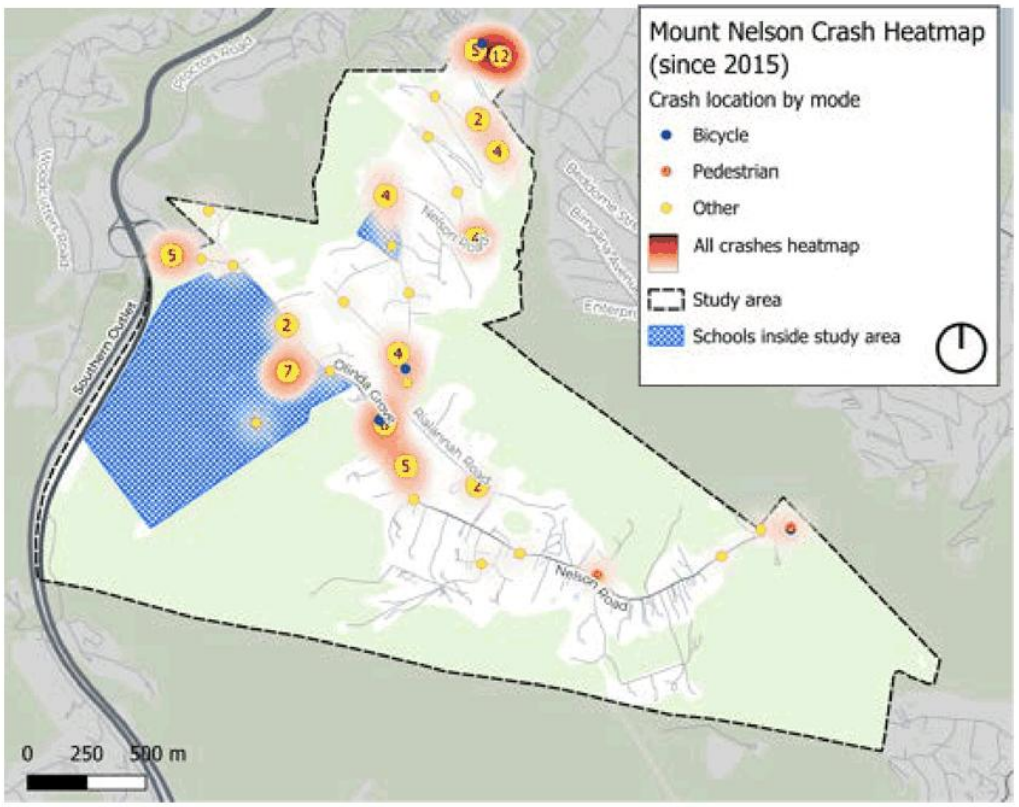


Figure 3.11: Places people have been involved in crashes since 2015.

Why are lower speeds safer?

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 20 per cent. If a pedestrian is hit by a car travelling at 40 km/h they have a 68 per cent chance of survival, and a 90 per cent chance if it's going at 30 km/h[8] (see Figure 3.12).

Due to the proximity of Mount Nelson to bushland, it's not just people who will benefit from more appropriate speeds. Animals observed to have been killed in the area include echidnas, wallabies, bettongs, bandicoots and blue-tongue lizards[9]. With slower speeds, stopping distances are shorter (Figure 3.13) and drivers' peripheral vision is improved. This reduces the likelihood of wildlife fatalities.

Across Australia, road fatalities are increasing, reversing the steady progress made between 2000 and 2020[10]. In 2025, Tasmania recorded the highest fatality rate of any state at 8.2 deaths per 100 000 people, a 51.2 per cent increase on 2024. Fatality rates are a more accurate measure of risk because they adjust for population. Only the Northern Territory had a higher fatality rate, making Tasmania one of the most dangerous jurisdictions in Australia for road trauma (see Figure 3.14).

There are a range of factors contributing to this trend, but it is irrefutable that the risk of pedestrian death increases with higher speeds. Where children and pedestrians are known to be present, managing speeds is critical to keep them safe.

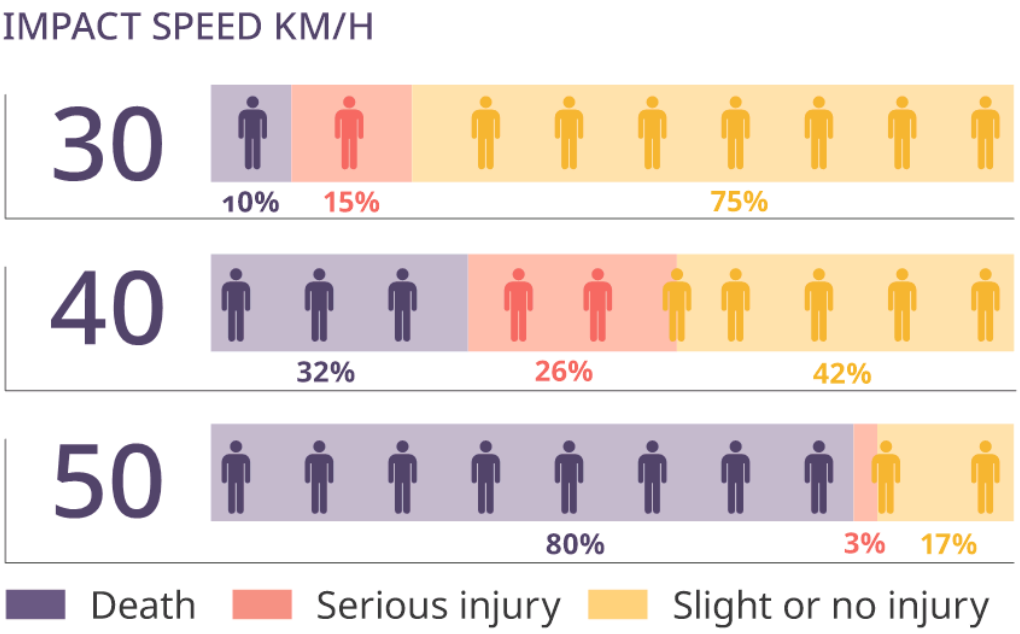


Figure 3.12: Risk of pedestrian death at different speeds (Austroads 2018).

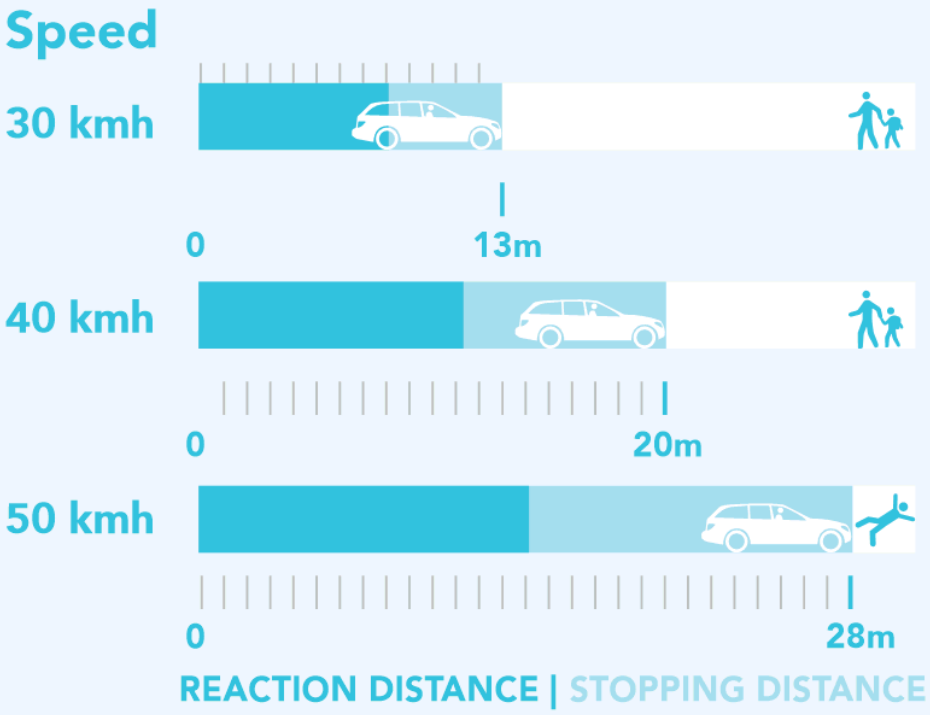


Figure 3.13: Influence of driving speed on stopping distance (Global Designing Cities Initiative 2025).

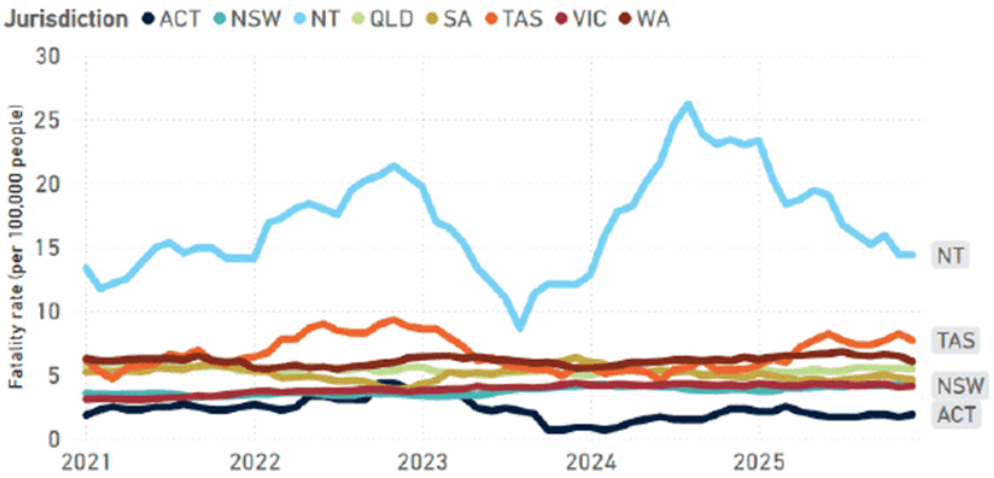


Figure 3.14: Fatality rate per 100 000 people (BITRE, 2026).

Effective speed management

Rather than applying speed limits in a piecemeal fashion, which can be confusing for drivers, there is strong support for an area-wide 40 km/h limit across Mount Nelson. This approach has several advantages:

- **Consistency:** Drivers are more likely to comply with speed limits when they are predictable and uniform across a larger area.
- **Clarity:** A single speed limit reduces confusion and is easier to communicate, especially for visitors or infrequent drivers.
- **Cost-effectiveness:** Area-wide limits reduce the need for extensive signage and enforcement infrastructure.
- **Equity:** All streets, not just those with a history of incidents, benefit from safer speeds, improving access and comfort for all users.

3.3 Improved transport choices

Mount Nelson is well placed to support more sustainable and inclusive transport choices to local destinations. Many residents already walk, ride or catch the bus – but feedback shows there are some opportunities to make better use of what is in the local area. This section identifies some of the key ways we can expand transport options in Mount Nelson.

Better connections to tracks and trails

Mount Nelson is surrounded by bushland and informal tracks that offer scenic, car-free alternatives to the main street network. This is a key reason why many people treasure living in the area. It is very rare to have such proximity to both the bush and a capital city centre. However, many of these routes are disconnected, unsigned or a little difficult to access, limiting their use for everyday trips. This is also a great opportunity to enable more bike and e-bike riding for less confident riders, provided that paths and signage clearly indicate where the best bike routes are. A top priority is an alternative route to and from Sandy Bay that allows walkers and riders to avoid The Bends.

- Formalise or improve existing trail connections, including between Hobart College and Mount Nelson Store.
- Create new links such as switchbacks or short connections to make steep or fragmented sections more accessible for people walking, wheeling or riding. Suggested locations include from Lambert Rivulet to Rialanah Road and from the Signal Station to Cartwright Reserve.
- Investigate the feasibility to provide off-road links along public easements and rights of way, such as between Bends 2 and 4, and 4 and 6.
- Improve signage and wayfinding, including simple destination signs at key points, to help people confidently use tracks for walking and riding trips.

Track and trail links are identified in Section 4.2.

Figure 3.15: The path from Mount Nelson Store to Hobart College is a popular alternative to walking along Olinda Grove.

Bus stop improvements

Bus services in Mount Nelson are used by students, commuters and older residents, but the experience of using public transport leaves a lot to be desired. Service frequency and bus infrastructure is the responsibility of the Department of State Growth, and outside the City of Hobart's control. However, it is important to acknowledge that buses are infrequent and not well timed for many trips, particularly outside of peak periods. Ongoing advocacy for improved public transport services is identified in the Hobart Transport Strategy (A.21).

Most bus stops in Mount Nelson are very basic. As shown in Figure 3.16, stops are usually a sign (bus flag with timetable information) with no shelter or seating, and several are located in positions that create safety or accessibility issues, such as on blind corners, narrow verges, or without a connected footpath. These conditions make it almost impossible for people with mobility challenges, or those travelling with children or prams, to use the bus service.

Community feedback highlighted the importance of reassessing the location of current bus stops and suggested the introduction of smaller buses to better suit local needs.

When combined with improvements to pedestrian crossings and footpath connectivity, these changes can help transform the bus network into a more accessible, inclusive and practical transport option for different users.

Figure 3.16: A typical bus stop on The Bends.

The influence of behaviour change

Infrastructure improvements are most effective when paired with programs that support people to try new ways of getting around. Community feedback suggests strong interest in initiatives that promote walking, cycling and public transport use. But when it comes to children's mobility, parental attitudes are shaped more by social environments (e.g. trust in neighbours, fear of strangers) than by physical infrastructure alone[5]. Research suggests stronger social connections would improve trust levels in neighbourhoods and help generate positive parental-peer relationships (more support among parents to support their children's independent travel).

For this local area mobility plan to succeed, we need to create streets that feel safe and welcoming, while also encouraging people to think differently about how they travel. This means helping people gain the confidence and support they need to change their habits, and creating an environment that makes walking, cycling and public transport easier and more appealing. By doing this, we can support not just short-term changes, but a lasting shift in how our community moves.

Opportunities include:

- Implementing signage and communications to guide people and increase awareness of local walking loops, tracks and trails.
- School travel planning and active travel events to support safer and healthier school commutes.
- Community-led initiatives such as walking groups, bike skills workshops or 'walk to the shop' campaigns.

Other community-led efforts to improve visibility and safety around school routes:

- Community working bees to prune vegetation near roads.
- Making sure people are aware of the presence of vulnerable wildlife – through new signage and a reinforced communication plan led by the community.

4. Actions and recommendations

4.1 Area-wide action

The top priority area-wide action for all of Mount Nelson is to provide a consistent speed limit of 40km/h across all streets, with the exception of Olinda Grove.

Action		Description
1	Mount Nelson area-wide 40 km/h speed limit	Signpost vehicle speeds to 40km/h, with the exception of Olinda Grove.

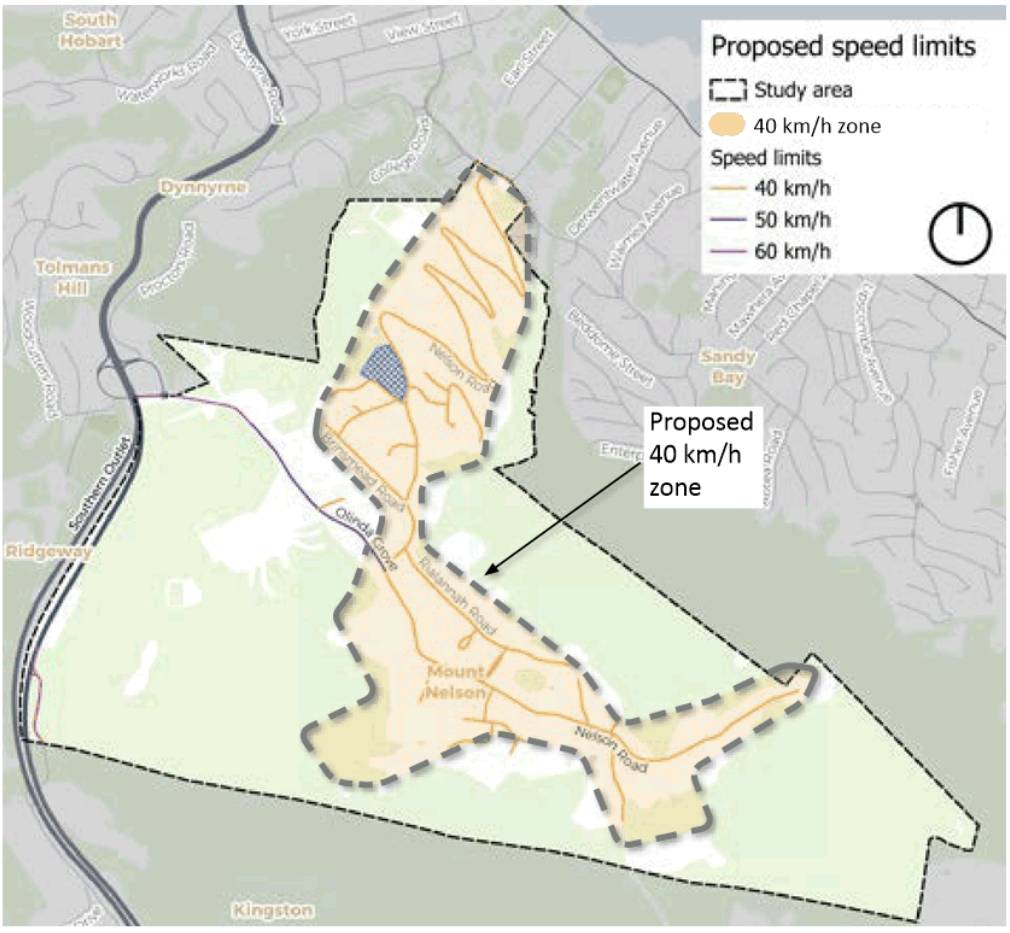


Figure 4.1: Proposed 40 km/h zone.

4.2 Location-specific actions

This local area mobility plan identifies 17 actions at specific locations that fall under the following four types of interventions or street treatments, and mapped at Figure 4.2:

TYPES OF ACTIONS IN THIS PLAN

SAFER INTERSECTIONS AND CROSSINGS

Make safety improvements to intersections to make it safer and easier to cross streets and side roads. **Actions 2 to 6.**

NEW OR UPGRADED FOOTPATHS

Introduce new paths to connect the walking network. **Actions 7 to 11.**

TRAFFIC CALMING

Install targeted measures such as slow points, including trees and landscaping, to make streets calmer and more pleasant, and to reinforce speed limits. **Actions 12 to 13.**

TRACK AND TRAIL LINKS

New connections to tracks and trails with signage to increase the transport utility of these routes. **Actions 14 to 17.**

These interventions are numbered 2 to 17. The proposed actions mapped in Figure 4.2 are listed and further detailed in the next sections, organised by intervention type.

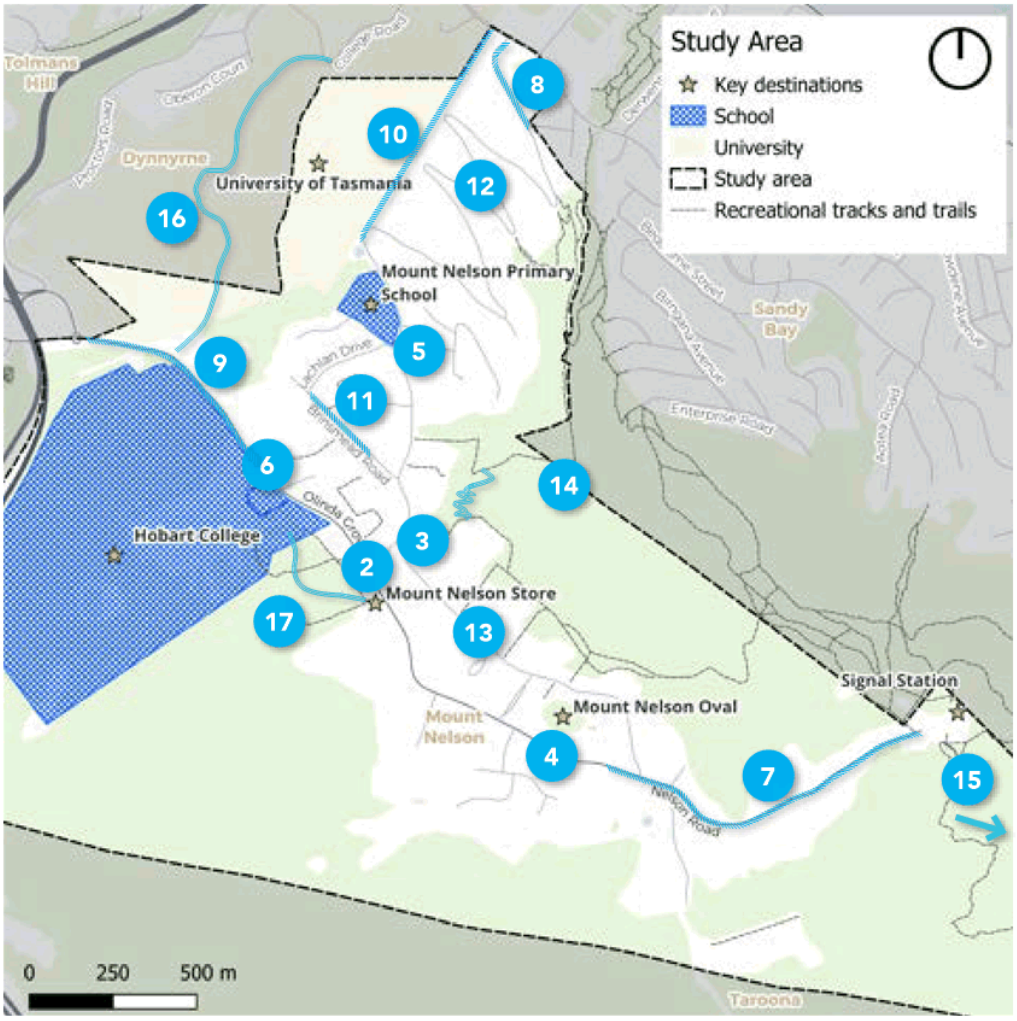


Figure 4.2: Summary plan of priority local area mobility plan actions.

