



CITY OF HOBART

MINUTES ATTACHMENTS

THE HOBART WORKSHOP COMMITTEE MEETING

OPEN PORTION OF THE MEETING

TUESDAY, 10 FEBRUARY 2026

AT 4.00PM

VENUE: LADY OSBORNE ROOM

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City of Hobart presents

Safer Hobart Program

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Purpose and Recommendation



Program Objective

The Safer Hobart Program aims to enhance public safety, visibility and community connection in Hobart's public spaces, with a primary focus on the CBD. A dedicated team will proactively address community safety concerns, support local businesses and vulnerable community members.

Strategic Alignment

This initiative aligns with City of Hobart strategic plans focusing on wellbeing, resilience and public safety. It also builds capability needs identified in Community Safety Report by Wise, Lord & Ferguson.

Community Impact

Adopting this initiative fills current service gaps, supports community expectations and strengthens Hobart as a safe and welcoming city.

Why Action Is Needed Now

Safety Challenges in Hobart

Hobart's CBD faces issues like anti-social behavior, offending behaviours and public nuisance affecting community wellbeing. These are actively reported through feedback of the community and stakeholder committee's

Limitations of Current Policing

Police actively provide a presence and response through intelligence-led patrols.

Although being reasonably effective there are still gaps in daily visibility and early intervention efforts.

Need for Proactive Council Role

Stakeholders call for a visible, approachable Council presence to complement CCTV and security measures.

Direct engagement helps support the community, addresses root issues and will connect vulnerable individuals to local support services.

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Council's Existing Functions vs. Missing Capability

Current Safety Measures

The Council uses CCTV, contracted security, and compliance enforcement actions, but these are reactive and fragmented safety approaches.

Talk about money for security



Limitations of Existing Functions

Existing services lack continuous presence and proactive engagement, limiting early intervention and community reassurance.



Structural Gap in Safety

Council lacks a dedicated on-ground team for early engagement, community reassurance, and referral to support services.

Proposed Solution and Structure



Dedicated Community Safety & Engagement Team
Absorbs existing positions | Enhances Community Safety & Service Delivery

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Program Formation and Reporting

Repurposing current Council positions – supervised and reporting to the Project Manager Safe City for coordinated operation and accountability.

Focus and Deployment Strategy

Initial deployment targets Hobart CBD with potential expansion based on evidence, emphasizing visible Council presence and community reassurance.

Educate–Engage–Refer Model

Staff use a non-confrontational model prioritizing education, engagement, and referral to support vulnerable individuals and problem solving.

Training and Responsibilities

Comprehensive training includes de-escalation, trauma-informed practice, and cultural competency to improve safety and wellbeing outcomes.



Educate–Engage–Refer Model

Educate Through Supportive Communication

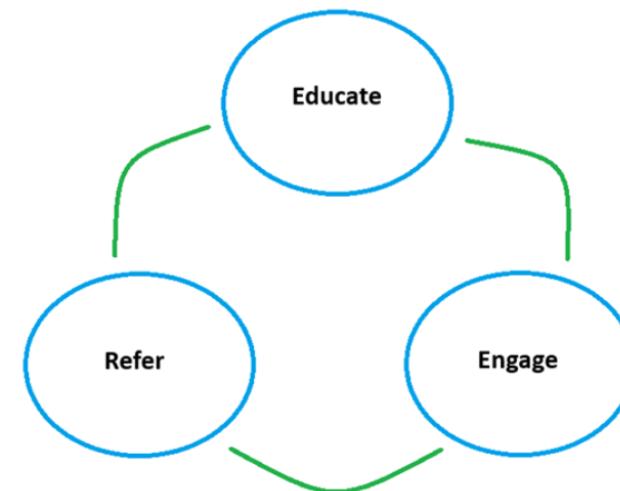
Focus on raising awareness of local laws and public expectations using non-punitive, supportive communication methods.

Engage to Build Trust

Maintain a visible, approachable presence that reassures community members and addresses low-level safety concerns early.

Refer Vulnerable Individuals

Connect vulnerable people to appropriate support services promptly while documenting interactions for strategic improvements.



Early-Intervention approach - Focussed on Safety, Reassurance and Support

Why It Will Work

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Routine Activity Theory and Program Impact

Routine Activity Theory Basics

Crime occurs when a motivated offender meets a suitable target without a capable guardian present.

Safer Hobart Program Approach

Program introduces visible guardians in public spaces to interrupt crime opportunities proactively.