Safer intersections and crossings

Community feedback and local analysis has identified several locations in Mount Nelson where improved crossing opportunities are needed, particularly near the school and Mount Nelson Store, which are also the most popular bus stops. These locations do not provide safe crossing points where people want to walk. Side road intersections near Rialannah Road (Action 3) and Pauline Avenue (Action 4) are examples where vehicle turning movements are prioritised over community safety and need to be improved.

Treatments should improve visibility and accessibility for people walking, minimise crossing distances, physically slow vehicles at locations where people walking or riding are most exposed. The design for each location will need to respond to challenging constraints, including steep slopes, stormwater issues and bends that can restrict sightlines.

Bus stops near Mount Nelson Store and the primary school can be improved to be more attractive and accessible. Working with the Department of State Growth to upgrade these stops in alignment with other works is an opportunity to make bus stops more inclusive and comfortable.

Action		Description
2	Nelson Road/ Olinda Grove intersection and crossing upgrades (Figure 4.3)	Make it easier and safer to cross Nelson Road at the Olinda Grove intersection with a new splitter island and improve access between Mount Nelson Store and the nearby bus stop with an accessible priority crossing. The new crossing will better serve the pedestrian desire line and encourage more people to cross the street away from the busiest traffic movements.
3	Nelson Road/ Rialannah Road intersection and footpath improvements (Figure 4.4)	Install kerb buildouts and a continuous footpath at Rialannah Road and extend the footpath to the bus stop to create a safer place to wait and cross. Investigate options to connect to the northern footpath and reduce the crossing distance while slowing traffic. Extend the No Stopping zone on the north side of Nelson Road to improve safety and visibility.
4	Mount Nelson Oval crossing improvement	Provide a median island, footpath connections and stormwater infrastructure to make it easier to stage a crossing when walking and reinforce safe vehicle speeds.
5	Mount Nelson Primary School pedestrian priority upgrades (Fig 4.5)	Provide buildouts and a continuous footpath on Pauline Avenue at Nelson Road. Reposition the school crossing to near to the bus stop, providing priority for people walking and accessibility improvements.
6	Hobart College crossing upgrades	Provide safer places to cross to Hobart College from Brinsmead Track and at Onslow Place, connecting to the new footpath on Olinda Grove (Action 9).

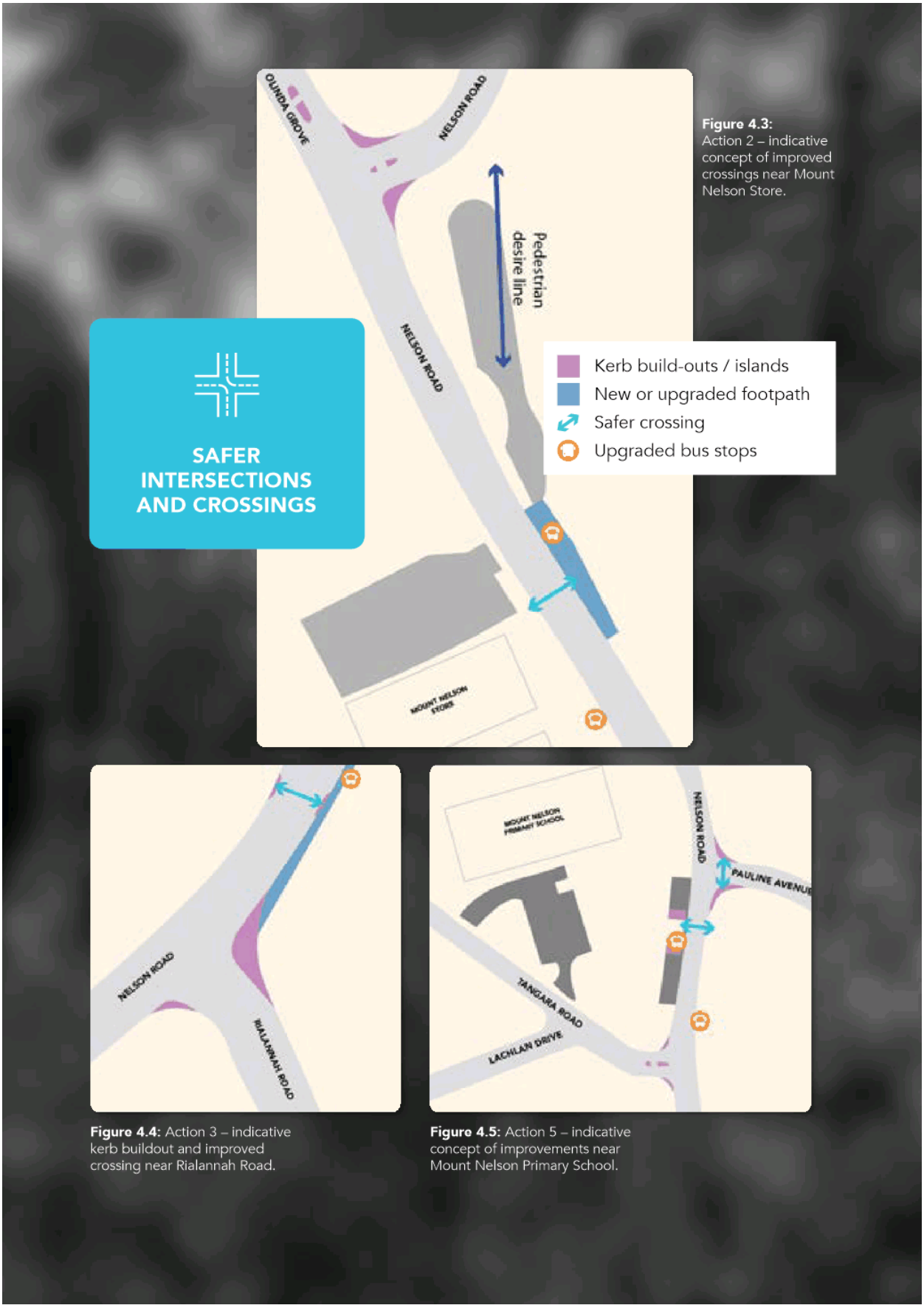


Figure 4.3: Action 2 – indicative concept of improved crossings near Mount Nelson Store.

Figure 4.4: Action 3 – indicative kerb buildout and improved crossing near Rialannah Road.

Figure 4.5: Action 5 – indicative concept of improvements near Mount Nelson Primary School.

New and upgraded footpaths

Mount Nelson has several locations where short missing segments of footpath create significant barriers to walking. These gaps disconnect homes from schools, bus stops and bushland tracks, and at times force people into unsafe conditions.

New pathways should create dedicated space for walking and riding, which may require selective narrowing of the carriageway. Each project needs to improve the visibility and awareness of people walking and riding, especially near bends and driveways. Vegetation needs to be retained and designs should respond to the landscape using low-impact materials.

All paths must be accessible to people of all ages and abilities, including those using prams, wheelchairs or mobility aids.

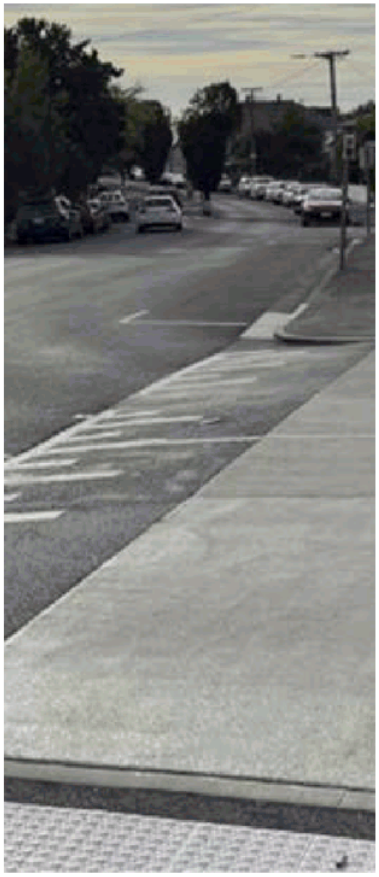
Action		Description
7	Nelson Road pedestrian separation (oval to Signal Station)	Provide a dedicated walking space along Nelson Road using line marking and sections of physical separation. The preferred dimensions are a 1.5 m pedestrian path alongside a 6 m carriageway, which may require localised pavement widening and targeted lane narrowing in some places. The design must prioritise a consistent pedestrian connection and ensure vehicles travel at a safe speed. To maintain safe access for pedestrians, public transport and emergency services, new on-street parking restrictions will be introduced.
8	Lower Nelson Road footpath upgrade (Barrie Irons Oval to Richmond Parade)	Upgrade the verge to create a continuous, safe walking connection along the northeast side of the street, linking existing footpaths. This will involve relocating a small number of parking bays to make room for a footpath. The works will be timed to align with a review of parking occupancy and controls in the area (see Action 12).
9	Olinda Grove footpath and stormwater upgrade	Extend and connect existing footpath on the southern side of Olinda Grove from Proctors Road roundabout to Onslow Place, including new kerb and channel and stormwater management.
10	Mount Nelson steps	Assess and upgrade the steps to make the route safer, more accessible and more comfortable to use. This includes clearing vegetation, improving surfaces to reduce slipperiness, ensuring even and consistent steps, adding or improving handrails where needed, and making the path clearer and easier to follow so the walk feels safer and more inviting.
11	Brinsmead Road footpath	Construct a new footpath on the northern side of the street, reducing the carriageway width where necessary to ensure street trees are retained.

Traffic calming

Certain streets in Mount Nelson encourage speeds that are too high for a residential area with children and adults walking and riding. Traffic calming interventions reduce vehicle speeds to match the local context – particularly near schools, crossings and trail connections, and reinforce the area-wide speed limit. If well designed, they will also make the presence of people walking and riding more visible and expected, using design cues that signal shared use and encourage respectful driving.

Improving comfort and safety on Rialannah Road will create a more relaxed street for residents, and also benefit walking and cycling trips between the oval (and playground) and the primary school. It offers a quieter, low-traffic alternative to Nelson Road, which has limited footpaths and more through-traffic.

On The Bends, there is not enough space to separate people walking, riding and driving. As a result it will be important to physically reinforce the 40 km/h speed limit to ensure everyone travels slow enough to create an area safe for people to walk short distances to bus stops and the nearby steps (down to Sandy Bay or up to the school).



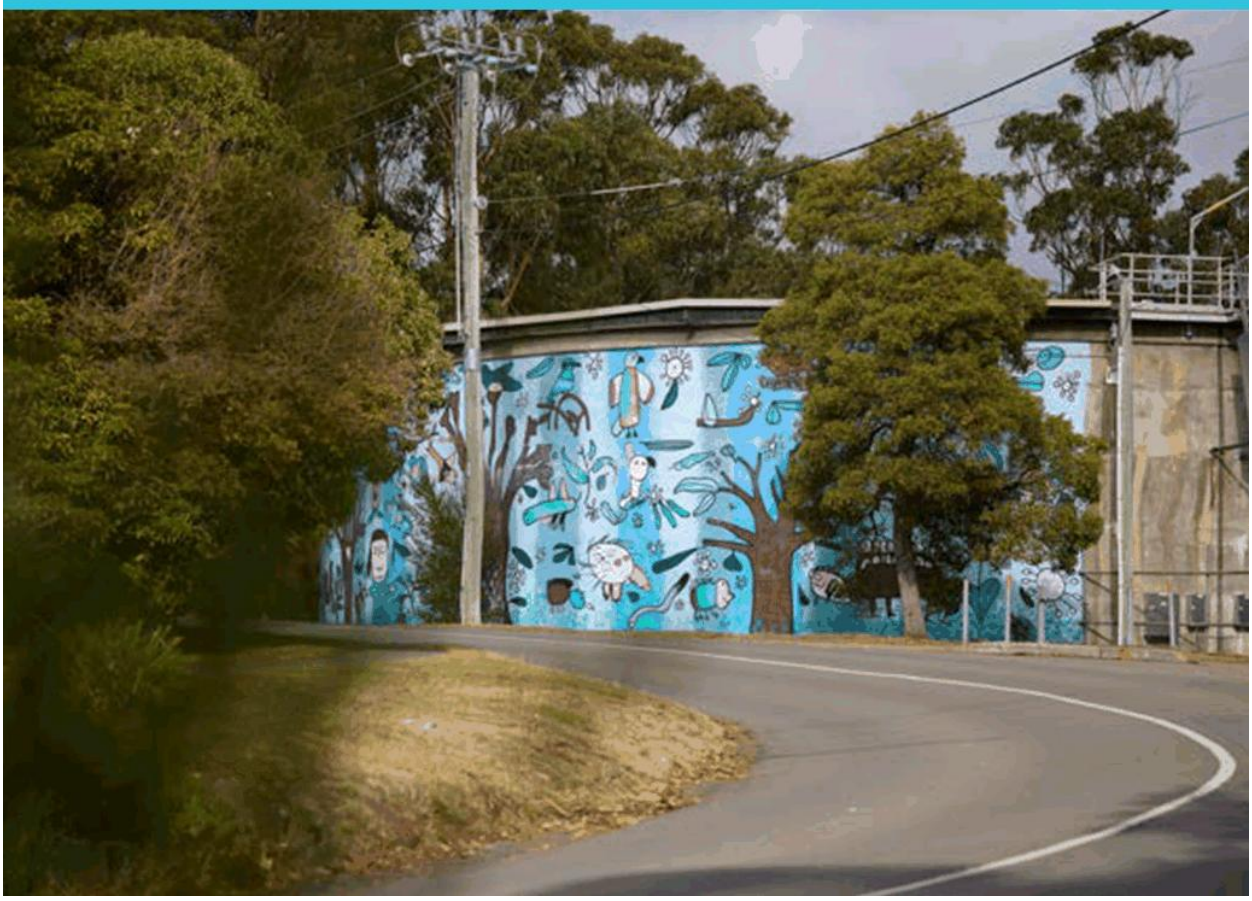
Action		Description
12	The Bends (Nelson Road) resurfacing and parking review	Resurface the road and review line marking to reinforce safe speeds of less than 40 km/h. Analyse on-street parking controls to improve access to the steps on foot.
13	Rialannah Road traffic calming	Install treatments to reduce the average speed to less than 40 km/h, while making the street more attractive to walk, wheel and ride.

Track and trail links

Mount Nelson is surrounded by bushland and existing tracks that offer a quieter, more enjoyable way to get around. With a few improved connections to existing tracks, these paths can be more useful for transport as well as recreation. Improving access to the track and trail network can shift selected short journeys away from busier streets and make walking and riding more appealing. This is especially important for young people, who benefit from having safe, off-road routes to explore and travel independently. There are also opportunities to investigate off-road connections via public easements, including on The Bends.

Action		Description
14	Upper Rialannah track	Construct new switchbacks from Lambert Rivulet track to Rialannah fire trail providing an important alternative connection between Mount Nelson and Sandy Bay.
15	Porter Hill track	Design and deliver a new connection from the Signal Station towards Taroona, increasing residents' opportunities to walk or ride to schools or the beach.
16	Sportsfield track	Work with the University to introduce a new and upgraded trail to connect College Road to Olinda Grove, providing an off-road alternative to Proctors Road.
17	Hobart College trail	Formalise and realign the connection between Hobart College and Mount Nelson Store, giving students an alternative to walking or riding on Olinda Grove.

5. Summary and priorities



5.1 Prioritisation approach

The projects included in this local area mobility plan have been prioritised based on the volume and nature of community feedback (Section 2), supporting analysis (Section 3), and assessment against the following criteria:

1. Can be easily delivered.
2. Relatively low cost.
3. Will have a high impact and has strong community support.

To inform project timing, an additional screening step was applied, drawing directly on community feedback. Projects that scored highest for overall community impact, and those located in the community's top-priority locations, were given additional weighting. This approach has helped differentiate short, medium and longer-term actions, ensuring early works focus on projects that respond most strongly to community priorities and are likely to deliver visible benefits.

In total, this plan recommends 17 projects the City of Hobart can deliver to support people of all ages and abilities to walk, ride or catch public transport. High-cost projects are staged to span multiple budget years. Table 5.1 summarises all recommended actions and staging over 10 years. The table also highlights those that will support walking and riding trips to school, aligning with the forthcoming Mount Nelson School Access Travel Plan.

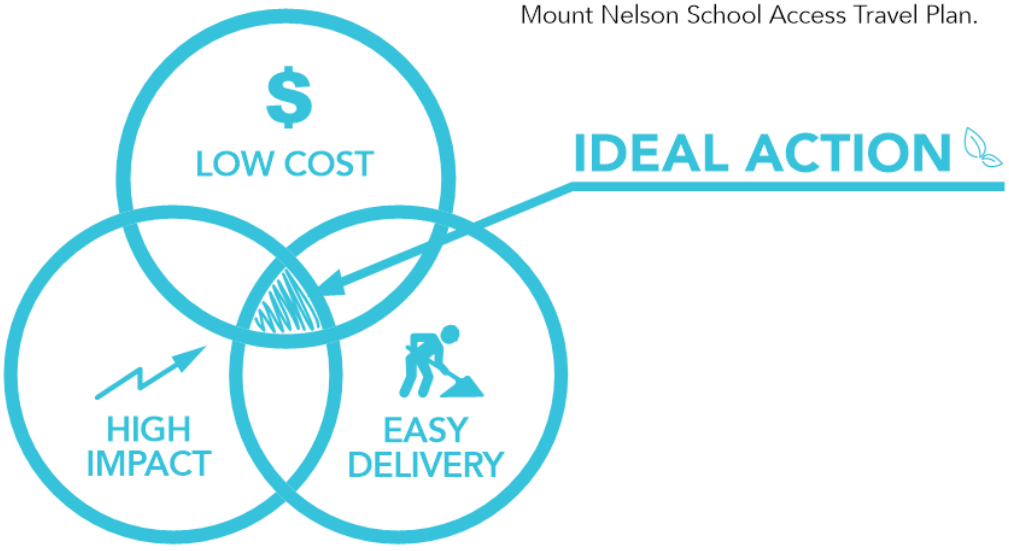


Figure 5.1: Prioritisation framework.

	ACTION	TIMING	SCHOOL TRIPS
1	Mount Nelson area-wide 40 km/h speed limit	Short term	
2	Nelson Road/Olinda Grove intersection and crossing upgrades	Short term	
3	Nelson Road/Rialannah Road intersection and footpath improvements	Medium term	
4	Mount Nelson Oval crossing improvement	Short term	
5	Mount Nelson Primary School pedestrian priority upgrades	Short term	
6	Hobart College crossing upgrades	Medium term	
7	Nelson Road pedestrian separation (oval to the Signal Station)	Short term	
8	Lower Nelson Road footpath upgrade (Barrie Irons Oval to Richmond Parade)	Long term	
9	Olinda Grove footpath	Medium term	
10	Mount Nelson steps	Medium term	
11	Brinsmead Road footpath	Long term	
12	The Bends (Nelson Road) resurfacing and parking review	Medium term	
13	Rialannah Road traffic calming	Medium term	
14	Upper Rialannah Track	Medium term	
15	Porter Hill Track	Long term	
16	Sportsfield Track	Medium term	
17	Hobart College trail	Short term	

Table 5.1: Summary of prioritised actions

References

1. Sandy Bay / Mt Nelson Neighbourhood plan Desktop Aboriginal Heritage Report (2003), Stuart Huys and in particular Statement by Theresa Sainty pg37-38.

2. Sandy Bay Neighbourhood Plan Historic Heritage Considerations (2023), Praxis Environment.

3. Cycling and Walking Australia and New Zealand (2025), 2025 National Walking and Cycling Survey

4. NSW Health (2025), NSW Active Transport Health Model Active Transport Community of Practice Ministry of Health Active Transport Health Model April 2025

5. Moghtaderi, Burke, Tranter, Armit (2013), Understanding Australian Parents' Attitudes About their Children's Travel Behaviour

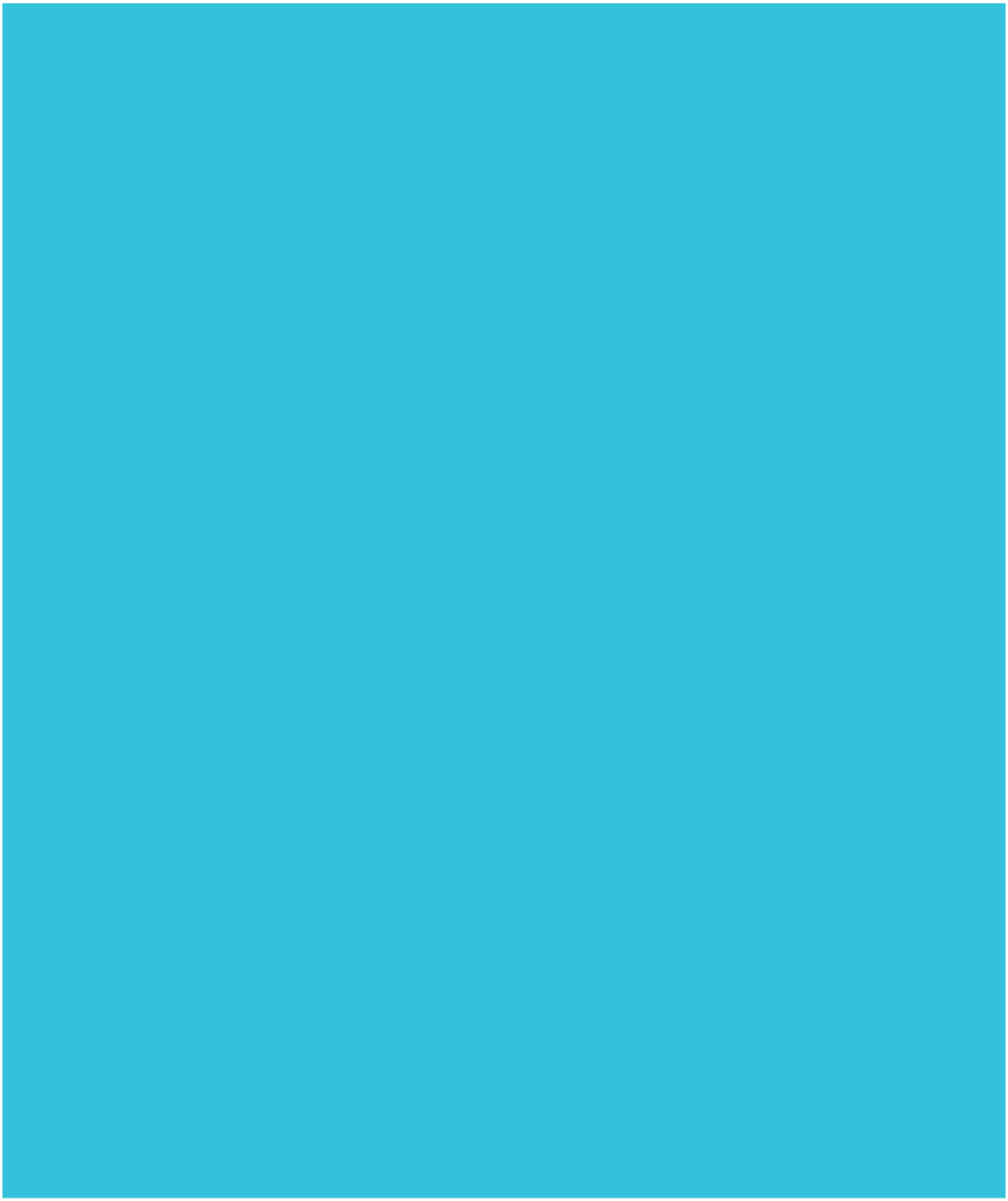
6. Design of Roads and Streets Manual (2024), Transport for New South Wales

7. Greater Hobart Travel Survey (2023), Department of State Growth

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

9. Road kill in Tasmania (2025), various community reported sources collated by the Department of Natural Resources and Environment Tasmania and published on TheLIST.

10. Australian Road Deaths Database (2026), Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts



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FEBRUARY 2026

Community Engagement Report

MOUNT NELSON LOCAL AREA MOBILITY PLAN

YOUR SAY HOBART | City of HOBART

Table of contents

CITY OF HOBART
ENGAGEMENT SNAPSHOT
MOUNT NELSON LOCAL AREA MOBILITY PLAN
FEBRUARY 2026

HOW WE ENGAGED

Throughout the engagement period, activities included: two rounds of engagement, an interactive map, online surveys, and workshops.

2 Rounds of Engagement

30 Attendees across 2 in-person community workshops

386 Online Map interactions

61 Online survey responses

WHAT WE HEARD

What are the Top priorities for Mount Nelson?

- New or Upgraded footpaths
- Safety intersections and crossings
- Traffic calming (slower speeds)
- Improved connections to tracks and trails

Do you support the Draft Mt Nelson LAMP?

- **61%** Support or strongly support
- **10%** Oppose
- **10%** Neutral / no opinion
- **16%** Haven't read the draft

MEDIA / PROMOTION TOOLS

94k Reach on Social media

2000 Postcards distributed

84 Facebook comments

City of HOBART

1. Executive summary

The City of Hobart engaged the Mount Nelson community to help shape a local area mobility plan for their area aimed at improving safety, accessibility and active travel over the next decade. Across two engagement rounds — using workshops, online mapping, surveys, postcards and social media — residents shared detailed feedback that guided the development of the draft plan.

What we heard

Community feedback across both rounds was clear and consistent.

Key themes across surveys and workshops included:

• **Speed and safety:** Participants reported strong concerns about speeding, unsafe bends and limited visibility in the project area.

• **Walking infrastructure:** High demand for new footpaths, safer crossings and child-friendly walking routes.

• **Cycling and micromobility**: Specific roads and bends perceived as unsafe for bike riding due to narrow widths and lack of infrastructure.

• **Public transport:** Ongoing concerns about bus frequency, reliability and bus size.

• **Parking behaviour:** Poor parking practices impacting safety and access.

• **Connections and mobility:** Desire to upgrade steps, improve local walking links and provide safer access to key destinations such as the Signal Station.

• **Key locations for improvement:**

- Nelson Road (especially 'the bends').
- Mount Nelson Primary School.
- Mount Nelson Store.
- Signal Station route.
- Nelson Road Oval.
- Olinda Grove / Nelson Road.

How insights informed the plan

Community insights directly shaped recommendations in the draft Mount Nelson Local Area Mobility Plan. The plan aims to balance local priorities with physical and environmental constraints while improving safety, accessibility and connectivity. The strong participation throughout the engagement process ensures the plan reflects lived experience and the needs of residents who travel through Mount Nelson every day.

2. Background

2.1 Project background

The City of Hobart is developing a local area plan for Mount Nelson to create safer, more enjoyable walking and cycling routes in the neighborhood. The plan will make it easier for children to get to school, residents to access shops and public transport, and it will encourage active lifestyles while reducing carbon emissions.

For Mount Nelson, the plan will outline projects for inclusion in the City of Hobart's capital works program over the next 10 years.

The City of Hobart has developed three other local area mobility plans. Previous consultation was also held with the local community two years ago where a lack of pathways to access the Signal Station and issues with excessive speed were raised.

2.2 Engagement objectives

- Understand community behaviour and identify expectations in relation to transport and active travel.
- Identify opportunities and manage community expectations about constraints and limitations in the area.
- Refine actions/recommendations based on the first stage of engagement.
- Understand the initiatives the community would like to see prioritised.

2.3 Level of influence

Based on the IAP2 Spectrum of Public Participation - the level of influence the community had during the engagement process - the community was informed and consulted during the engagement period. Information was provided to assist them in understanding the project goals and providing opportunities to share their feedback on local issues and opportunities, as well as providing feedback on the suggested draft local area mobility plan.

3. Methodology and participation

Two rounds of engagement were held to collect feedback and help develop the draft local area mobility plan.

3.1 Round 1 – Development of the draft plan

Period: 5 August to 23 September 2025.

Target audience: Broader Community.

Promotion:

- Distribution of 1000 postcards to the neighborhood.
- Social Media:
  - Total reach = 43.1k.
  - Facebook post August 2025 = 49 engagements and comments.
  - Facebook post September 2025 = 13 engagements and comments.

Methodology and participation:

- 386 comments on the map tool.
- 15 workshop attendees.

3.2 Round 2 – Consultation on the draft plan

Period: 15 December 2025 to 13 January 2026.

Target audience: Broader community.

Promotion:

- Two emails sent out to the previous participants who provided feedback via the map tool.
- Distribution of 1000 postcards to the neighborhood.
- Social Media:
  - Total reach = 51.8k.
  - Facebook post January 2026 = 22 engagements and comments.

Methodology and participation:

- 61 online survey responses.
- 15 workshop attendees.

4. Engagement data

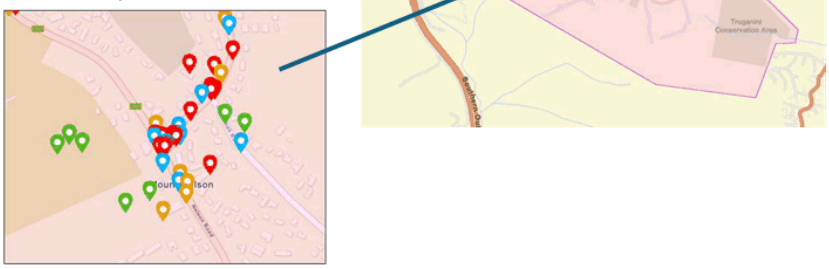
4.1. Round 1 – developing the draft plan

4.1.1 Online interactive map

- 386 posts from 121 contributors.

Four main topics

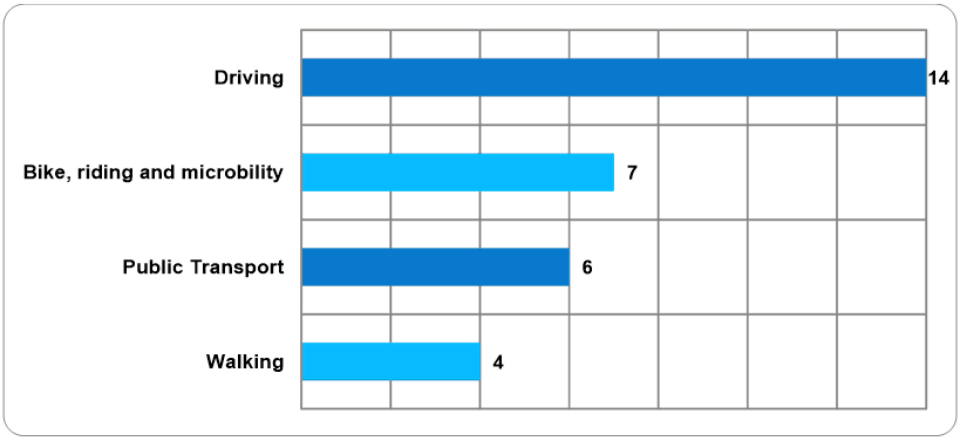
- 49 pins – 'Crossing the street feels unsafe'.
- 81 pins – 'Moving along the street feels unsafe'.
- 81 pins – 'A place that I like to walk or ride'.
- 109 pins - Other (issue or idea).



4.1.2 Workshop 1

- **Main transport mode**

Q1: What are your two main transport modes for travelling to and from Mount Nelson?



- **Transport choices discussion - identifying challenges and opportunities**

	Challenges	Opportunities
Public transport	• frequency • size of the buses • blind spots on Nelson road bends • lack of connections between Mount Nelson and Kingston.	• aim to 30 min frequency buses • smaller buses • app for locating bus/informing people • route between Mount Nelson and Kingston
Bike / e-bike / scooter	• high scheduled vegetation maintenance • grates not bike friendly • unevenness of road surface from Olinda grove to Nelson road bend 2 • approaching the Nelson road bend corners - 'the bends' are hard to ride • connection between the bends and Sandy Bay via stairs can be improved • existing track between Brinsmead road and Olinda Grove needs to be wider.	• upgrade remaining grates to be bike friendly • upgrade Nelson Road bends surface • upgrade track to connect to UTAS • upgrade tracks that connect to Rialannah Road • wayfinding and improve signage to help navigation.

- **Speed and road safety discussion**

Where do participants feel unsafe, due to vehicle speeds	
Why	**Opportunities for improvements**
• Unsafe to cross close to Mount Nelson store • Cars parking on streetside on Nelson Road • Left turn Olinda Grove to Mount Nelson road • Cars speeding close to signal station • 50km/h is too fast for the area • High amount of big buses on the Nelson road bends, going fast. • Connection between Southern Outlet and Olinda Grove feels unsafe	• better connection to Tolmans Hill • 40km/h zone in Mt Nelson • small buses • more speed cameras • more events to enhance the area

- **Walking discussion**

What makes walking unsafe or uncomfortable in your area?	
Why	**Opportunities for improvements**
• Poor visibility due to vegetation on 'the bends'. • UTAS's steps are poorly lit at night. • Walking on the Nelson road bends feels unsafe, especially for dog walkers and people riding bicycles. • The sewer overflows near Nelson Road bend number 5. • Cars parked on footpaths. • Speeds are too high. • Disconnected and dangerous pathways to Tolmans Hill. • Missing footpath and no crossing near Proctors road roundabout. • It is very hilly. • Not accessible existing pathways. • Drivers not stopping at crossings.	• More frequent pruning and maintenance of vegetation– collaboration between council and residents. • Provide large green waste or a free tip run – campaign to coordinate a bends working bee. • Improve street lighting – even solar lighting. • Reduce speed limit. • Introduce line marking on Nelson road bends. • Previous plans to widen in between bends 1-3. • Advocate for TasWater to complete maintenance and fix. • Maximise existing footpaths and walking areas, including no parking signage or yellow lines in key locations. • Traffic calming measures (speed bumps, negotiated slow points). • Improve signage and possible enforcement. • Install pedestrian refuge island near the Mount Nelson Store. • Resurface Nelson road bends. • Introduce edge line marking. • Reduce all speed limits to 40 or 35 km/h. • Provide some indented bays for parking or walking space.

Above: Staff attending and facilitating community workshops in Mount Nelson.

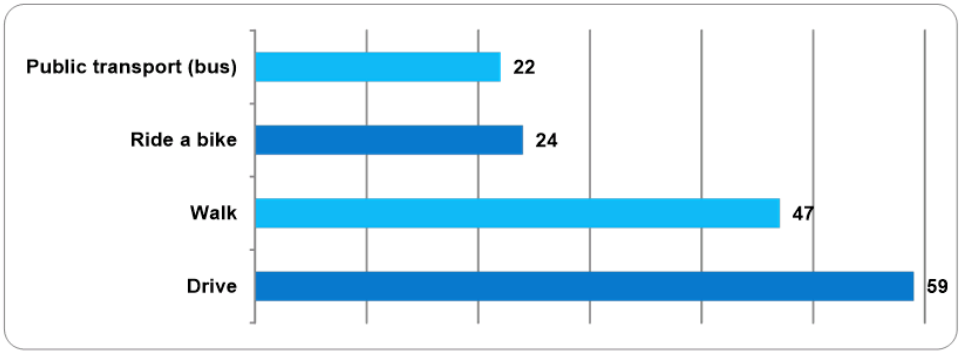
4.2. Round 2 – Consulting on the draft plan

4.2.1 Online survey

- Survey period: 15 December 2025 and 11 January 2026.
- 61 survey responses.
- 94% of respondents live in Mount Nelson.

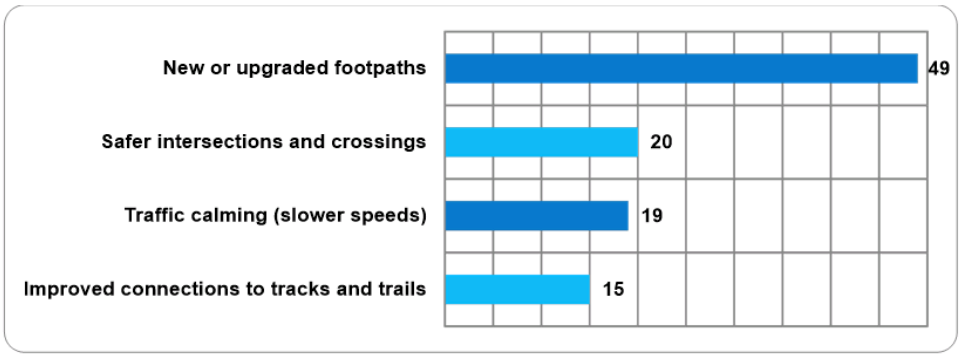
- **Ways of travelling around**

Q1: How do you usually travel around Mount Nelson? (Select all that apply)



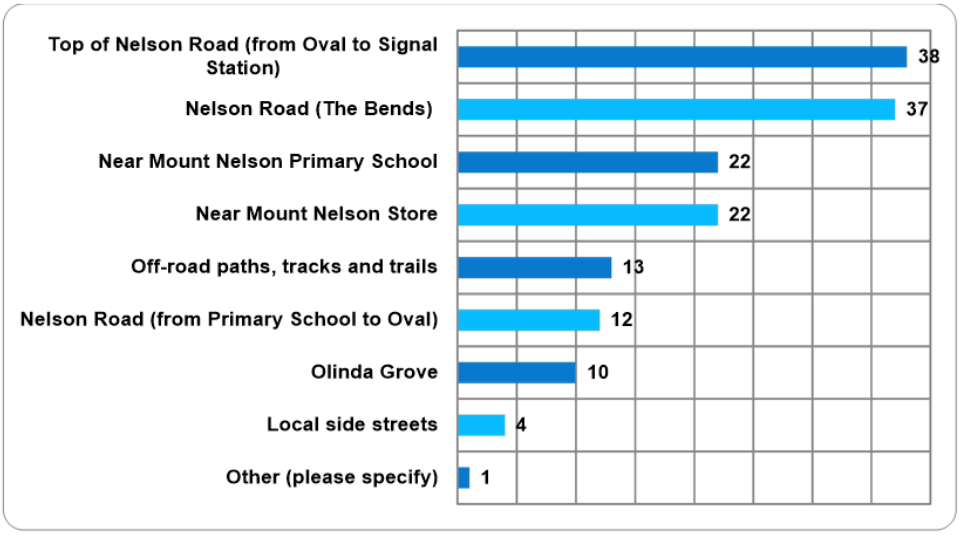
- **Types of improvement**

Q2: Which types of improvements do you think should be the highest priority for Mount Nelson? (Select up to 2)



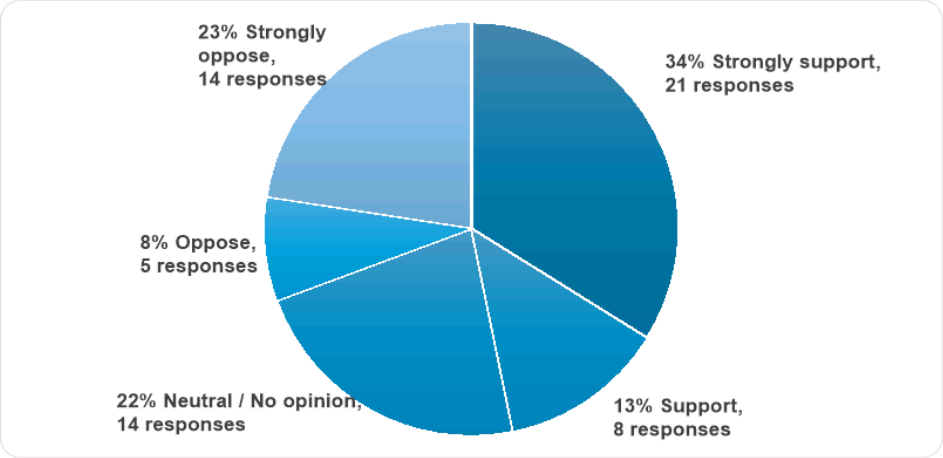
- **Top priority locations**

Q3: In your opinion, what are the top priority locations for investment to improve walking and riding in Mount Nelson? (Select 3)



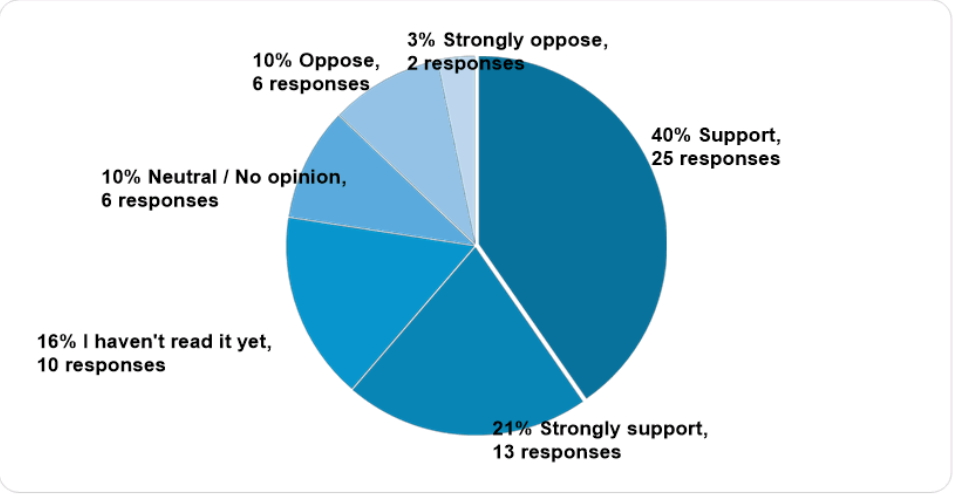
- **40km/h support**

Q4: Do you support the introduction of a 40 km/h neighbourhood speed zone in Mount Nelson?