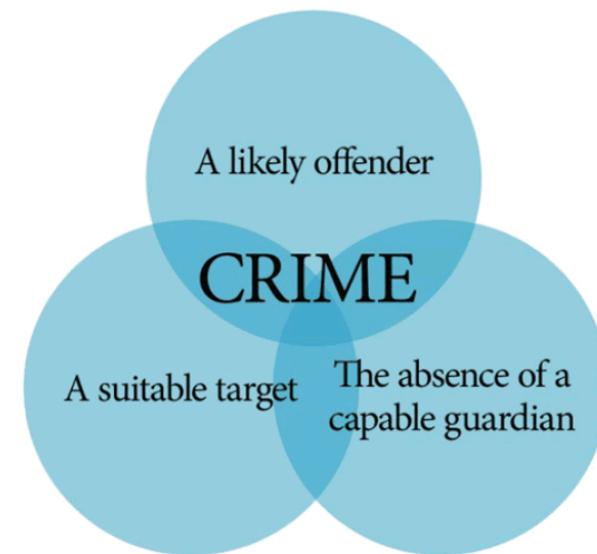
Community Engagement and Impact

Staff provide a 'presence', deter anti-social behavior, and strengthen public safety perceptions.

Data-Driven Safety Strategy

Combining data analysis with strong partnerships enhances safety and wellbeing outcomes.

ROUTINE ACTIVITY THEORY



Clear Roles, Responsibilities & KPI's

Emergencies 000	Tasmania Police 131444	Safer Hobart Program
Fire	Anti-social behaviour	Abandoned vehicles
Life or property is threatened	Assault	Animal control
Serious accident or crime	Burglary / vehicle break-in	Begging
Serious or life-threatening injuries	Criminal damage	Busking
	Drug use / drug paraphernalia	Footpath obstructions
	Found property / suspicious items	Littering
	Indecent / obscene behaviour	Permit checks
	Stealing / shoplifting (including attempts)	Smoking in Smoke Free areas
	Consuming alcohol in the street/park	Street trading
	Suspicious behaviour	Unauthorised signage in public
	Threats	Referral activity: - Rough sleeping - Youth welfare
	Traffic incidents	Business and community engagement in CBD
	Trespassing	De-escalation of anti-social behaviour
	Weapon possession	Compliance related engagement/education
	Welfare concerns	

Clear Messaging

Ensure the Community are aware of City of Hobart staff responsibilities and where other agency partners have responsibility for Community Safety

Clear Data Collection & Recording

Clear Key Performance Indicators and recording engagements or referrals is crucial to measure the success of this program. Over time this data will assist determining program adjustment or identify areas of improvement.

Engaging & Lobbying Stakeholders with Evidence

Information gathered by staff will assist in engaging stakeholders and provide evidence of service demands or responsibilities of external agencies.

Day to Day Activities

Following established patrol routes within the Hobart CBD, informed by known community safety “hot spots” and locations where people report feeling least safe.

Engaging proactively with business owners and staff to provide reassurance, support and a visible Council presence, while acting as a consistent point of contact for safety-related concerns.

Gathering real-time information on emerging community safety issues, local needs and environmental or amenity concerns encountered during patrols.

Engaging respectfully with community members who may appear vulnerable or at risk, using soft-skills-based, trauma-informed approaches to understand individual circumstances.

Identifying further support needs through engagement and facilitate referrals to external service providers operating in Hobart using established referral pathways.

Undertaking Smoke-Free Area education and engagement, providing information to community members and businesses about smoke-free requirements and monitoring compliance.

Supporting business by-law compliance through education and engagement, with a focus on early guidance and relationship building.

Through regular patrols, identifying individuals who may have remained in particular areas of the CBD for extended periods and initiate appropriate engagement where this aligns with community perceptions of safety.

Making referrals in the field where appropriate and escalate matters to Tasmania Police in accordance with established protocols when required.

Ensuring all engagements, referrals, observations and incidents are accurately recorded, with follow-up actions completed in a timely and accountable manner in line with reporting requirements.

Building on relationship with Tasmania Police



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Current Relationship

City of Hobart have established a collaborative relationship with Tasmania Police with regular engagement in various committee's and Police led operations.

Opportunity for collaborative targeted patrols

At present Council have no dedicated on-ground team for regular collaborative engagement.

This new role will provide opportunity for Council to work (By arrangement) with existing Tasmania Police organisational structure to target specific identified needs

- Youth engagement & diversion
- General Uniform Policing
- Crime – addressing Business Crime trends or needs

Consider the Outcomes

The success of these engagements can then be considered to inform program enhancement towards considering or building a successful co-response model.



City of HOBART

Co-Response Consideration



Consideration of a Co-Response Model

There is no doubt that the development of a co-response model should be considered.

Currently Hobart City Council has very limited data that supports where our specific needs are, and what an effective model would look like.