- **Support for the draft Mount Nelson Local Area Mobility Plan**

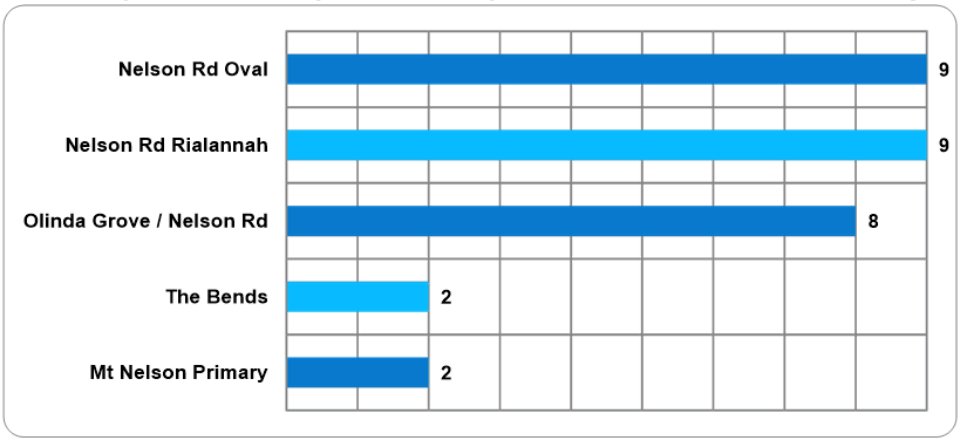
Q5 : Overall, how do you feel about the Draft Mount Nelson Local Area Mobility Plan 2025?



4.2.2 Workshop 2

New and upgraded footpaths

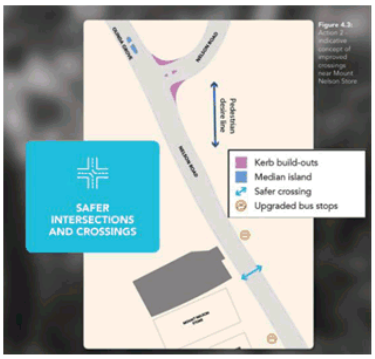
Q1: Priority locations to improve the safety of these intersections and crossings



Topics discussed:

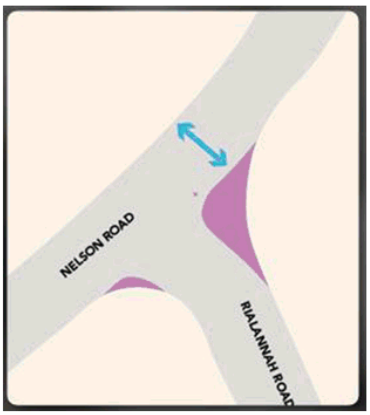
a) Concept of improved crossings near Mount Nelson Store

- Ensure bus turning movements are safe if kerbs is exposed/ bulbs out.
- Existing refuge island is "rubbish" due to behaviour of drivers turning.
- Don't take the crossing away (Council land).

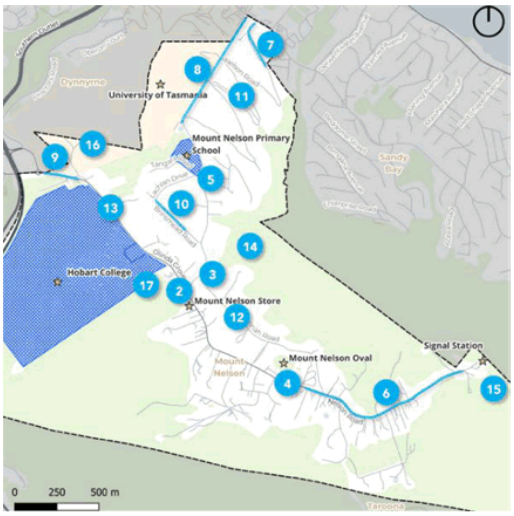


b) Concept of Nelson Road - improved crossing near Rialannah Road

- Yellow Kerb/No parking along this area (along Nelson Road).
- Alternate crossing (Nelson Road) also upgrades bus stop comfort. But beware lack of footpath, noting elevation challenge.
- If this is solving line of sight – good, but is it creating a problem with drivers turning into run?
(along Rialannah Road)



New footpaths, tracks and trails



LOCATION	COMMENTS ON THE PROPOSED LINKS
6	• design to make specific considerations on traffic for busier days. E.g. Aurora Boreal, NYE.
	• bushfire management
	• emergency management/Emergency access
	• size of buses turning corners is hard for drivers
	• aurora shuttle
	• parking.
7	• parking input - where are cars going to park?
	• Hill Street shop
	• sports
	• restoration of bends.
8	• steps (lots of comments on that describing as very uncomfortable)
	• more ergonomic
	• work with UTAS car through.
9	• requires a crossing
	• where should the crossing be
	• kerb and gutter.
Bends	• Proctors closed/traffic diverted
	• claim pedestrian refuges that connect over time
	• working bees
	• one way suggestion
	• give way etiquette.

Traffic calming and speed management

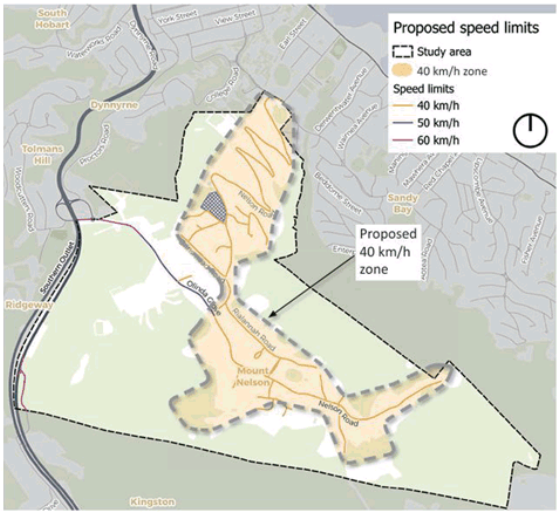
Where people think:

1. Calming streets would be inappropriate?

- Rialannah road
- Mount Nelson
- enough parking
- parking.

2. Types of calming would feel acceptable?

- car parks busy on Saturdays
- Median island
- area wide – won't solve issue.



- **Speeds are a problem?**
- entrance to the college/bend 7.

5. Key findings

Here are the main topics and feedback mentioned during both rounds of engagement, across surveys and workshops.

5.1 Round 1 – Ten main insights*

1. Speed and road safety are the most prominent concerns.
2. Strong community desires for lower speed limits.
3. Public transport frequency and connectivity challenges.
4. Road and footpath visibility problems due to vegetation.
5. Walking infrastructure feels unsafe and disconnected.
6. Poor cycling and micromobility conditions.
7. Parking behavior creates safety and access issues.
8. Need for better lighting and safety at night.
9. Strong community support for clearer signage.
10. Desire for infrastructure enhancements across all modes.

5.2 Round 2 – Ten main insights*

1. Strong community support for improved crossings near key locations.
2. High demand for new or upgraded footpaths.
3. Walking safety issues on 'the bends'.
4. Mixed community views on traffic calming and speed reduction.
5. Consistent concern about bus movement and bus size.
6. Clear community support for improving safety measures in areas with higher pedestrian activity.
7. Parking pressure and poor parking behavior affect safety.
8. Strong community desires to improve steps and local walking infrastructure.
9. Emergency access and bushfire management are critical considerations.
10. Priority locations identified for improvement including: Nelson Road Oval, Nelson Road ('the bends'), Mt Nelson Primary School, Mt Nelson Store, Olinda Grove/Nelson Road.

* *Please note that AI support was used to help gather the feedback and summarise recurring themes into the 10 main insights presented in this report.*

5.2 Participant feedback

Here are some of the feedback quoted from the community during all engagement periods.

"No footpaths, do not feel safe walking, or with the pram, extremely unsafe."

"Crossing children across the street feels unsafe."

"There is no footpath from the park to the signal station. This is a popular walk but is unsafe."

"Really dangerous riding down the bends as there is traffic on a too-thin road, no footpath and cars parked out on the road."

"Walking along the street on the bends IS unsafe due to the lack of footpaths. Speed limit should be reduced to 40 km/h on the bends…"

"Footpaths need to be wheelchair/mobility device friendly. Cars should not impinge on footpath space."

"Stairs connecting Mount Nelson to UTAS need maintenance."

"Trim large trees to make pathways safer and improve vehicle visibility."

"Dog friendly connections. Getting to Mount Nelson from Sandy Bay safely by bike (bends are not safe on a bike and Proctors Road dangerous). Keeping suburbs functional."

"If 'the bends' had a speed limit of 40km/h it would be much safer for cyclists, pedestrians, schoolchildren and residents."

7. Conclusion

Overview

The Mount Nelson Local Area Mobility Plan engagement process has provided valuable insights into how residents move around their neighborhood and what improvements they would like to see prioritised over the next decade. Through two rounds of engagement, including workshops, online mapping and surveys, residents contributed a wide range of perspectives that helped shape the draft plan.

What we heard from the community

Across both rounds of engagement, the community consistently highlighted concerns about safety. Residents highlighted issues with speeding, limited visibility, unsafe bends and disconnected or missing walking and cycling infrastructure. Footpaths, safer crossings and better routes for children were recurring priorities. Participants also raised concerns about public transport reliability, bus size and access and unsafe parking behavior. There was a strong interest in enhancing the steps and local walking connections, and the community identified several key locations requiring attention, including Nelson Road, Mount Nelson Primary School, the local store and the Signal Station route.

Connection to previous engagement

The findings from the second round of engagement reaffirmed that limited pathways and speeding continue to impact everyday mobility. The consistency of these messages demonstrates strong awareness of local challenges and community interest in finding long-term solutions.

How feedback has informed the plan

The insights gathered during this process have directly informed recommended actions in the draft Mount Nelson Local Area Mobility Plan. These recommendations aim to balance community aspirations with the physical and environmental constraints of the area. As the City of Hobart progresses towards finalising the Mount Nelson Local Area Mobility Plan, the strong community participation throughout this engagement ensures the plan is grounded in local experience and reflects the priorities of those who live, walk, ride and travel through the neighborhood.

Appendices

All data related to this report are available on request from the Manager City Transport.

Hobart in Motion

City of HOBART

Argyle/Campbell Bike Lane Twelve-Month Review

Council Report
January 2025

CONTENTS

Executive Summary

The Argyle Street and Campbell Street bicycle lane project has nearly completed the "North-South" bicycle and micro-mobility corridor which has featured in key City of Hobart strategic planning documents, plans and strategies for over 25 years.

The project has demonstrated that higher quality facilities, approaching an AAA (All Ages and Abilities) quality can be built in Hobart to improve the safety of vulnerable road users and "support more people to ride more often".

The project was designed and built, with full project funding from the Tasmanian Government. The final cost was less than the high-end cost estimate upon which the funding grant was based.

Data collected and reported in this report shows the project:

- Supports approximately 250 bicycle trips each weekday and more than 6,000 bicycle trips per month.
- Has not seen any easily identifiable increase in crashes and no recorded bicycle crashes.
- Following initial complaints about illegal parking in clearways, has had very little public complaint feedback.
- Has highlighted a market failure in the ability of local vehicle towing contractors to provide clearway towing services to Council.
- Does not appear to have produced any additional traffic congestion (over and above what occurs normally at peak hour).
- Has demonstrated Council can follow through on its strategies, plans and commitments.

Campbell Street (City Hall block)

Observations suggest that road users have adapted to the road changes (except for Clearway parking restriction compliance). Parking bay occupation observations shows good compliance by drivers with parking in marked bays in a tidy manner.

Traffic signal changes have been well accepted and compliance is observed, especially in respect of the Campbell Street and Liverpool street junction.

The use of flexible bollards to encourage separation has been assessed as working well. Damage and vandalism of this road furniture appears to minimal to nil across the project. No concerning issues have been identified.

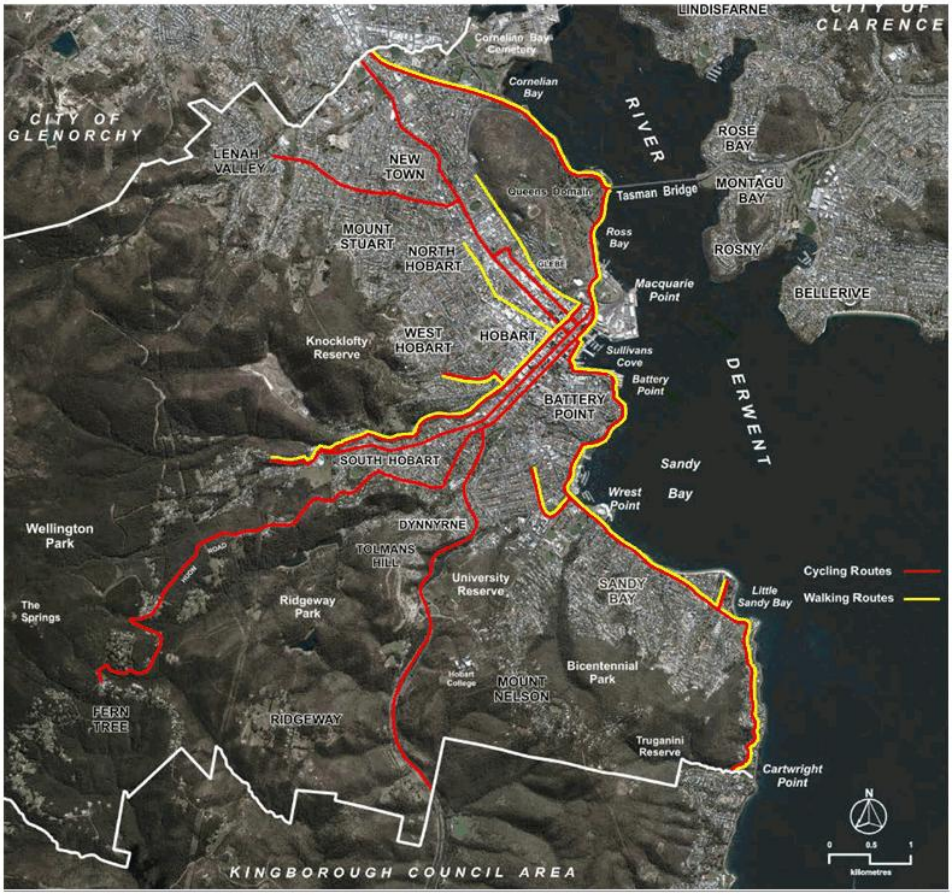
It is recommended that the Argyle Street and Campbell Street bicycle project be moved to ongoing operation – as with all other road and transport projects. Minor changes as with all transport related projects will continue to be made as required.

Background

- Project origin and strategic importance
- Project Planning and reporting to Council
- Project Funding

Project origin and strategic importance

In 2008, the Hobart City Council adopted a Principal Bicycle Network Plan which identified Argyle Street and Campbell Street as part of the Commuter Network for Hobart. That plan recognised the need to create key corridors, equipped with bicycle infrastructure to link the North of the City with the Hobart CBD and waterfront.



Principal Bicycle Network Plan adopted 2008 by "Hobart City Council"

In 2009 the initial stage of the Argyle and Campbell Street bicycle facilities was opened with "first generation" on-road lanes installed between Brisbane Street and Lewis Street on Argyle Street and between Burnett Street and Brisbane Street on Campbell Street. At the time, the extent of the installation was limited due to the lack of a current traffic model for Hobart, to allow for confident traffic modelling of the Hobart inner-city core and limited resources through a State Government funding program to implement works.

Argyle Street (North of Federal Street) -2008 ('First generation' on road bicycle lanes)

Subsequent regional bicycle plans adopted by both the City of Hobart and the State Government recognised the Argyle Street / Campbell Street corridors for bicycle facility provision.

The need to provide facilities for bicycles and support uptake of bicycle riding as a transport mode from the suburban areas around Hobart has been identified in City of Hobart, Tasmanian State Government, Australian Government and Hobart City Deal documents and is a key strategy for improving population health (through active travel participation), reducing individual and societal costs of transport, reducing transport related pollution and emissions along with supporting reduced traffic congestion and vehicle space use in the City.

Argyle Street and Campbell Street are principal transport corridors with higher traffic volumes which require bicycle facilities to improve the safety outcomes for vulnerable road users.

Argyle Street and Campbell Street provide corridors with overall sufficient width to maintain a supply of parking, vehicle travel lanes, footpaths and bicycle facilities. These corridors have a large supply of adjacent 'underutilised" land which the 2023 Central

Hobart Plan (structure plan) documented and which when redeveloped could create significant additional transport demand. Supporting active transport modes to satisfy increasing transport demand is the most efficient and cost-effective way for a growing city to support growth.

Strategy 11.1

Continue to support the provision of improved walking and micromobility facilities that will support more people to access Central Hobart from proximate Hobart suburban areas.

Proposed actions

Deliver

A.55: Complete and connect the bicycle and micromobility facilities on the key corridors of Argyle Street, Campbell Street and Collins Street.

Central Hobart Plan (Goal Four: Integrated and accessible movement networks, pg. 40)

In April 2020 the City of Hobart opened the Rose Garden Bridge, connecting the Hobart Domain to the CBD at the junction of Liverpool Street and Campbell Streets, allowing seamless pedestrian and bicycle linkages across the Brooker Avenue to the sporting facilities, recreation areas, soldiers memorial avenue and attractions such as the Royal Botanical gardens.

Rose Garden Bridge across the Brooker Highway

As other linking bicycle facilities have been installed around Hobart, the importance of connecting the network through the Hobart CBD has become more apparent.

The concept design developed used the previously identified corridors of Campbell Street and Argyle Street to link existing facilities to the Hobart waterfront and the Intercity Cycleway, along with linking these one-way facilities (on one-way streets) with protected facilities on Bathurst Street and Liverpool Street. Significant bicycle ridership and storage is associated with the Royal Hobart Hospital and UTAS Menzies centre, which are supported with these links.

Project Planning and reporting to Council

In December 2019, Council resolved to consult on a concept design for bicycle facilities with adjacent property owners and occupiers.

In line with the Council's resolution, consultation was carried out in June 2020. Owners and occupiers of adjacent properties were provided with information packages and asked to provide feedback on concept design. The City of Hobart also engaged with:

- University of Tasmania
- RACT
- Bus companies including Metro, RedDecker, Skybus, O'Driscoll, Redline, Gilbert Coaches, TassieLink and the Tasmanian Bus Association
- Tasmanian Museum and Art Gallery
- Tasmanian Fire Service
- TasPolice
- Ambulance Tasmania
- TasPorts
- Department of State Growth – Passenger Transport
- Tasmanian Health Service.

Stakeholders were given the opportunity to ask questions and were encouraged to provide comment on the project.

Further work was undertaken to refine the traffic modelling and concept design in 2020 including more intensive junction and clearway modelling. This was done in collaboration with officers of the Department of State Growth (Transport Division).

An Engagement Report detailing the comments received and design responses, along with consultant traffic modelling and analysis, design reviews concept drawings incorporating relevant feedback and a cost estimate was presented to the 28 April 2021 City Infrastructure Committee. Project development delays were experienced due to the COVID-19 event.

The following 10 May 2021 Council Meeting approved the installation of trial bicycle facilities subject to a successful grant funding proposal.

The Tasmanian Government approved a Vulnerable Road User Program grant to fund the project in November 2021.

Detailed designs were developed and finalised through 2022, by consultants GHD following execution of the grant deed. A Development Application was submitted in May 2023 due to a portion of the project being in the Sullivans Cove Planning scheme area. Council in its role as planning authority approved the Development Application at its 14 June 2023 Planning Committee meeting.

Extract from Engagement materials showing block and drawing references

Project Funding

The Council applied for and received a funding grant through the Tasmanian Government's Vulnerable Road User Program.

The Tasmanian Government approved a Vulnerable Road User Program grant of $1.725 million to fund the project in November 2021.

Funding grant allocations at that time were supported by additional Australian Government funds and were part of a broader program of support for projects to assist with post COVID-19 recovery efforts.

Prior to lodging the funding application, the design development of the project undertook a detailed "P50/P90" cost estimation for the project. The use of a P50/P90 cost estimation technique is essential in developing project costings and budgets with appropriate contingencies to account for greater uncertainty and risks which are present in CBD environments where numerous underground services are present. The entire capital cost, including design costs for the implementation of the project was covered by the grant.

The grant was acquitted in February 2025, following completion of the Bathurst Street and Liverpool Street interconnections between Argyle Street and Campbell Street. The grant application was for the entire P90 cost estimate, and in the event, actual project costs were less than the grant amount. In accordance with the grant deed, unexpended grant funds were returned to the State Government.

Project Construction and implementation

- Build sequence
- Tas Police Clearway operation concerns (Bathurst Street link)
- Project delays for RHH (Liverpool Street link)

Build sequence

Physical works were required at many road junctions to adjust kerb bulbing and provide appropriate space to allow junctions to operate safely and efficiently for all road users. In a variety of locations minor adjustments to traffic signal poles and signal groups were also required.

These civil works were undertaken through the City of Hobart's Civil construction unit and undertaken through the summer construction period of 2023/2024 in conjunction with the Department of State Growths Traffic Signals unit. The project allowed for (in partnership with DSG) some upgrades to DSG-Traffic Signal conduits and pits in some locations.

Campbell St/ Liverpool St junction signals upgrade works

Linemarking changes and other road furniture (signage, bollards etc) were completed by external contractors in conjunction with the City of Hobart's Civil construction unit following civil works. A staged approach was taken to ensure continuous sections of treatment were completed together.

The bike lane and associated changes on Campbell Street opened in May 2024, and the bicycle lane works on Argyle Street were completed in July 2024. The project also includes a linking lane on Bathurst Street, installed in December 2024, and a final lane linking on Liverpool Street, completed in January 2025. Both linking lanes are between Argyle Street and Campbell Street.

Tas Police Clearway operation concerns (Bathurst Street link)

A portion of the Campbell Street installation included new (afternoon peak) parking clearway arrangements between Collins Street and Davey Street on the right-hand side of the street adjacent to the inactive edge of the City Hall and the Dunn Street carpark

A range of notification and education activities for motor vehicle drivers occurred to assist with ensuring compliance with the new clearways however occasional noncompliance in the Macquarie Street to Davey Street Block in the first few months caused issues for vehicles (especially buses) turning from Macquarie Street into Campbell Street. Following monitoring and consideration of treatments, further parking controls were put in place which have improved compliance, and the clearway areas are generally operating as intended and signed.

At the time however Tas Police expressed concern that if driver compliance with the Bathurst Street section of clearway was not high, there could be congestion issues on Bathurst Street which might limit Tas Police egress from the Tas Police headquarters onto the road network.

Installation of the Bathurst Street section was paused, and additional traffic studies were undertaken to assess a modified junction arrangement at Bathurst Street and Argyle Street, to create a left turn only lane on the Argyle Street approach, and to confirm street operation observations. Studies showed that most vehicle traffic in the left lane of the Bathurst Street approach to Argyle Street was turning left at this junction, and that the presence of parked vehicles in the clearway, whilst irritating, would not create excessive queuing or congestion. Further discussions were had with Tas Police and the Department of State Growth Traffic Signals unit. Changes to the intersection layout were made and the Bathurst Street section was installed in December 2024. A comprehensive street signage (both temporary and permanent) program was installed with the changes.

In the first few weeks of operation there were some reports and observations (by CoH officers) of vehicle drivers turning right from Argyle Street and moving across two Bathurst Street lanes to the far-left lane before coming to a stop behind parked cars and then waiting for the vehicle to move. This situation has self-corrected as vehicle drivers have become aware of the change in parking arrangements and now select one of the two other available lanes during non-clearway times.

The concern of additional traffic congestion being caused by the changed parking arrangements (afternoon clearway) has not been born out, and this section of Bathurst Street is operating as intended. Clearway compliance in this location has been reported as “good”.

Project delays for RHH (Liverpool Street link)

The design endorsed by Council for installation and supported by the grant funding has a connecting bicycle lane on Liverpool Street between Campbell Street and Argyle Street.

Implementation of this section was delayed due to RHH (Royal Hobart Hospital) redevelopment activities which occupied a significant proportion of Liverpool Street between Campbell Street and Argyle Street throughout 2024 (and during other years).

Liverpool Street with RHH redevelopment contractor area, traffic lanes and no parking

Following the RHH redevelopment contractors site demobilisation, the Liverpool Street connection was installed in January 2025.

Liverpool Street with bicycle lane, traffic lanes and parking

Parking arrangements in this section of Liverpool Street have been returned to how they were prior to the RHH redevelopment occupation of the street. Discussions with TasPolice, following observations of the operation of the junction at Liverpool and Argyle Street, have identified additional parking space which can be utilised by TasPolice vehicles. Arrangements to install these parking bays are being made for 2026, once further advice from the RHH redevelopment team has been received in respect of other temporary arrangements which will be required as part of the RHH Emergency Department redevelopment.

Project opening

- Official opening
- RFI and information requests

Project opening

The construction staging required due to the extent of the project also resulting in sections of the project being opened progressively.

Changes to support the Campbell Street section between Brisbane Street and Davey Street was opened in May 2024. The changes on Argyle Street were completed in July 2024.

An official opening event along with the release of a media statement was undertaken, coinciding with a news article in the Hobart News published on 22 May 2024.

Installation delays were experienced for sections in Bathurst Street and Liverpool Street which were installed in December 2024 and January 2025 respectively. Updates relating to these sections, and their opening were published on the Council website.

Project monitoring

- Traffic data
- Bicycle and micromobility data
    - Super Tuesday
    - MetroCount and Viva City
- Safety / Crash reports
- Feedback received (General Channels)
- Feedback received - Response to direct written requests to major stakeholders
- Junction monitoring (Bicycle phase at Liverpool & Campbell)
- Bathurst Street (Northern side trial location)
- Clearway and clearway towing / enforcement

Traffic data

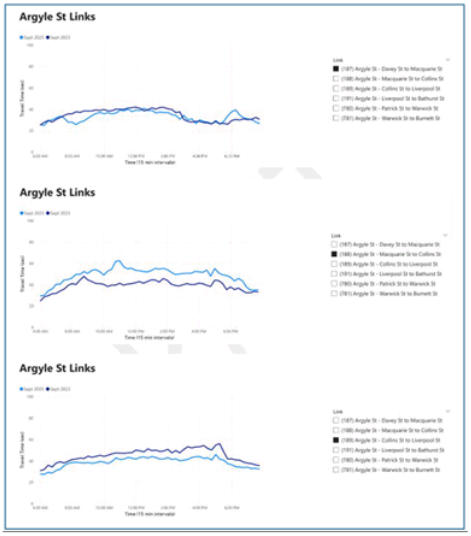
Traffic data for the Argyle and Campbell Street corridor has been provided by the Department of State Growth. **Attachment 1** has *AddInsight* traffic and travel time road link data. The *AddInsight* traffic and travel time system has been installed by the Department of State Growth in recent years and supports a range of network performance measurement.

The system works by watching Bluetooth signals from devices such as car stereos, (which are unique) more through the transport network which in turn allows for the calculation of travel times, based on the passage of individual vehicles. Vehicle travel times are influenced by how the transport network is operating which (in urban networks) generally relate to overall traffic volumes and traffic signal timings and priorities, which in the type of system which operates in Tasmania, are subject to change throughout the day to ensure movement priority and traffic through put is provided to the higher priority / network critical streets. In the Hobart CBD, Macquarie Street and Davey Street play this critical road transport network function.

The travel time data does not, *at face value*, suggest any major impacts to vehicle travel times have occurred which can be attributable to the installation of the facilities.

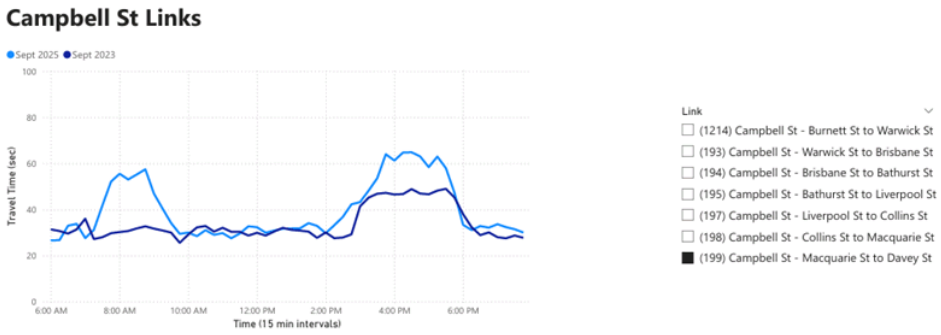
The three blocks of Argyle Street (between Davey and Macquarie, Macquarie and Collins & Collins and Liverpool Street) extracted below (as an example) show:

- Davey St to Macquarie St – Bicycle Lane – No apparent travel time change
- Macquarie St to Collins St – No Bicycle Lane – 2025 travel time increase
- Collins St to Liverpool St – No Bicycle Lane – 2025 travel time decrease



Addinsight data for selected links – extract from Attachment 1

The location where noticeable travel time changes have occurred between the reference month in 2023 and the comparison month in 2025 is the Campbell Street (Macquarie Street to Davey Street) link.



Addinsight data for selected link – extract from Attachment 1

On the Macquarie Street and Davey Street couplet Traffic volumes have increased in Hobart between the reference year 2023 and the comparison year 2025.

Further data for Davey Street is being extracted and analysis will be undertaken to determine the flow conditions and signal timings being provided to Davey Street during peak hours as it is not clear as to why else this change, which is so different to the other data presented and examined on the Campbell Street corridor would otherwise have occurred.

Bicycle and micromobility data

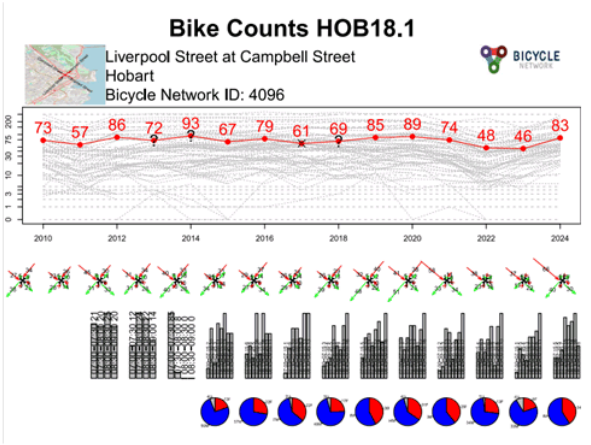
- Super Tuesday (Bicycle Network)
- MetroCount and Viva City

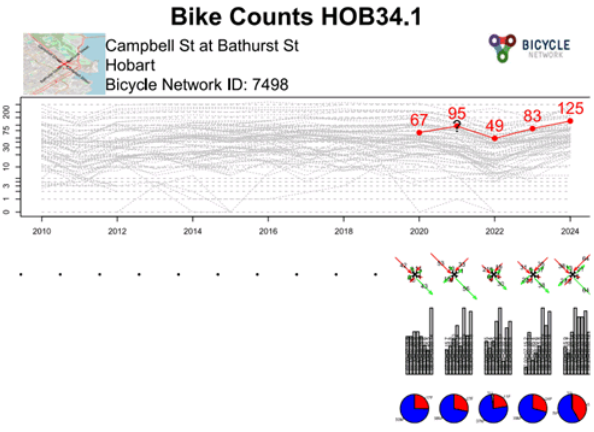
A variety of data has been collected relating to bicycle usage of the Argyle Street and Campbell Street corridor.

Super Tuesday

Annual bicycle counts (known as the Super Tuesday Bike Count) are undertaken by Bicycle Network on the 1st Tuesday of March each year in participating jurisdictions between 7am and 9am (2 hours only) at selected locations. Bicycle movements at this time are generally assumed to be people moving to work, education or transport journeys, as opposed to recreational bicycle use.

The two sites shown below are the ones available in the project area.





MetroCount and Viva City

MetroCount traffic counters (using pneumatic rubber tubes) were installed across the new bicycle lanes in November 2024 and January 2025. Vandalism with rubber tubes being cut occurred with the Campbell Street January 2025 installation.

Tube based MetroCount traffic counter on Campbell Street

Argyle Street (departure side of Bathurst Street junction)

November 2024, January 2025
Weekday average # of bicycles - 125
Weekday Range generally between 110 and 150 bicycles per day
Total monthly count

- Nov 2024 - 2907
- Jan 2025 - 3049

Campbell Street (approach side of Liverpool Street junction)

November 2024
Weekday average # of bicycles - 131
Weekday Range generally between 120 and 150 bicycles per day
Total monthly count

- Nov 2024 - 3138

September 2025 (Thursday 11 September to Wednesday 17 September 2025)
Weekday average # of bicycles - 133

VivaCity – Camera based, AI powered (VivaCity devices) data collection sites were installed and became active in Mid-January 2025 for the junction of Argyle Street, noting the Campbell Street site was not fully completed until mid-February and has experienced some installation teething issues due to obstructed view field of the device camera. Modifications occurred in latter 2025 and data is now being gathered.

Argyle Street

VivaCity Total monthly count

February 2025	- 3011
March 2025	- 3197
April 2025	- 2799
May 2025	- 3147
June 2025	- 2835

Campbell Street

VivaCity Total monthly count

February 2025	- Sensor install completed
March 2025	- View Field obstruction noted
May -August 2025	- Testing and observations undertaken
October 2025	- Modification to site undertaken
November 2025	- Site operation restored
End December	- Site offline due to power issue resulting from car crash to pole

DAY	DATE	BICYCLE	SENSOR STATUS
Wed	12-Nov	116	Back online
Thurs	13-Nov	114	
Fri	14-Nov	147	
Sat	15-Nov	68	
Sun	16-Nov	36	
Mon	17-Nov	140	
Tues	18-Nov	167	
Wed	19-Nov	185	
Thurs	20-Nov	166	
Fri	21-Nov	142	
Sat	22-Nov	73	
Sun	23-Nov	69	Week = 942
Mon	24-Nov	NULL	Sensor offline due to
Tues	25-Nov	NULL	Crash to pole

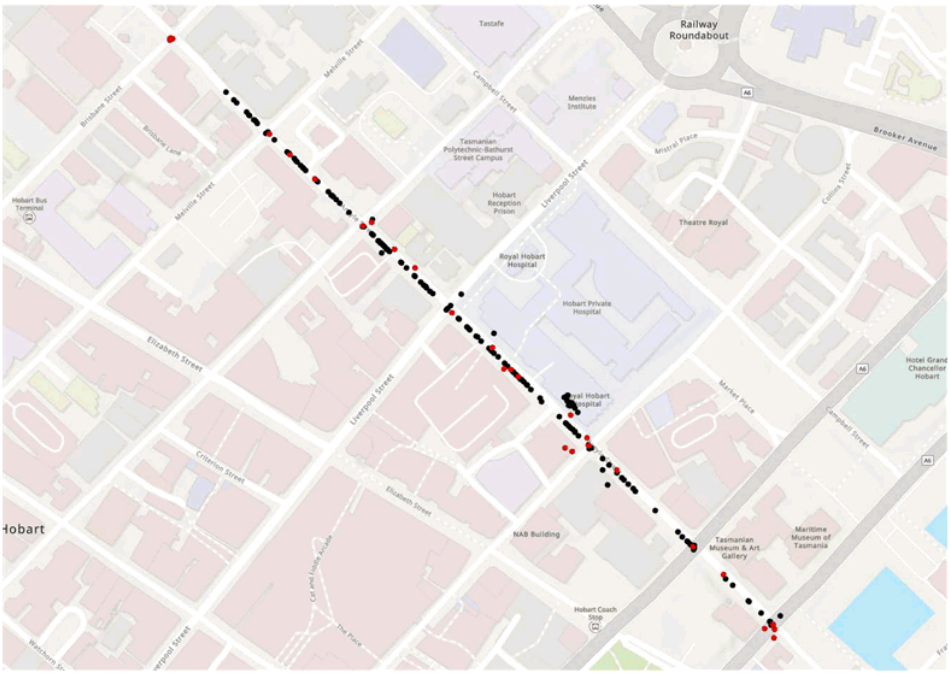
Wed	26-Nov	NULL	
Thurs	27-Nov	NULL	
Fri	28-Nov	NULL	
Sat	29-Nov	NULL	
Sun	30-Nov	NULL	
Mon	1-Dec	NULL	
Tues	2-Dec	NULL	
Wed	3-Dec	NULL	
Thurs	4-Dec	104	Back online
Fri	5-Dec	187	
Sat	6-Dec	97	
Sun	7-Dec	52	
Mon	8-Dec	175	
Tues	9-Dec	187	
Wed	10-Dec	211	
Thurs	11-Dec	222	
Fri	12-Dec	185	
Sat	13-Dec	90	
Sun	14-Dec	34	Week= 1,104
Mon	15-Dec	128	
Tues	16-Dec	224	
Wed	17-Dec	224	
Thurs	18-Dec	242	
Fri	19-Dec	133	
Sat	20-Dec	88	
Sun	21-Dec	76	Week= 1,115
Mon	22-Dec		REPORT CREATED

Safety / Crash reports

Crash data is obtained through the Tasmanian Governments Crash Database which records reported crashes and police /ambulance attended incidents. This is the official source and record of road related crash, damage and injury in Tasmania. The Department of State Growth has extracted crash data for the period between January 2015 and October 2025. Crashes have been mapped below, (Note that there will be some overlap in shared intersections (Liverpool-Argyle/Campbell, and Bathurst-Argyle/Campbell).

Detailed crash investigation and analysis is complex and time consuming as crashes are caused by people who are in control of vehicles. However, the overview analysis of the crash data presented here (noting the relatively short period since change (installation) has occurred) does not suggest any observable increase in crash rate or "hot spots" and no crashes have been recorded involving bicycles since the changes were made. It is likely the lowering of the posted speed limit to 40km/h in 2021 will have also assisted in reducing crash rates and severity.

Argyle – Davey to Brisbane – 2015-2025 – Pre Upgrade=Black, Post Upgrade=Red

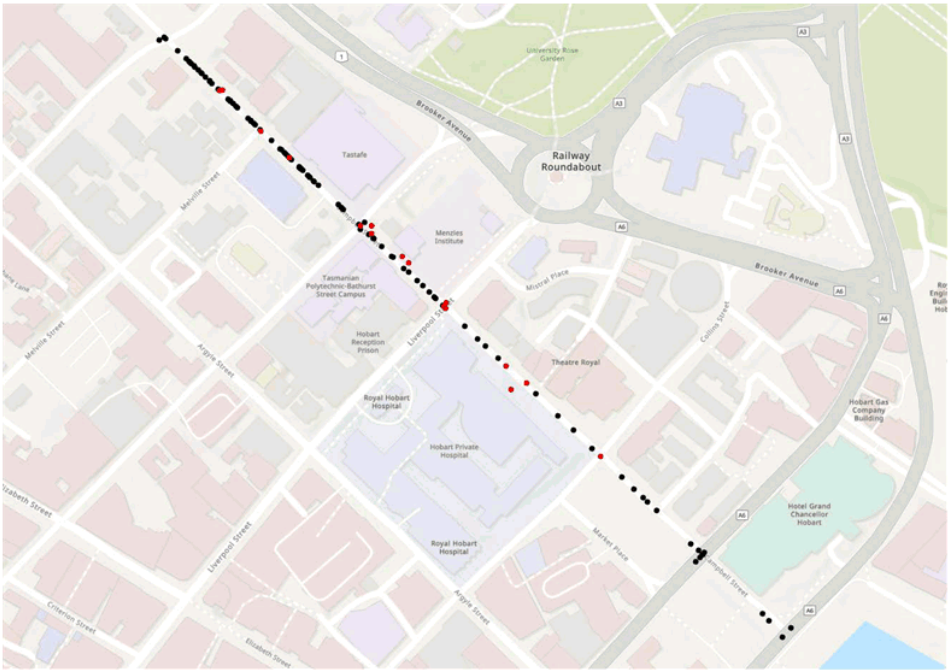


Total number of crashes recorded = 380 (2015-2025) (118 months) – [3.22 per month]

Crashes recorded since changes in July 2024 = 32 (15 months) – [2.1 per month]

No crashes were recorded involving bicycles since July 2024

Campbell –Brisbane to Davey – 2015-2025 – Pre Upgrade=Black, Post Upgrade=Red



Total number of crashes recorded = 237 (2015-2025) (118 months) - [2 per month]

Crashes recorded since changes in May 2024 = 17 (17 months) - [1 per month]

No crashes were recorded involving bicycles since May 2024

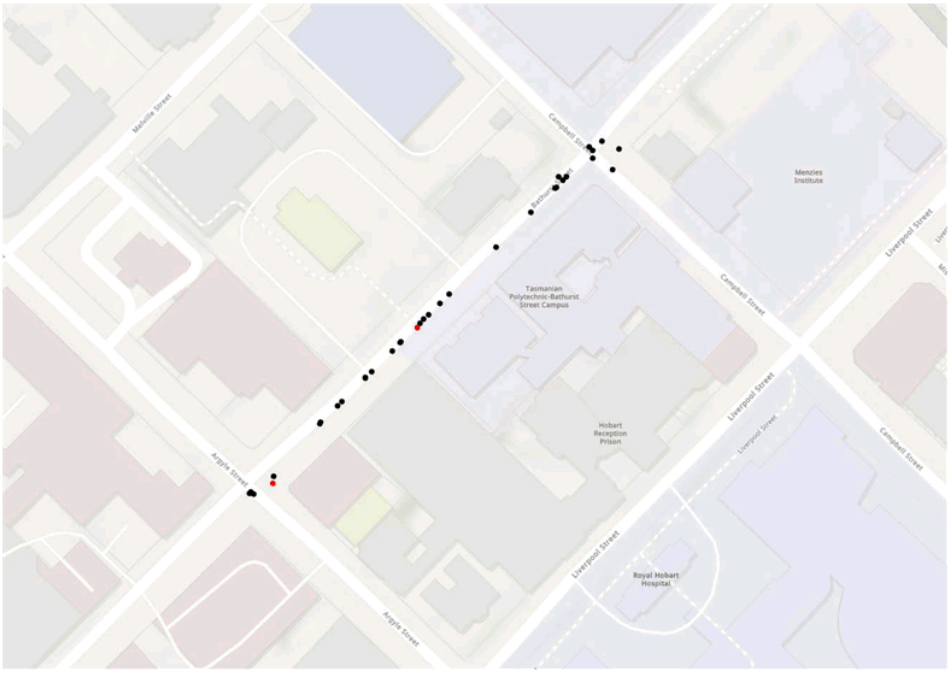
Liverpool – Argyle to Campbell – 2015-2025 – Pre Upgrade Black, Post Upgrade Red

Total number of crashes recorded = 86 (2015-2025) (118 months) - [0.7 per month]

Crashes recorded since changes in January 2025 = 6 (9 months) - [0.66 per month]

No crashes were recorded involving bicycles since January 2025

Bathurst – Argyle to Campbell – 2015-2025 – Pre Upgrade Black, Post Upgrade Red



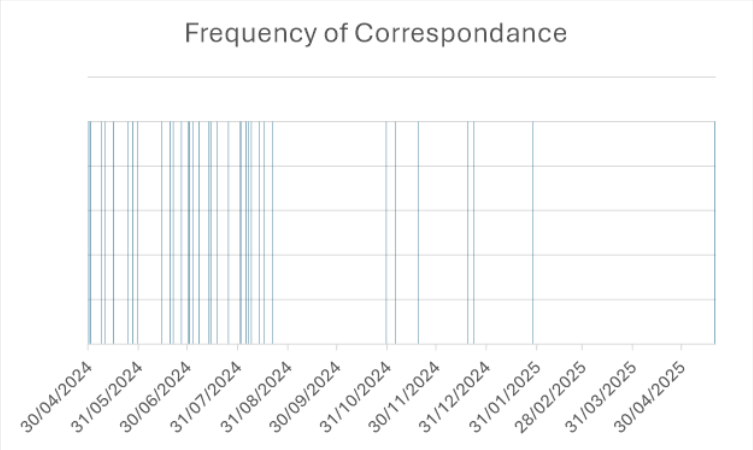
Total number of crashes recorded = 97 (2015-2025) (118 months) - [0.82 per month]

Crashes recorded since changes in December 2024 = 2 (10 months) - [0.2 per month]

No crashes were recorded involving bicycles since December 2024

Feedback received (General Public Comments and Complaints)

General public feedback was logged and responded to as received.