Building Evidence

This current model is seen as a stepping stone to identifying what a co-response model could look like.

Currently Council can not reliably provide evidence of capability to support and sustain a co-response model.

Ongoing review and Future Planning

Through ongoing review of engagements and community feedback, the Safer Hobart Program will continue to explore alternative engagement.

Review Process

Year 1 – will focus on establishment, workforce capability and the development of baseline measures. Consideration of extended probation (6 months) to ensure we have the right staff for the role.

This includes setting initial benchmarks for community and business perceptions of safety, initiating consistent on-ground engagement, and establishing robust reporting and data-collection frameworks.

Year 2 – Focus on reviewing Year 1 outcomes and measuring changes against established baselines, including perceptions of safety, engagement volumes and referral outcomes.

Evidence-based data collected by staff will be used to identify emerging issues, service gaps and areas requiring enhanced response.

This review phase will inform refinements to deployment models, training and operational focus, ensuring the program remains responsive to community and business needs.

Year 3 – By Year 3, the program will undergo a more comprehensive evaluation to assess effectiveness, value and long-term sustainability. This will include consideration of ongoing commitment, potential program adjustments and whether staffing levels or service scope should be increased, reduced or re-configured.

Endorsement of Safer Hobart Program

Program Endorsement

The Safer Hobart Program addresses community safety challenges with a structured, evidence-based approach.

Strategic Alignment and Support

The program is cost-neutral, strategically aligned, and strongly backed by Tasmania Police and local alliances.

Leadership and Wellbeing Impact

Endorsing the program shows council leadership while improving public confidence and community wellbeing.

Mount Nelson Local Area Mobility Plan

Elected Members Workshop

10 February 2025



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What is a Local Area Mobility Plan?

A local plan to support safe, comfortable and vibrant streets for people walking, riding, using mobility devices, and accessing bus services

The plan:

- Focuses on streets within the Mount Nelson suburb boundary
- Identifies improvements to make walking and riding connected, safe and convenient
- Prioritised upgrades to connect local destinations
- Be progressed over a 10 - year timeframe.



Mount Nelson Local Area Mobility Plan

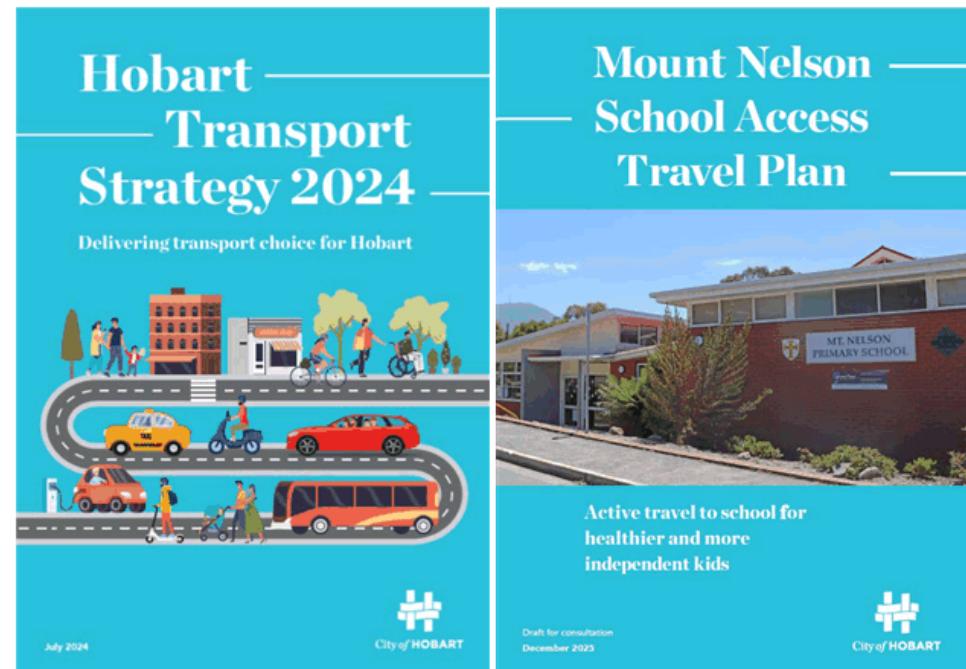
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Policy context

The Mount Nelson LAMP:

- Aligns with the Hobart Transport Strategy 2024
- Is a place - based plan to implement the policies in the Strategy
- Is focused on movement, streets and road safety.

A School Access Travel Plan (SATP) is being prepared alongside the LAMP.