In the first (approximately) 3 months of operation (recalling Campbell Street opened in May 2024, and the bicycle lane works on Argyle Street were completed in July 2024), 36 of the 44 pieces of correspondence were received.

Of those 36 pieces of correspondence:

- 15 related to Illegal clearway parking
- 7 related to support for the changes
- 5 related to a request for additional signage or a road rule enquiry
- 2 related to a personal dislike of floating parking
- 2 related to traffic congestion
- 1 related to a personal dislike of bicycle lanes
- 1 related to parking availability outside the RHH
- 1 related to the perceived narrowness of traffic lanes
- 1 related to driver non-compliance with traffic signals
- 1 related to a Slip, trip or fall

In the following 14 months the remaining 8 pieces of correspondence received have essentially concerned one of each of the issues noted above.

For a scheme such as this, involving changes for bicycle facilities on 12 city blocks, the number of pieces of correspondence and issues raised has been remarkably low.

The majority of complaints have been related to illegal parking behaviour for which additional steps have been taken to manage this poor behaviour from vehicle drivers.

Feedback received in response to written request

Letters were sent from the City of Hobart's Director of Strategic and Regulatory Services Network to key stakeholders, DSG, Tasmania Police, Ambulance Tasmania, Tasmanian Fire Service, The Royal Hobart Hospital, Metro Tasmania, The RACT, Bike Network & Cycling South.

These key road user stakeholders (using the streets involved) were requested to provide any feedback in relation to lived experiences from the various organisations in respect of the changes made as part of the project.

Responses were received at the time of report publication from:

- Tasmania Police
- Bicycle Network
- Cycling South

Responses are provided as **Attachment 2.**

DSG officers have indicated a response has been prepared and is in the process of being sent to CoH through their normal approval processes, however the response has not been received by the publication deadline required for this Council report. The DSG response will be circulated to elected members (and included in an updated version of this report) when received.

Key issues raised in the responses include:

- Clearway enforcement and absence of a towing company to remove offending vehicles
- Melville Street (@Campbell) junction, vehicles blocking bicycle lane and requests for more sight distance for right turning vehicles
- Bicycle lane widths "tight" and fear of car dooring still present for some riders
- Collins Street (@ Campbell) junction, would benefit from bicycle lane signal control similar to bicycle phase at Liverpool Street
- Minor asset condition issues and further minor improvements related to vehicles stopping in bicycle lanes
- Missing sections of separated treatment on Argyle Street between Macquarie Street and Liverpool Street (RHH block section)

Junction monitoring (Bicycle phase at Liverpool & Campbell)

The overall project also involved the installation at the Liverpool Street and Campbell Street junction of a dedicated bicycle phase traffic signal to allow for the enhanced safety of bicycle and pedestrian movements across Liverpool Street by way of restricting right turning general traffic at the commencement of the green phase on Campbell Street.

Whilst not technically a new treatment for Tasmania, given right and left turn traffic is controlled at many intersections to improve the safety of pedestrians, this is believed to be the first instance of incorporating a bicycle lantern as well.

Drivers can observe the green bicycle lantern whilst they have a red right turn arrow. A red bicycle lantern with a green vehicle right turn arrow then completes the phase.

The treatment has been extremely well received by vulnerable users, as both pedestrians and bicycle riders are provided with better protection from turning motor vehicle traffic resulting in a significant safety improvement.

In the first month of operation several enquiries were received from vehicle drivers relating to the late nighttime operation of the right turn arrow phase, when pedestrians and bicycle riders are less likely to be present. City transport is not aware of any ongoing complaints in respect of signal operation since the first month when enquiries were received about the change in operation.

Campbell Street @ Liverpool Street – Bicycle phase

Bathurst Street (Northern side location)

The Bathurst Street bicycle facility was placed on the northern side of Bathurst Street following consultation with stakeholders in the area.

Police and emergency services, State government education departmental offices along with a commercial printing business occupy much of the southern side of Bathurst Street with comparatively little commercial activity present on the northern side.

University of Tasmania master planning for the central Melville Street / Argyle Street site has previously envisaged a diagonal shared use path running through that site to connect the University Melville Street building spine to the corner of Argyle Street and Bathurst Street.

Longer term urban planning for this block also considered the opportunities to interface with the Scots Memorial Church site and the publicly accessible landscaped forecourt and garden areas which could be enhanced with adjacent street side treatments in the future.

Observations by Council officers indicate use of this lane by some bicycle riders is occurring. Observations also show that some (more experienced?) bicycle riders are continuing to use the right traffic lane to avoid having to stop at the Campbell Street signalised crossing to access the Rose Garden Bridge.

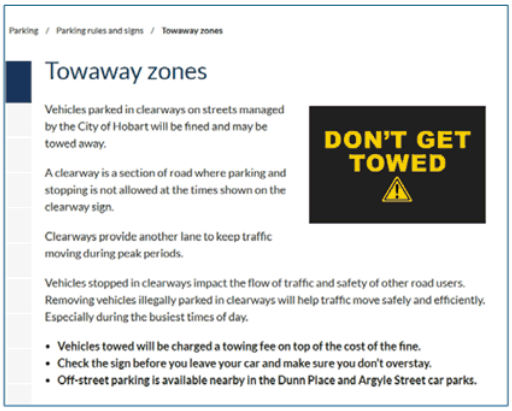
Some comments received have suggested the lane would be better placed on the Southern side, as “that is where people are riding now on the road” - although the reason for the Northern side lane placement as noted above stems from a range of other considerations.

Facilities constructed to support less confident riders will sometimes not be used by more experienced riders if there are delays in a route which those riders believe they can avoid.

Clearway and clearway towing / enforcement

The project undertook extensive traffic modelling which indicated that the provision of clearways in certain locations would be beneficial to peak hour traffic movements.

Afternoon peak Clearways, signed to allow for the removal (towing) of vehicles, were installed on Campbell Street between Davey Street and Collins Street on the right-hand side (vehicle direction perspective) and on Bathurst Street a left-hand side (vehicle direction perspective) clearway was installed.



Parking / Parking rules and signs / Towaway zones

Towaway zones

Vehicles parked in clearways on streets managed by the City of Hobart will be fined and may be towed away.

DON'T GET TOWED

A clearway is a section of road where parking and stopping is not allowed at the times shown on the clearway sign.

Clearways provide another lane to keep traffic moving during peak periods.

Vehicles stopped in clearways impact the flow of traffic and safety of other road users. Removing vehicles illegally parked in clearways will help traffic move safely and efficiently. Especially during the busiest times of day.

- **Vehicles towed will be charged a towing fee on top of the cost of the fine.**
- **Check the sign before you leave your car and make sure you don't overstay.**
- **Off-street parking is available nearby in the Dunn Place and Argyle Street car parks.**

City of Hobart -Website Information

Regulatory Clearway signage and additional introduction information panel

The observations and modelling showed that these streets have significant spare capacity for most of the day, apart from during the PM peak, when the additional traffic lane assists in storing traffic whilst waiting for the longer traffic signal cycle times which benefit Macquarie Street and Davey Street and the Brooker Highway.

Parking clearways in selected locations within the City of Hobart provide the ability to better utilise road space for other higher value uses, whilst still providing additional peak hour vehicle capacity.

Clearway enforcement is assisted by higher costs of fines for vehicles parked in Clearways. Additional education signage, leaflets, information totems and parking meter information displays were used to highlight the clearway's introduction.

Several processes were undertaken to secure a tow truck service to assist with enforcing clearway compliance. Discussions were held with Tasmania Police to allow City of Hobart to call up vehicle towing and removal services through existing Police switchboard arrangements for vehicle removal, however Police ultimately opted not provide this arrangement. An MoU to allow the City of Hobart to call on the Department of State Growth (DSG) clearway towing contractor was negotiated however concerns around availability of the standby tow truck for Southern Outlet and Macquarie Street/Davey Street clearways resulted in this arrangement not being operationalised.

A tender process, run by the City of Hobart was then undertaken, with the aim of attracting a local tow truck operation to provide a towing service however no submissions were received.

Following this, direct discussions with three entities offering tow truck services were undertaken, however the common feeling was that companies were not particularly interested in becoming involved in clearway towing activities. A range of reasons were presented by operators for the lack of interest in providing clearway towing services. Discussions continued, however no satisfactory arrangement was able to be landed. A fresh round of discussions with DSG and towing operators are planned for 2026.

Comments received from Tasmania Police indicate they believe further enforcement and vehicle removal will assist in driver behaviour improvements. City of Hobart parking information officers have been vigilant, and priority is given to including the clearway areas in parking inspector rounds at their commencement time. During the time periods indicated the following infringements have been issued for clearway parking offences.

Campbell Street
From 1st of June 2024 through to 1st of October 2025

Campbell between Davey and Macquarie
Clearway – 3 Infringements
Campbell between Macquarie and Collins
Clearway – 124 Infringements
Bathurst Street (between Campbell and Argyle) 1st January 2025 to1st of October 2025
Clearway – 53 Infringements

Project Benefits

- Supporting City objectives (Development and Density, Environmental)
- Direct Financial (Society, City, Individuals)
- Road user safety benefits

Supporting City objectives (Development and Density, Environmental)

The Argyle Street / Campbell Street bicycle connections project as with all active transport projects has its basis in supporting user safety, micromobility take-up and city development. Active transport supports higher development density in central business district areas. The identification of this has been outlined in the introductory section of this report (Central Hobart Plan).

Active transport supports environmental and community health and wellbeing outcomes and by virtue of supporting more people to use these cheaper more space efficient transport modes, individuals and society saves direct expenditure on motor vehicle related transport costs.

Direct Financial

Various calculations have been undertaken by transport economists to demonstrate the value to individuals and society to support more people using active transport over motor vehicles for short journeys where possible.

Motor vehicles are expensive to own, insure, register, fuel and maintain. Walking and mobility device use, by comparison are significantly cheaper forms of transport for short trips.

Individuals and families who lower transport costs have the opportunity to spend that money on other goods and services in the Hobart economy.

Road user safety benefits

The Australian Road transport system is responsible for a significant level of death and trauma in our society. Whilst people in motor vehicles are somewhat protected in urban low-speed crashes by modern safety features such as air bags and seat belts and impact absorbing vehicle features, vulnerable road users such as pedestrians and micro-mobility road users (bicycles, scooters etc) are not.

In the context of the Australian transport system's Vision Zero and the Safe System approach to road safety, separating motorised vehicles and vulnerable road users, where possible is the most prudent approach to reducing road trauma and death on our road network.

Next Steps

- Changes to accommodate RHH ED rebuild
- Longer term changes to RHH (Argyle Street block)

Changes to accommodate Royal Hobart Hospital (RHH) Redevelopment

Argyle Street

The ED (Emergency Department) rebuild is anticipated to commence in 2026. Ongoing discussions with RHH project representatives have arrived at a tolerable rebuild arrangement in Argyle Street to allow for Ambulance vehicles to access alongside the RHH building although this will require a reduction in travel lanes on Argyle Street in the block between Collins Street and Liverpool Street.

The current sharrow markings provides the absolute minimum level of service and would ideally be upgrade to a more AAA standard facility in a future state to connect the other AAA facilities installed with this project.

This block of Argyle Street requires a separate planning project to consider the most appropriate configuration to support RHH and Hobart Private Hospital operations and access, Argyle Street carpark access and egress, the Vibe Hotel and other businesses which front the street along with improving safety for all road users in this block.

Such a planning process is considered beyond the scope of this review.

Considerations for 2026

Argyle Street Bus Zone (Maritime Museum) – Enforcement

Since the installation of changes in Argyle Street to support drop-off and pick-up tourist (Red Decker) use at the Maritime Museum, there has been occasional but persistent non-compliant (illegal) use of the Bus Stop for lay-over activities.

Offending bus companies have been contacted repeatedly and drivers have been informed that lay-over parking is illegal in this location.

Parking information officers have been requested to issue infringement notices to offending vehicles.

It is considered the situation should be monitored to see if further illegal parking warrants other action.

Clearway Towing

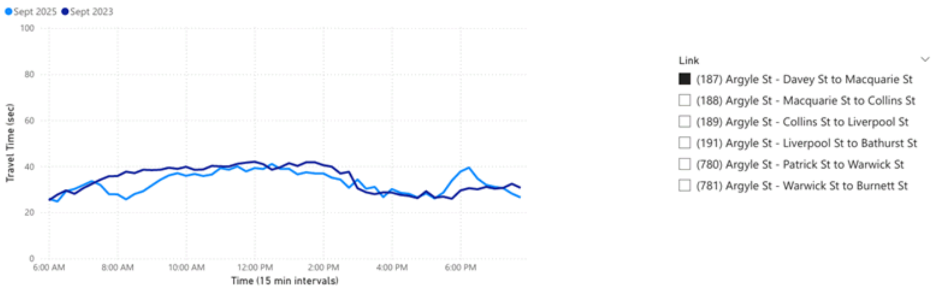
As noted, complaints relating to people illegally parked in clearways were the most numerous correspondence received. It is heartening to see that within the travelling public there are people who recognise that a few people undertaking illegal acts can spoil things for everyone.

Tasmania Police also noted in their feedback their belief that vehicle removal (towing) would assist in higher levels of compliance by vehicle drivers who are occasionally parking illegally in clearway zones.

It is recommended that a further approach to both Tasmania Police and the Department of State Growth be made in 2026 to revisit the possibility of shared service provision of clearway towing through the DSG clearway towing contractor or general Police vehicle removal contractors.

Attachment 1 - Addinsight Travel Time Data

Argyle St Links



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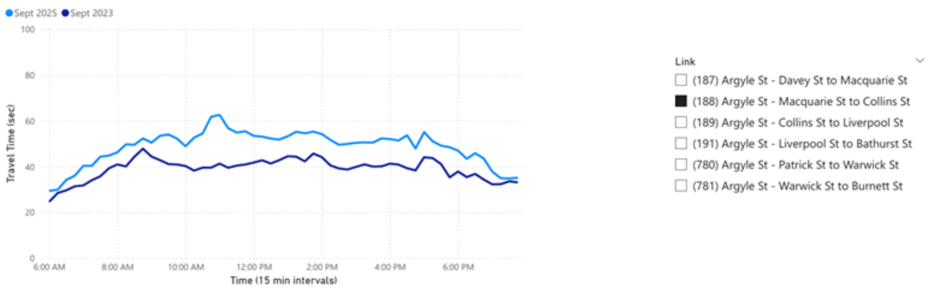

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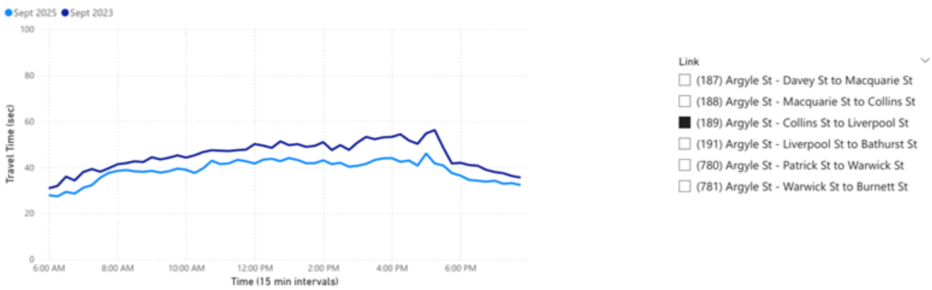

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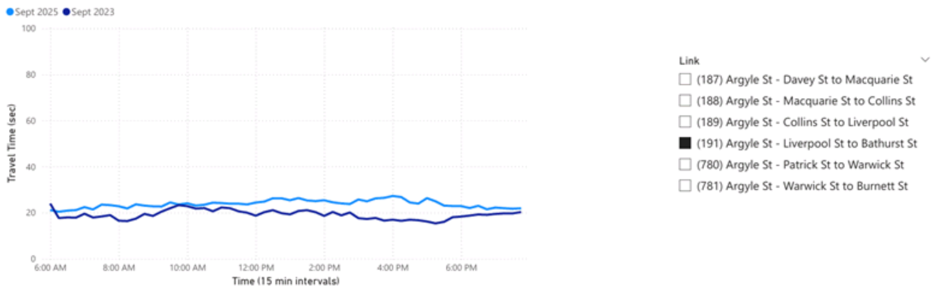

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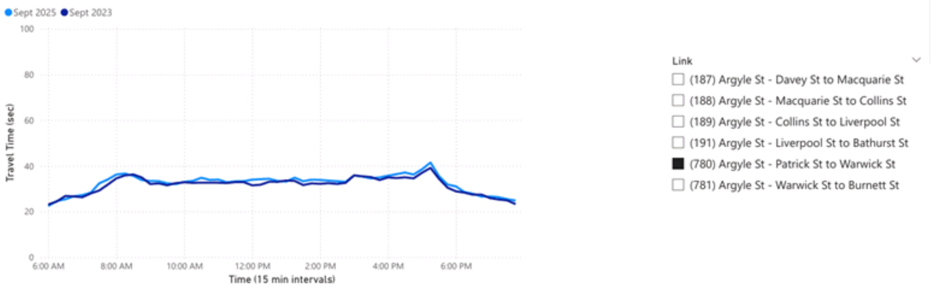

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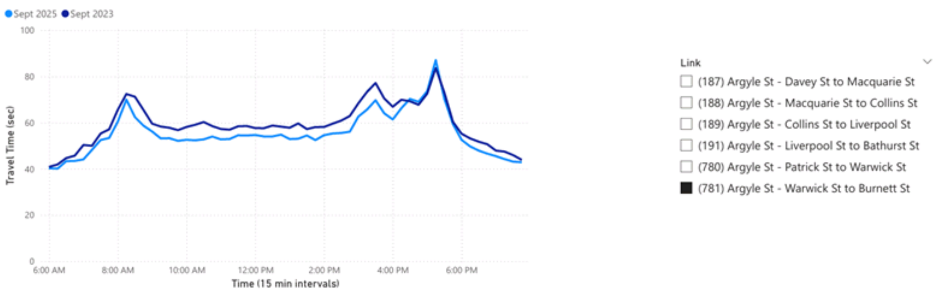