Mount Nelson Local Area Mobility Plan

Engagement process

This LAMP identifies priority initiatives in Mount Nelson to meet community needs

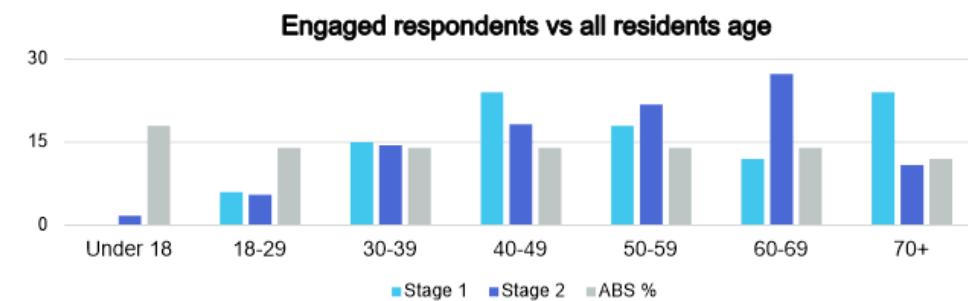
Stage 1 consultation - identify issues and opportunities

Stage 2 consultation - seek feedback on proposed initiatives, projects and priorities

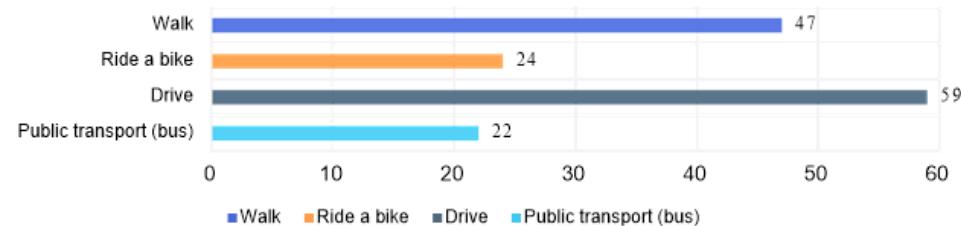


Who we heard from

- **85 people** contributed 386 pins to the interactive map in Stage 1 and **61 survey responses** received in Stage 2
- **2000 post cards** distributed and **94k** reach on Social Media
- 94% of respondents live in Mount Nelson
- Residents 40 years or older were over-represented
- Children and young people (>30) under-represented
- Users of all transport modes were represented
 - Most respondents usually drive (97%) and walk (77%)
 - 39% regularly ride a bike and 36% often catch the bus



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



Overall feedback

Majority support for the draft LAMP overall

- **61% support** (support + strongly support)
- 26% no opinion or didn't read the plan
- **13% oppose** (oppose + strongly oppose)

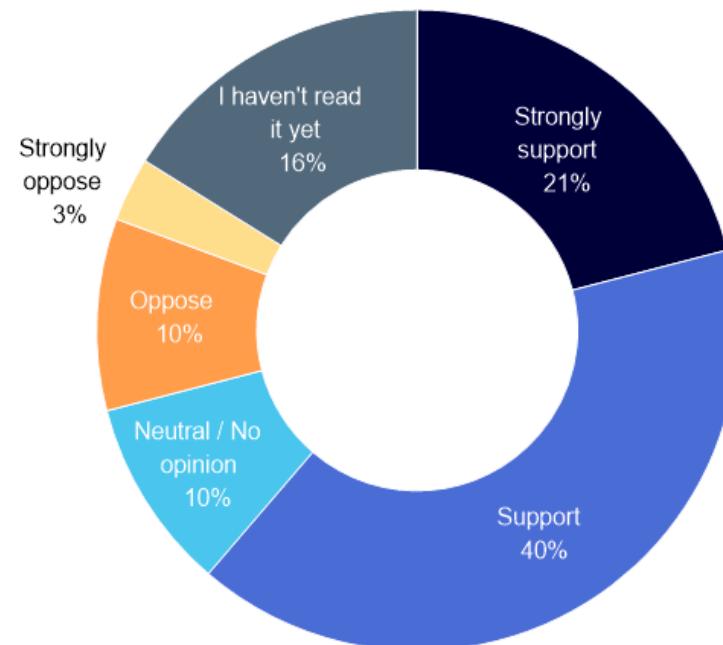
Footpaths are the community's #1 priority

- **79% of respondents selected new or upgraded footpaths as the top priority**

Divided views on proposed 40 km/h speed zone

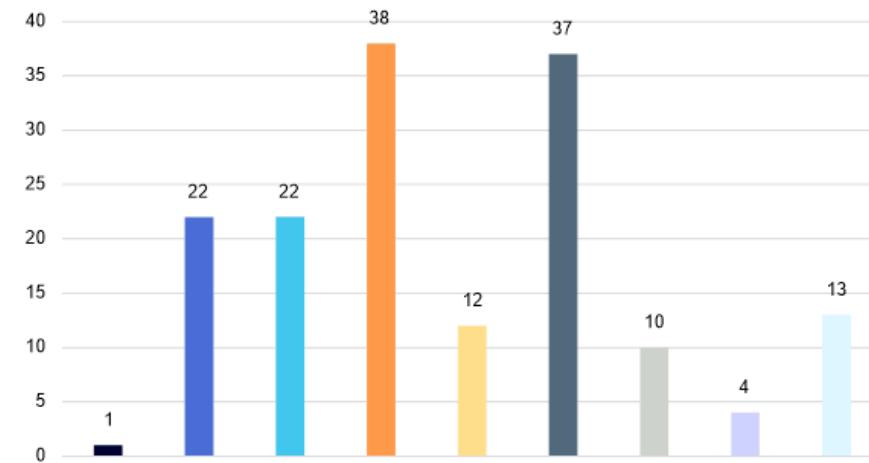
- **47% support or strongly support**
- 31% oppose or strongly oppose

Overall, how do you feel about the Draft Mount Nelson LAMP 2025?



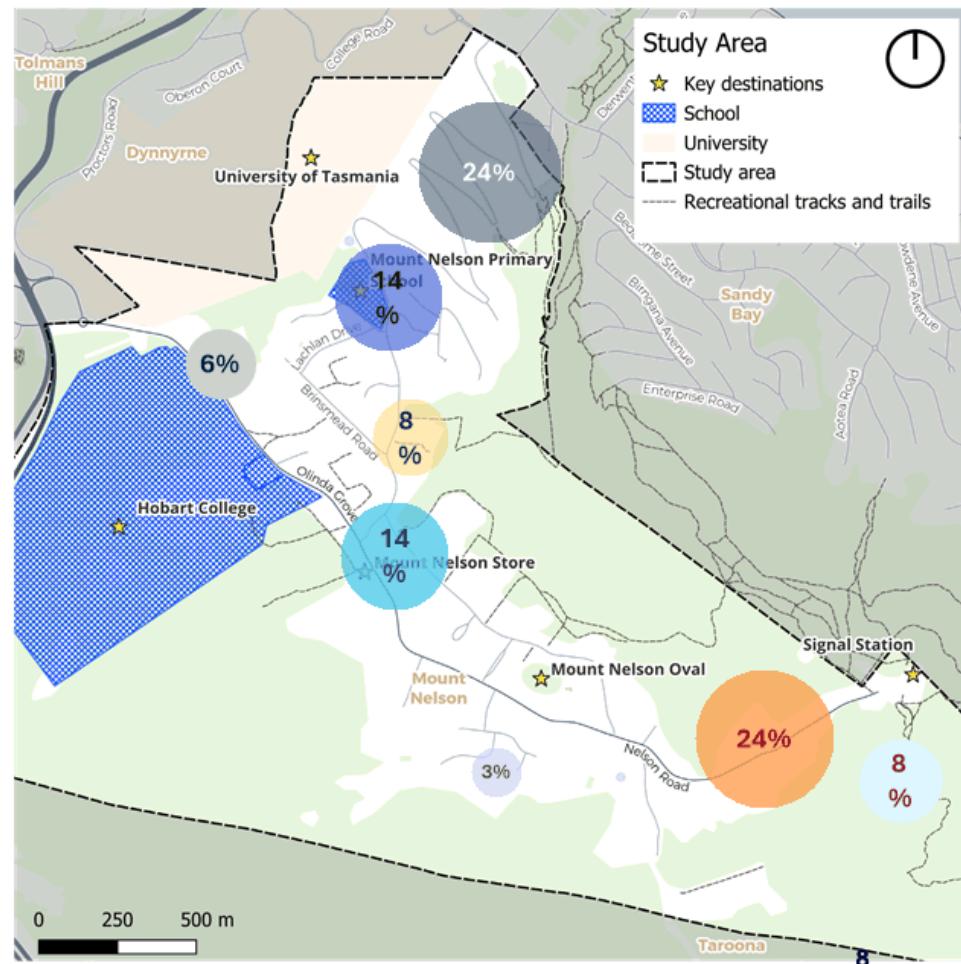
Top priority locations

Q6 | In your opinion, what are the top priority locations for investment to improve walking and riding in the Mount Nelson (select 3)



Options

- Off-road paths, tracks and trails
- Nelson Road (from Primary School to Oval)
- Top of Nelson Road (from Oval to Signal Station)
- Near Mount Nelson Primary School
- Local side streets
- Other (please specify)
- Olinda Grove
- Nelson Road (The Bends)
- Near Mount Nelson Store