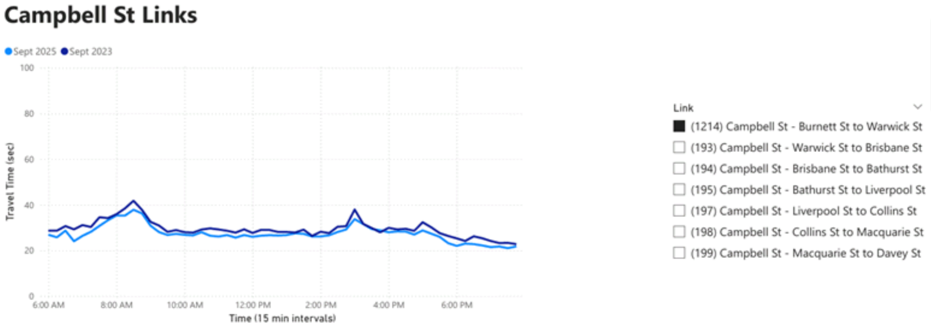
Campbell St Links
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(195) Campbell St - Bathurst St to Liverpool St
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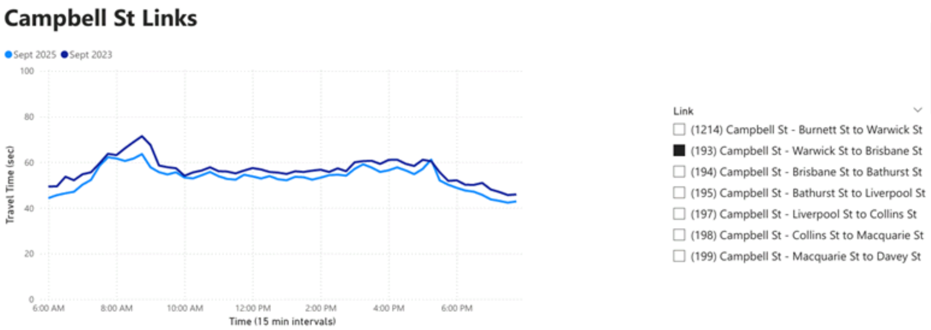
(198) Campbell St - Collins St to Macquarie St
(199) Campbell St - Macquarie St to Davey St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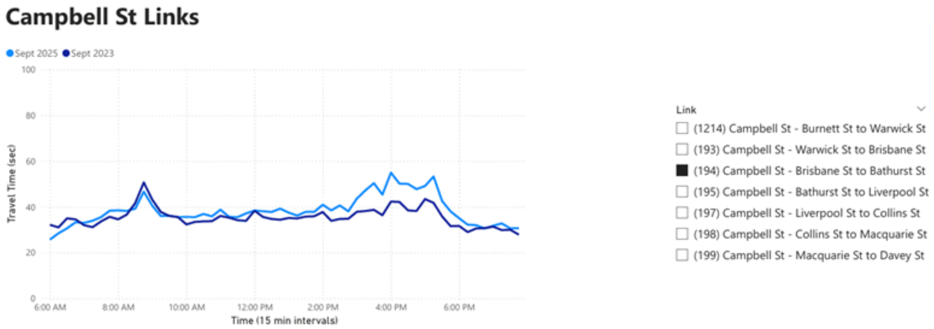
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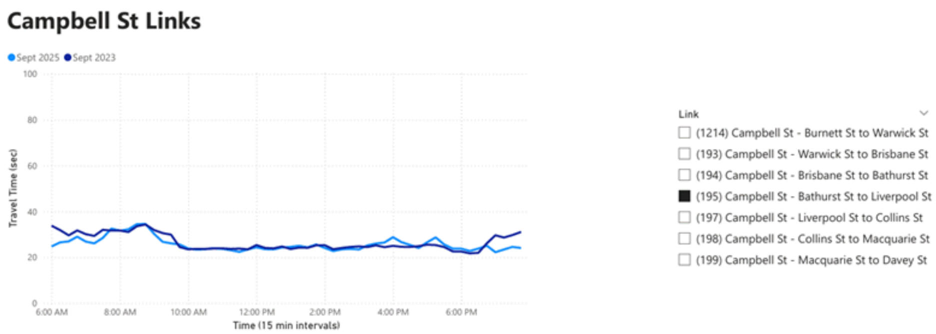
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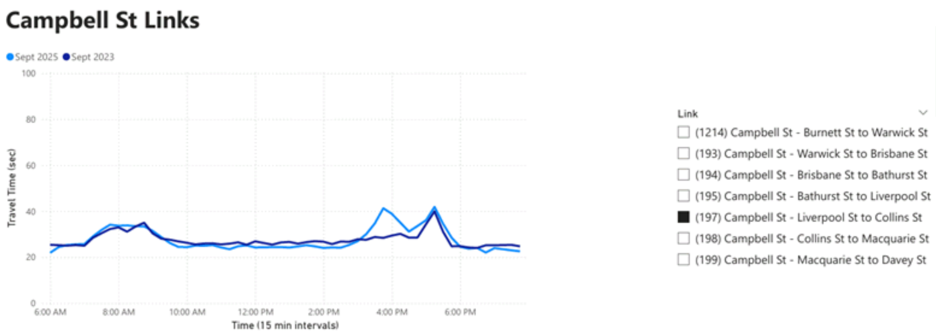
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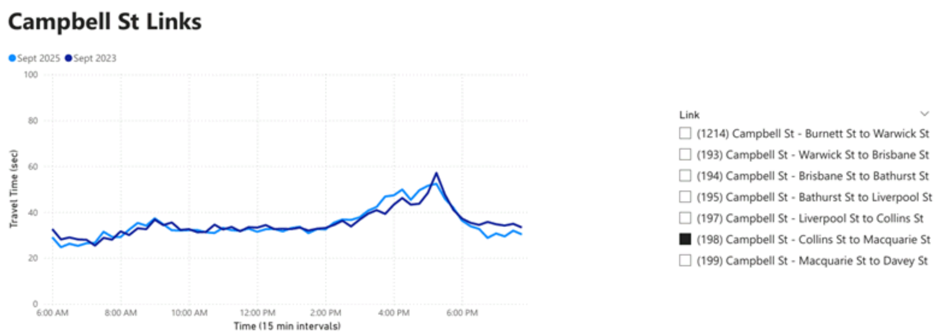
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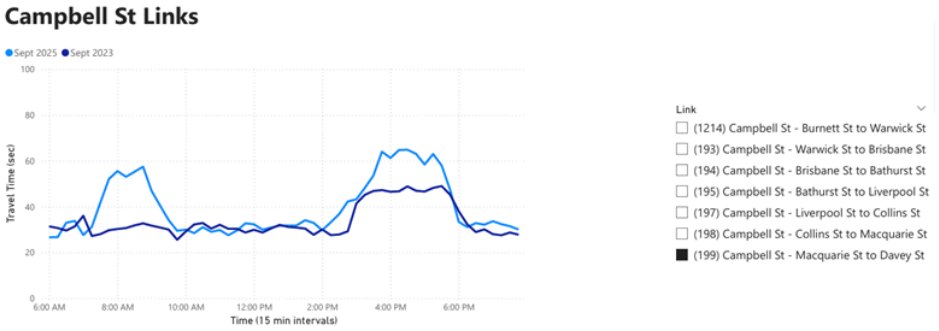
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(199) Campbell St - Macquarie St to Davey St

Attachment 2 – Feedback received in response to written request

- Tasmania Police
- Bicycle Network
- Cycling South

- Department of State Growth (To be included when received)

Tasmania Police
Office of the Commissioner
GPO Box 308 HOBART TAS 7001
Phone 1800 765 827
Email commissioner@police.tas.gov.au

Our reference: A25/438746

13 December 2025

Karen Abey
Director Strategic and Regulatory Services
City of Hobart
Via email: coh@hobartcity.com.au

Dear Karen

ARGYLE STREET AND CAMPBELL STREET, HOBART BICYCLE LANES REVIEW

Thank you for the opportunity to provide feedback on the Argyle Street and Campbell Street Bicycle Lanes since their implementation.

Tasmania Police acknowledges the City's efforts to improve cycling infrastructure and appreciates the consultation undertaken prior to the commencement of works. However, we note that the same concern previously raised regarding clearways and enforcement remains unresolved.

Specifically:

- There appears to be limited enforcement of clearway restrictions, resulting in vehicles continuing to obstruct designated lanes.
- To date, it does not appear that a tow company has been engaged by Council to remove vehicles from these clearways, despite this being identified as a critical measure prior to implementation.

As outlined in our earlier correspondence, the absence of an effective enforcement mechanism compromises both traffic flow and emergency response capability. We reiterate that the engagement of a tow service and consistent enforcement are essential to achieving the intended outcomes of this project.

OFFICIAL

Tasmania Police remain committed to supporting initiatives that enhance safety and accessibility while safeguarding operational requirements. We welcome further discussion on how these enforcement issues can be addressed promptly.

Please do not hesitate to contact me on (03) 6173 2391 or john.toohey@police.tas.gov.au should you wish to discuss this matter further.

Yours sincerely

John TOOHEY
Inspector 2996

From: Alison Hetherington <alisonh@bicyclenetwork.com.au>
Sent: Thursday, 18 December 2025 2:10 PM
To: Business Support - SRS
Cc: CoH Mail
Subject: RE: Argyle Street and Campbell Street Hobart - Bicycle Lanes Review

Thanks for this invite for comment, I have fed through comments about the lanes at various times of the project rollout but to summarise:

Overall

- The treatments on Campbell and Liverpool have been very useful to getting more people riding and to a lesser extent treatments on Argyle and Bathurst streets.
- Showing people how separated lanes could work on Campbell was useful to getting support for the trial on Collins Street – the more these treatments are rolled out and joined up around the city, the more people will see the worth of protecting people riding.
- The network fails to be consistent and direct for bike riders which is a design problem that should be fixed
- Fixed bollards or kerbs would give riders more protection than flexible bollards than can easily be driven over.
- Drivers continue to park in the painted buffers - tactiles along the edge line or more bollards or raised buffers may fix the problem as well as improved enforcement of parking rules.
- Resurfacing the bike lanes including over the gutter edges may help make the lanes feel wider.

Campbell Street

- The bike lane or buffer between the cars would ideally be wider - as it currently stands it's too narrow for most people to feel comfortable as you have to constantly look out for car doors opening into the lane.
- The Melville Street intersection continues to be a problem because of cars blocking the bike lane to see oncoming traffic – you could curve the lane back into and across Melville, leaving enough space for one car to wait to turn right but keeping other cars back behind the bike lane?
- The surface on sections of the lane is very rough and uncomfortable to ride on – the transition across Collins Street and following lane section is very rough.
- The intersection at Collins Street is still an outstanding safety issue – we would like to see a transition up onto and off the path to give riders who are nervous about sharing the traffic lane an alternative crossing option across Collins Street.
- The bike lane should run alongside the footpath for the entire length of Campbell Street to avoid riders having to merge in and out of traffic lanes before and after the hospital.
- The transition at the end of Campbell onto the footpath for crossing Campbell and Davey works well.

Liverpool Street

- Lane is acceptable width seeing there are no parked cars.
- The bike lantern at the intersection with Campbell Street is working well.

1

- Awkward at Argyle Street to have to move across to access the bicycle storage box to go straight ahead, could remove the last bollard and deepen bike box to provide more space for riders to position themselves.

Bathurst Street

- This is an acceptable width, allows the rider to avoid open car doors.
- Can be confusing to enter because of the kerb bulb at Argyle Street.
- Riders I have witnessed are not using the ramp up off Bathurst onto the footpath or the storage boxes on Campbell to cross to the Rose Garden Bridge but it would be useful for a camera with AI capability to be mounted to see how riders are moving through the intersection. I use it and find it easy and the lights change quickly so it doesn't feel like I'm unnecessarily held up.
- Lane is not being utilised by riders I have witnessed because the other side of the street is the preferred position because of the Campbell Street lane and Rose Garden Bridge connecting from the right side. Most riders I see are riding in the right hand traffic lane. Ideally, the bike lane should be moved to the other side of the street and car parking reduced around the police building to achieve the sightlines they desire.

Argyle Street

- Road markings help make already confident cyclists feel more comfortable taking the lane.
- Buses blocking bike lane/space between Davey and Macquarie.
- Buses and cars blocking the lane/space after Liverpool Street – would be an idea to allow buses to stop in the lane here and keep the bikes moving through on the left.
- Awkward to move from the left of the road to the centre to cross Melville Street, ideally the bike lane would be alongside the footpath the length of Argyle Street. It's also confusing for riders heading straight ahead as to who has right of way when cars are turning left here – the bike lane should be marked through the intersection to show priority.
- The short sections of separated lanes next to parked cars are too narrow to feel really comfortable because of car door risk.

Kind Regards, Alison

Alison Hetherington (her/she)
Public Affairs Manager Tasmania

BICYCLE NETWORK
We've got your back

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VIC: Level 4, 246 Bourke St Melbourne 3000
p. 03 8376 8804 m. 0475 817 435
e. alisonh@bicyclenetwork.com.au

Follow us:

CyclingSouth

PO Box 708, Glenorchy, Tas 7010
M: 0459 070 026
E: info@cyclingsouth.org
www.cyclingsouth.org

19 December 2025

Karen Abey
Director Strategic and Regulatory Services
Via email: coh@hobartcity.com.au

Dear Karen,

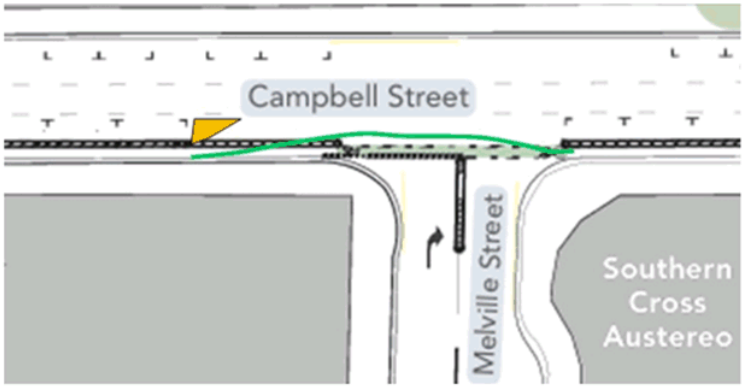
Argyle & Campbell St bicycle lanes review

Thank you for the opportunity to provide feedback on the lanes. Firstly, congratulations to Council for initiating the lanes. They are a significant addition to the Hobart cycling network and make riding less stressful.

I have the following comments to make on the lanes:

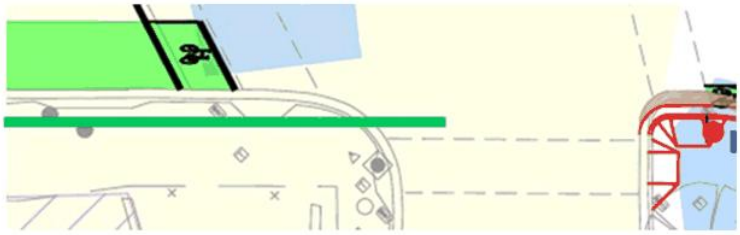
Campbell St

- The width of the lanes is adequate but the buffer between open car doors and the lanes is tight. The only way to remedy that would be to ban car parking on the SW side of Campbell St, widen the bike lanes and install barriers, although it would present challenges for peak hour traffic and off-peak car parking.
- At Melville St, drivers waiting to turn onto Campbell St partially block the bike lane with the front of their car. An option to consider is to move the bike lane further away from the kerb as it approaches the Melville St intersection. A traffic island adjacent to the last parked car would provide additional protection for riders by preventing drivers from using the parking lane when cars are not parked there (I don't believe this section is part of the clearway). This would allow drivers to prop further out to see oncoming traffic while also giving them a better view up the bike lane.



- At Liverpool St, the advanced bicycle lantern works really well and enhances safety at the intersection

- The hospital shared zone generally works well due to the low speed environment, although riders need to be wary of cars entering the drop off zone.
- The Collins St intersection is variable, depending on the number and types of vehicles (such as buses) turning right from Campbell St when approaching the intersection on a bicycle. Mixing with turning vehicles can be intimidating for riders. If future modifcations are proposed to the intersection, a back of kerb bike lane in conjunction with an advanced bicycle lantern would improve this intersection for less confident riders as the footpath is very wide at this location and there is room for a short length of kerbside bike lane to ramp up onto it.



Example from Marcus Clarke St in the ACT showing a back of kerb bike lane ramping down to road level to accommodate the kerb ramp from the footpath.This could be applied at the Collins St intersection of the Campbell St bike lanes.

Another example from Marcus Clarke St showing how the bike lane and pedestrian crossing can interact at the intersection if the existing kerb ramp is relocated further back from the road/bike lane edge.

- The block between Macquarie and Davey Street works well for bike riders but it would be preferable if parking was banned due to the proximity of the Dunn St car park adjacent and

eliminating the potential for car doors being opened into the bike lane. It is probably justifiable to have 3 unimpeded lanes of traffic turning onto Davey St, rather than the third lane being used for car parking outside peak periods. The transition to the waterfront works well and syncs with the timing of the traffic signals so Campbell St and Davey St can be crossed efficiently.

Argyle St

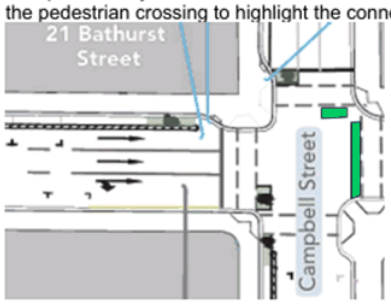
- The blocks where kerbside protected bike lanes have been installed are much more comfortable to ride.
- The block between Liverpool and Bathurst works ok when a bus isn't stopped.
- The tapering of the travel lanes across Bathurst St could be improved with the buffer being widened to move cars across quicker and provide a wider buffer for the bike lane at the intersection. I have witnesses a few near misses where drivers have almost clipped the park car because they haven't adequately transitioned across.

Liverpool St

- This lane works well and is comfortable to ride, particularly as there is no car parking alongside. Any opportunity to widen it and make it bi-directional to allow riders to connect to the Campbell St lanes would be appreciated.

Bathurst St

- The lane is comfortable and the transition ramp at Campbell St has been done well.
- The kerb bulbing at Argyle St should be cut back when upgrade works are done on the street.
- The bike lane would have functioned better if the Rose Garden Bridge was on the other side of Bathurst St but since it's not, the bike lane would function better on the SE side. Opportunities should be monitored to implement changes to on-street parking arrangements on the SE side to enable a future bike lane to be installed on that side instead.
- The transition from Bathurst St to the Rose Garden Bridge could replicate the concept used at Campbell/Davey St intersection. A hook turn box could be installed and a bike lane parallel to the pedestrian crossing to highlight the connection.



Overall

- The hook turn boxes at intersections provide good guidance for riders to position themselves to turn right.
- I would expect that in the future more permanent protection for the bike lanes such as concrete barriers would be installed and other more significant modifications (outlined below) made as part of future road reconstructions or drainage works.

Yours sincerely,

Mary McParland
Executive Officer

cc: Stuart Baird

DSG Response – To be included when recieved

Department of State Growth

Salamanca Building, Parliament Square
4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Phone 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Our Ref: D25/354893/2

Tasmanian Government

Ms Karen Abey
Director Strategic and Regulatory Services
City of Hobart
Email: Karen.Abey@hobartcity.com.au

Dear Ms Abey

Thank you for your letter of 2 December 2025, seeking feedback on the operation of the Argyle and Campbell Street bicycle lanes since May 2024. Apologies for the delay in responding.

Our feedback is provided from the perspective of our role as manager of the State Road network, and as operator of traffic signals across Tasmania from our Traffic Management Centre.

Our observations are that, in general, these facilities are working as expected, with any issues being localised, and with minimal impact to the State Road network. Specific locations where issues have been noticed include:

- Campbell Street and Liverpool Street intersection, where the adopted traffic signal phasing increases the wait time and build-up of traffic on both Liverpool Street and Campbell Street. Particularly during the morning peak period, increased queuing in Liverpool Street can occur, extending back towards Brooker Avenue. However, we have been able to mitigate this by increasing the green time for Liverpool Street, at the expense of green time that is allocated to Campbell Street. This in turn, has created a minor increase in queue lengths on Campbell Street, but with no significant impact to overall traffic flow at this location.
- Campbell Street between Macquarie Street and Davey Street, with off-peak parking (occasionally in contravention of parking controls) resulting in lane changing and disruptions to traffic flow, as road users adjust to the change in lane availability.

Separate to this letter, we have supplied data directly to Stuart Baird following a request by him, relating to travel times and traffic volumes. The travel time records show a small increase in delay for travel along Campbell Street, particularly on approach to Davey Street. We consider that these delays are primarily the result of changes that we have made to the operation of traffic signals along Macquarie Street and Davey Street, to improve traffic flow on these critical movement corridors.

Please contact Tim Bickerstaff by email at Tim.Bickerstaff@stategrowth.tas.gov.au or telephone on 6166 3323 for more information.

Yours sincerely

Cynthia Heydon
Deputy Secretary, Transport

15 January 2026

Appendix 1:

Investigations and summary of options:

Table 1: Each option was assessed against criteria and summarised in the decision matrix below

Option	Cost to CoH (1=High, 5=Low)	Community Impact (1=Negative, 5=Positive)	Long-Term Sustainability (1=Low, 5=High)	Ease of Implementation (1=Hard, 5=Easy)	Reputational Risk (1=High, 5=Low)	Notes
Shift Rail Crossing to CoH Owned Track	3	4	5	4	5	Recommended by officers; retains 1km access
RTBG Retains Land and Decommissions Track	5	1	1	3	2	No cost to HCC; reputational risk; community loses access
RTBG Retains Land, Lowers Service Level	5	3	2	4	3	Minimal cost; not a long-term fix; foreshore degradation
RTBG Licences Track to CoH	1	4	4	2	4	Short-term fix; long-term costs; heritage constraints
RTBG Transfers Land to CoH	1	4	4	1	3	Full control; heritage constraints; significant costs

OPTION 1 SHIFT RAIL CROSSING TO COH OWNED TRACK (RECOMMENDED):

Delivers continuous public through-access from Boatsheds to the RTBG without requiring land transfer or shared land use arrangements or costly repair work to the degraded water edge track. The rail corridor is Crown Land managed by TasRail who have provided in principal approval for shifting the crossing. Implementation requires a formal submission to TasRail's Property Department for final approval and coordination of construction by their approved contractor. This proposal is also subject to approval from Aboriginal Heritage Tasmania.

Estimated costs: Total cost ~ $35,000. The cost of the current rail crossing was $31,000 in 2014. TasRail's civil construction contractor Gradco advises the estimated cost of a rail crossing treatment is ~ $13,000. Due to the terrain a new rail crossing would also require steps or ramp to access from the existing track up to the crossing, fencing and signage, costing ~$22,000.

Pros:

- Lowest cost option for construction and ongoing maintenance.
- Least complex design and approvals - TasRail / level crossing committee have stated they have no objection to the proposal to shift the rail crossing.
- Achieves good community outcome by reinstating the continuous through link from the Boatsheds to the RTBG.

Cons:

- Potential dissatisfaction from the public regarding using 300m of the Intercity Cycleway instead of the existing bushland coastal track. (However, it is noted that the cycleway is generally setback < 10m from the degraded water edge track and has water views along this section.)
- Potential Aboriginal Heritage limitations on stair / ramp construction.