LAMP overview

THEMES	OPPORTUNITIES	PROPOSED ACTIONS
A connected walking network	Prioritising people walking at side roads	 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.
	More comfortable crossings on desire lines	
	More short walks to school	
	Connecting footpath network gaps	 NEW OR UPGRADED FOOTPATHS Introduce new paths to connect the walking network. Actions 7 to 11.
Safer streets	Context appropriate speed limits	 TRAFFIC CALMING Install targeted measures such as slow points including trees and landscaping to make streets calmer and more pleasant, and to reinforce the local speed limit. Actions 12 to 13.
	Calmer traffic to improve safety	
Improved transport choices	Better connections to tracks and trails	 TRACK AND TRAIL LINKS New connections to tracks and trails with signage to increase the transport utility of these routes. Actions 14 to 17.
	Bus stop improvements	
	The influence of behaviour change	

4.2 Location - specific actions

The LAMP 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 LAMP



■ 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

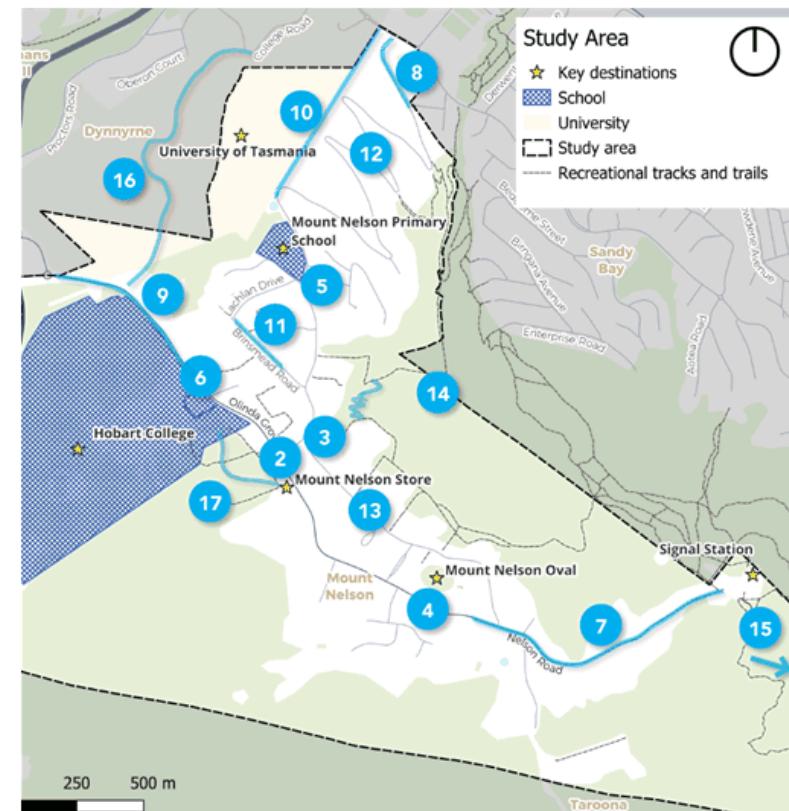
Install targeted measures such as slow points including trees and landscaping to make streets calmer and more pleasant, and to reinforce the local speed limit. Actions 12 to 13.



■ TRACK AND TRAIL LINKS

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

Mount Nelson Local Area Mobility Plan



Area - wide action

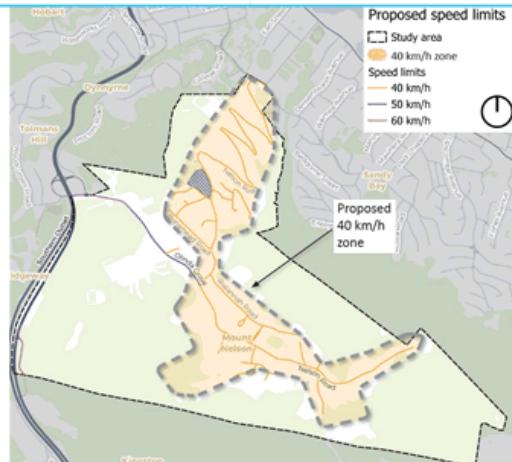
**Proposed
40kmh
zone**



4.1 Area - wide action

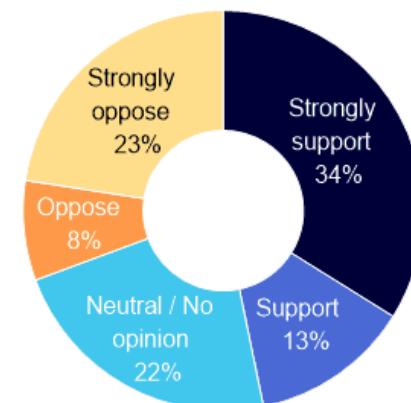
The top priority area - wide action for all of Mount Nelson is provide a consistent speed limit of 40km/h across all streets, with the exception of Olinda Grove.

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



Mount Nelson Local Area Mobility Plan

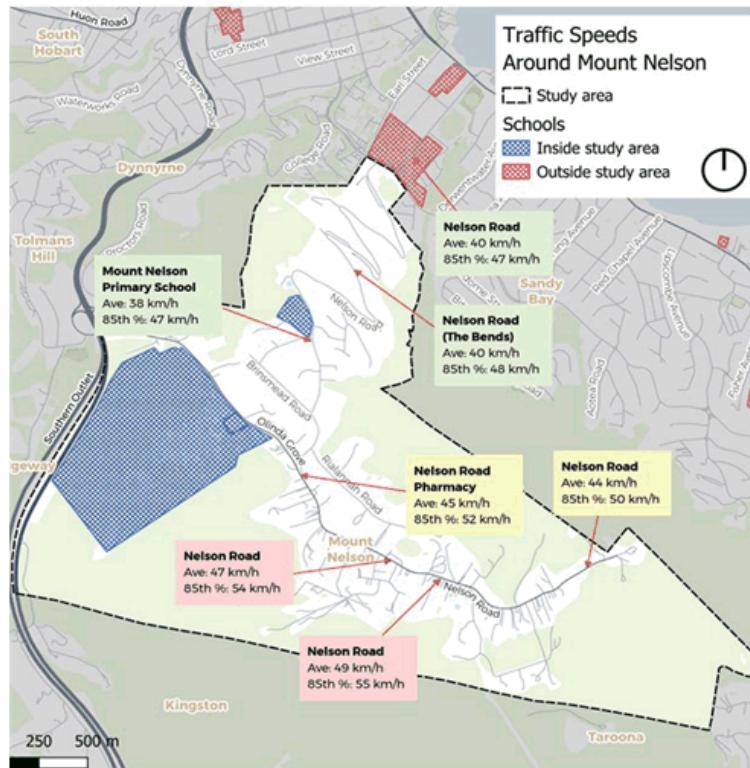
Do you support the introduction of a 40 km/h neighbourhood speed zone in Mount Nelson?



Key concerns about the speed limit proposal:

- "Speed isn't the real problem - fix the road and footpaths first"
- Enforcement concerns: "Lower limits won't matter unless enforced"
- Location - specific support rather than blanket reduction
- Perception of regressiveness or unnecessary restriction: "Never seen an accident in 40 years."

Current average speeds



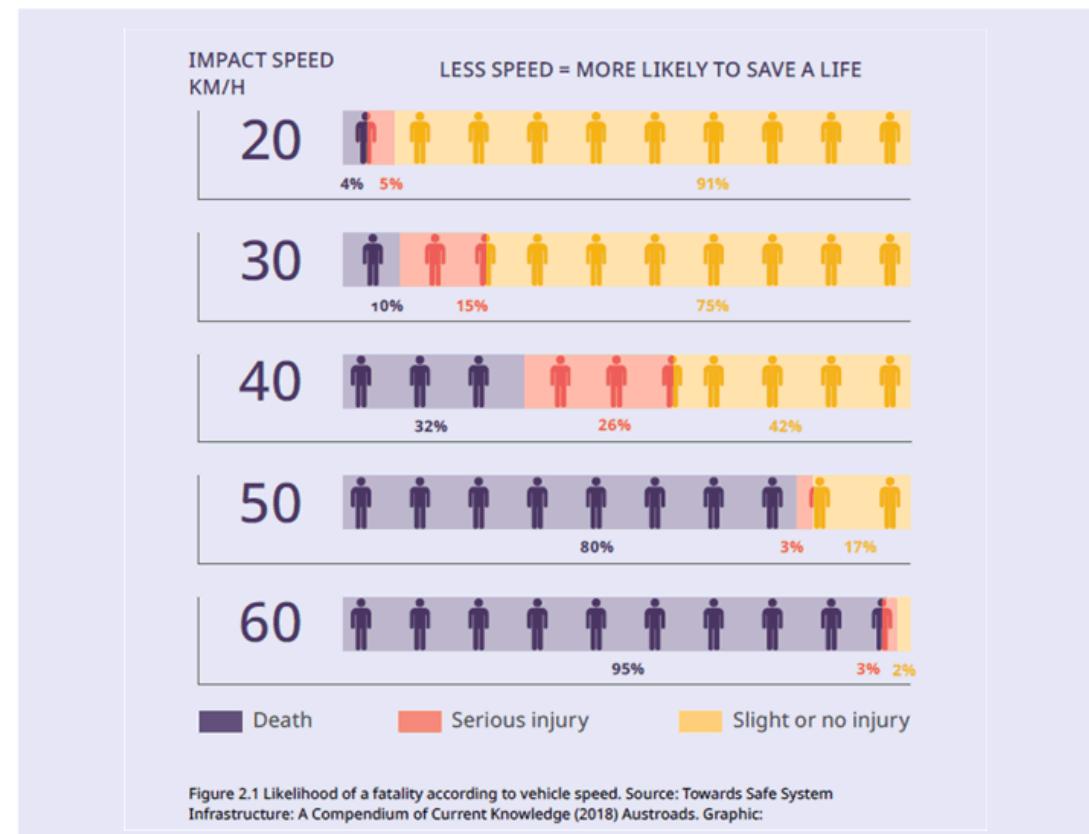
Average Speed	Time in Minutes	Time in Minutes and Seconds
30 km/h	4.20 minutes	4 minutes and 12 seconds
40 km/h	3.15 minutes	3 minutes and 9 seconds
50 km/h	2.52 minutes	2 minutes and 31.2 seconds