OPTION 2 RTBG RETAINS LAND AND DECOMMISSIONS TRACK:

CoH would incur no operational or financial responsibility but could bear the brunt of ongoing frustration from the community.

Estimated costs: ongoing officer time in responding to the public.

Pros:

- No action required from Council (aside from public communications)

Cons:

- High reputational risk to Council from community dissatisfaction due to the loss of connectivity.

OPTION 3 RTBG RETAIN OWNERSHIP AND LOWER SERVICE LEVEL TO A CLASS 4 AS TRACK:

This minimal intervention approach of managing the water edge section of the track in a similar way to more challenging bushland track classes across the City of Hobart bushland was suggested to the RTBG. However, the RTBG are not prepared to enact or support this option.

Estimated costs: No cost to Council.

Pros:

- Involves limited input from CoH and would be the quickest solution for the public to regain use of the track.

Cons:

- Not supported by the RTBG.
- Does not resolve the underlying erosion issues, and the risk profile of the water-edge section of the track will compound / escalate further over time.
- Offers short-term relief but does not provide a sustainable solution, particularly during high tide when the track becomes impassable.

OPTION 4: RTBG RETAINING OWNERSHIP AND LEASE OR LICENSE THE TRACK CORRIDOR TO COH:

The RTBG is open to this option - subject to Council undertaking repairs and ongoing maintenance at Council's full expense. While this option would enable track reclassification and some control, it carries significant costs due to ongoing foreshore erosion issues and is not in line with HCC's legal advice to strategically retreat from unnecessary asset investment in coastal areas. Temporary works have been costed at ~$75,000, with long-term solutions requiring further substantial infrastructure investment. Construction treatments for the track may be constrained by Aboriginal heritage considerations.

Estimated costs:

Treatment A - $75,000 (eg. rockwall edging and gravel surface)

Treatment B - $310,000 + (comprising boardwalk @ 130m x $2000/m; $50,000 planning, design and approvals; not including handrail)

Pros:

- Council assume management responsibility for track development and ongoing monitoring and maintenance.
- Council could temporarily allow access to the track as a class 4 track - whilst long –term infrastructure solution is developed.

Cons:

- Potentially higher costs to construct and maintain track.
- Potential Aboriginal Heritage limitations.

OPTION 5 RTBG TRANSFERRING OWNERSHIP OF THE LAND TO COH:

The RTBG suggested this option which would provide Council with full control over the track's future but involve significant up front capital costs / maintenance costs and likely delays due to land transfer processes, infrastructure development and heritage assessments.

Advice from Council's Senior Statutory Planner indicates that no subdivision is required for the proposed land transfer, and there appear to be no restrictions under the planning scheme related to heritage listings that would affect a potential land transfer. Heritage provisions apply only to areas where development is proposed, and do not impact the transfer of land in this instance. Further heritage implications may exist outside the planning framework.

Estimated costs:

Treatment A - $75,000 (eg. rockwall edging and gravel surface)

Treatment B - $310,000 + (comprising boardwalk @ 130m x $2000/m; $50,000 planning, design and approvals; not including handrail)

Pros:

- Council assume management responsibility for track development and ongoing monitoring and maintenance .
- Council could temporarily allow access to the track as a class 4 track - whilst long –term infrastructure solution is developed.

Cons:

- Potentially higher costs to construct and maintain track.
- Potential delays in land transfer administration.
- Potential Aboriginal Heritage limitations.

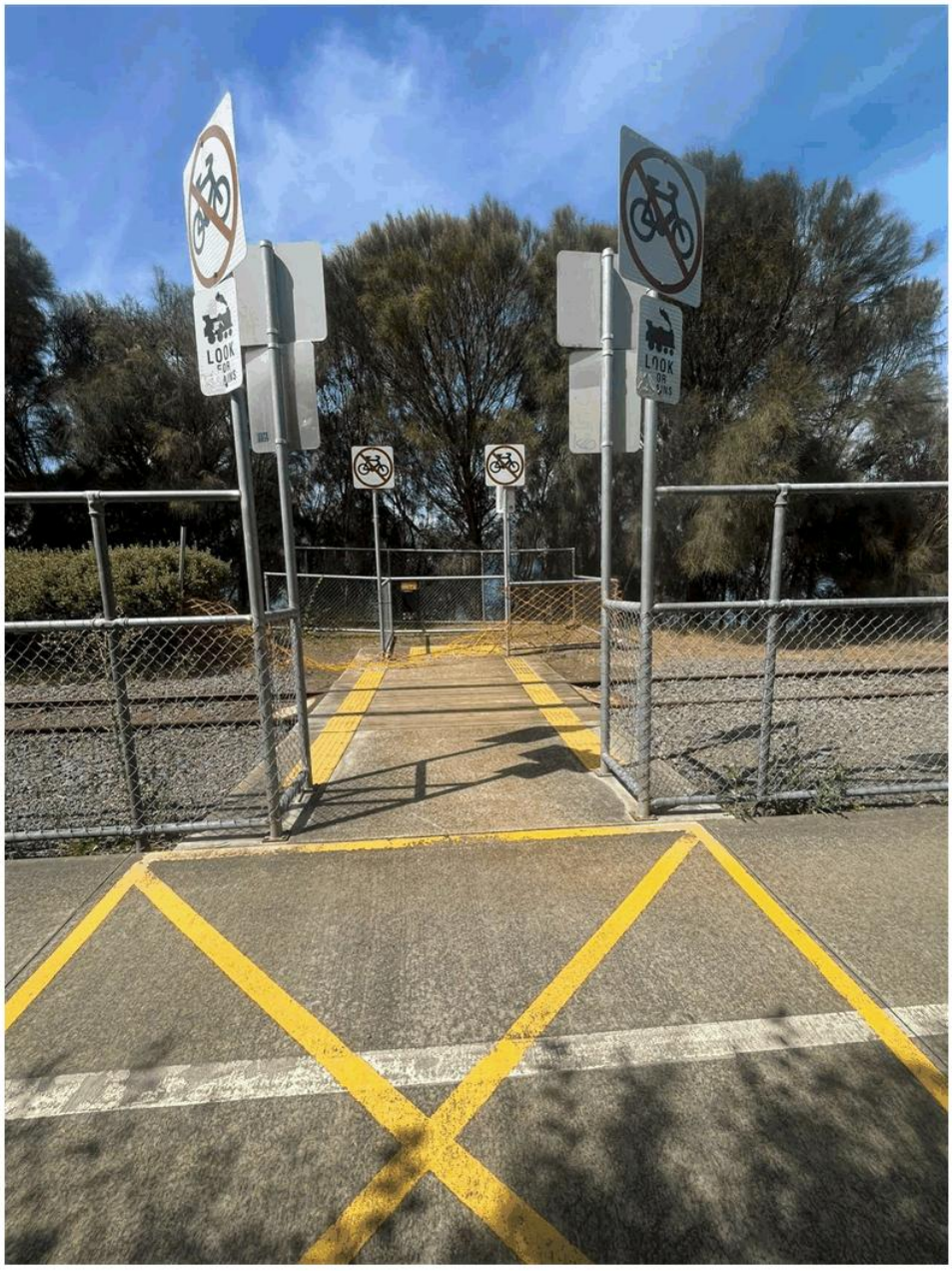


Figure 1: Current rail crossing from Royal Tasmanian Botanical Gardens land to the Intercity Cycleway

Figure 2: Proposed site for standard rail crossing to connect Cornelian Bay Foreshore Track on City of Hobart land to the Intercity Cycleway

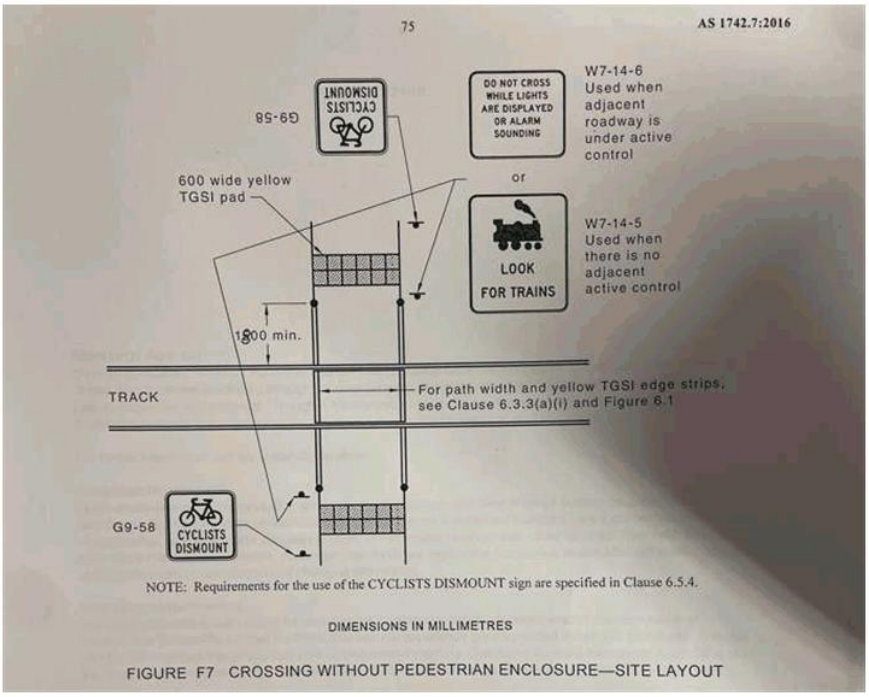


Figure 3: Crossing specifications provided by TasRail

Figure 4: Condition of Cornelian Bay Foreshore Track Royal Tasmanian Botanical Gardens section July 2025 (facing south)

Figure 5: Condition of Cornelian Bay Foreshore track Royal Tasmanian Botanical Gardens section July 2025 (facing north)

Capital Works Variations – December 2025

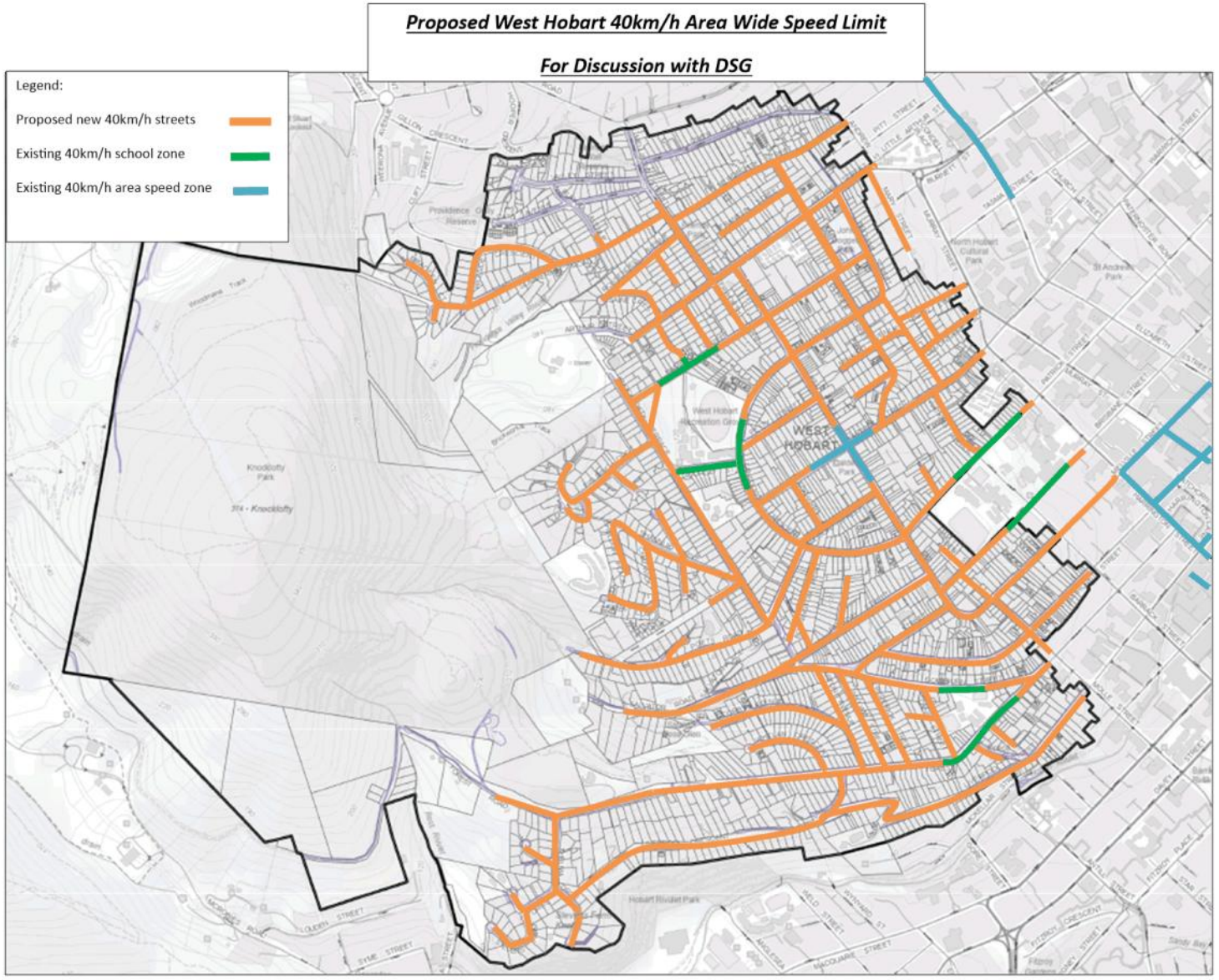
Entry No.	Category	Net Amount	Transfer From	Transfer To	Reason
1	Capital Transfer	$0	Program Contingency FY25/26 – ($30,287)	Domain Athletic Centre - Lighting and PA System - $30,287	The variation covers additional costs of rock breaking work required when excavating light poles 1, 3 and 6 foundations.
2	Capital Transfer	$0	Program Contingency FY25/26 – ($7,115)	Domain Athletic Centre - Lighting and PA System – $7,115	Additional out of scope works required to reinstate pedestrian path which was unknown at the time of tender.
3	Capital Transfer	$0	Program Contingency FY25/26 – ($200,000)	Pedestrian Priority Phase - CBD Junction upgrades - $200,000	The variation covers additional funding to award the contract after tender evaluation resulted in a shortfall of $200,000 for the preferred tenderer.
4	Capital Transfer	$0	Program Contingency FY25/26 – ($10,000)	Davies Avenue Footpath and Lights - DKHAC to Domain Tennis Centre - $10,000	The variation covers additional costs of a new lighting design needed.
5	Capital Transfer	$0	Program Contingency FY25/26 – ($118,700)	Brooker Avenue - Newport to Lewis - Partial Ash LFP - $118,700	The Brooker Avenue project has been added to the program as a replacement for the Manning Avenue works, which were completed last year. This variation covers the new project requiring additional funding due to its broader scope and higher delivery requirements.
6	Capital Transfer	$0	Program Contingency FY25/26 – ($120,000)	Elizabeth St - Macquarie to Davey - Overlay - $120,000	This variation covers the overlay resurfacing of Elizabeth Street between Davey and Macquarie streets, to include the widening of the current footpath along the bus stop edge on the Franklin Street side of the Road by 800mm.

Entry No.	Category	Net Amount	Transfer From	Transfer To	Reason
7	Capital Transfer	$0	Program Contingency FY25/26 – ($104,388)	Darcy Street Wall Replacement - $104,388	This variation covers the Darcy Street Wall Replacement Project to include the replacement of the adjacent footpath and installation of Stoneset around 12 existing trees as a project variation. This recommendation is based on both practical construction sequencing and long-term asset management efficiency.
8	Capital Transfer	$0	McRobies Outlet GPT Installation – ($85,000)	Program Contingency FY25/26 - $85,000	This variation covers the return of unspent funds following completion of the project.
9	Capital Transfer	$0	Elizabeth St - Elphinstone to Augusta - Overlay – ($173,737)	Program Contingency FY25/26 - $173,737	This variation covers the estimated budget reducing to $650,000 as a result of the competitive tender outcome and adjusted scope. The updated funding allocation is $446,190 from the Roads to Recovery Grant and $203,810 of Council contribution.
10	Capital Transfer	$0	Elizabeth St - Elphinstone to Augusta - Overlay – ($650,023)	Doyle Ave - McCann to Giblin – Overlay - $650,023	This variation covers the estimated budget reducing to $650,000 due to the competitive tender outcome and adjusted scope. The adjustment allows reallocation of Road to Recovery Grant funding to support delivery of an additional project - Doyle Avenue – McCann to Giblin St.
11	Capital Transfer	$0	Doyle Ave - McCann to Giblin – Overlay – ($650,023)	Program Contingency FY25/26 - $650,023	This variation allows the return of $650,023 of Council funding back to the Program Contingency due to the allocation of Roads to Recovery Grant funding.

Entry No.	Category	Net Amount	Transfer From	Transfer To	Reason
12	Capital Transfer	$0	Collins St - Argyle to Elizabeth – Inlay – ($29,871)	Program Contingency FY25/26 - $29,871	Due to the competitive tender outcome, this project will realise budget savings that can be returned to the Program Contingency.
13	Capital Transfer	$0	Melville St - Barrack to Molle - Ash L&R FP – ($90,000)	Program Contingency FY25/26 - $90,000	This project was completed in August 2025 and the remaining funds are to be returned to the Program Contingency.
14	Capital Transfer	$0	Program Contingency FY25/26 – ($360,000)	FY25/26 Street Light Pole Replacement - $360,000	This variation covers the mandatory replacement of unsafe street light poles. The City has received 23 notices. 12 poles must be replaced in 2025-26, 7 poles by August 2026 and 4 poles by September 2026.
15	Capital Transfer	$0	Program Contingency FY25/26 – ($100,000)	New Town Rivulet Estuary Restoration Project - $100,000	This variation covers unforeseen costs beyond the original scope, including topsoil, waste levy costs and design changes.
16	Capital Transfer	$0	Program Contingency FY25/26 – ($250,000)	South Hobart Oval Changeroom and Toilet Project - $250,000	This variation will allow an additional set of changerooms and a new entry to the ground.
17	Capital Transfer	$0	Program Contingency FY25/26 – ($160,000)	Turnips Fields Landslip - $160,000	This additional funding is required to enable the public safety concerns from the landslip to be addressed.
18	Capital Transfer	$0	Soundy Park CCTV Installation – ($25,000)	Program Contingency FY25/26 - $25,000	This variation is to return budget no longer required to the Program Contingency.

Entry No.	Category	Net Amount	Transfer From	Transfer To	Reason
19	Capital Transfer	$0	DKHAC Chemical Delivery Area-Vehicle Bay Renewal – ($24,981)	DKHAC Spa, Steam Rm, Sauna amenity-plant upgrade - $24,981	This reallocation to the DKHAC Spa, Steam and Sauna project to enable its completion.
20	Capital Transfer	$0	DKHAC Tile 50m concourse – ($103,945)	DKHAC Spa, Steam Rm, Sauna amenity-plant upgrade – $103,945	This variation reallocates funding to the DKHAC Spa, Steam and Sauna project to enable its completion.
21	Capital Revenue Increase	$59,521		DKHAC Spa, Steam Rm, Sauna amenity-plant upgrade	Additional grant revenue not initially identified in the original budget.
21	Capital Expenditure Increase	$59,521		DKHAC Spa, Steam Rm, Sauna amenity-plant upgrade	In line with additional revenue, increase in expenditure.
22	Capital Transfer	$0	Program Contingency FY25/26 – ($650,000)	225 Harrington & 250 Murray Pipeline Renewal - $650,000	This variation is the project estimation for the stormwater pipeline renewal.
23	Capital Transfer	$0	Strickland Ave - Old Farm to Huon – Reseal – ($254,683)	Program Contingency FY25/26 - $254,683	This variation is due to the contract being awarded at a lower cost than initially estimated.
24	Capital Transfer	$0	Program Contingency FY25/26 – ($87,793)	Queenborough Oval Changerooms Redevelopment - $87,793	This transfer is due to variations required to complete the Queenborough Oval Changerooms Redevelopment project.

Entry No.	Category	Net Amount	Transfer From	Transfer To	Reason
25	Capital Transfer	$0	DKHAC Car Park Licence Plate Recognition System – ($150,000)	Program Contingency FY25/26 - $150,000	This variation is due to the DKHAC Car Park Licence Plate Recognition System being leased. Project budget is no longer required and can be returned to contingency.
26	Capital Revenue Increase	$115,608		New Town Rivulet Estuary Restoration Project	This variation recognises funding from Glenorchy City Council for watering and weeding post commissioning.
26	Capital Expenditure Increase	$115,608		New Town Rivulet Estuary Restoration Project	This variation recognises the additional cost for watering and weeding post commissioning.
27	Grant Funding Increase	$88,279		Kooyong Glen-Romilly to Deadend Revitalisation	This variation recognises the Local Roads and Community Infrastructure Program revenue being received.
28	Grant Funding Increase	$13,195		Hill St - Faraday to Lansdowne - Ash RFP & K&C	This variation recognises the Local Roads and Community Infrastructure Program revenue being received.
29	Grant Funding Increase	$63,428		Roope St- Swanston to Pirie-L&R Ash FP & Pavement	This variation recognises the Local Roads and Community Infrastructure Program revenue being received.


Proposed West Hobart 40km/h Area Wide Speed Limit
For Discussion with DSG
Legend:
Proposed new 40km/h streets
Existing 40km/h school zone
Existing 40km/h area speed zone
WEST HOBART