The calculations are based on the formula: **Time = Distance / Speed.**

Why a 40 km/h zone?

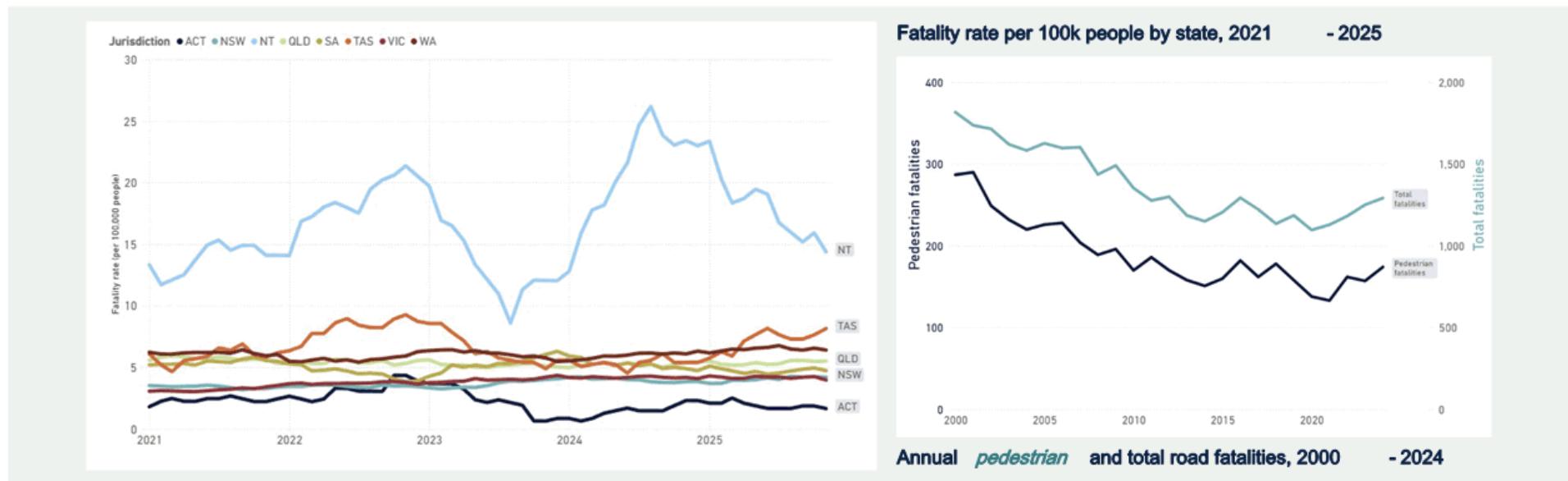
The risk of death for a person who is walking when struck by a vehicle is:

- 30km/h - 10% (15% serious injury)
- 40km/h - 32% (26% serious injury)
- 50km/h - 80% (3% serious injury)
- 60km/h - 95% (3% serious injury)



2025 was a terrible year on Tasmanian roads

- Across the country, the road fatalities are trending up – contrary to progress from 2000 to 2020
- Tasmania had the **second highest fatality rate** nationally in 2025, at 8.2 per 100,000 people
- This represented a 51.2% increase from the previous year
- The trend is particularly concerning for pedestrians.



What about travel time?

	Average Speed	Travel time for 1km	Travel time for 3.5km
	5km/h	12 min	42 min
	15km/h	4 min	14 min
	23.7km/h	2 min 30 sec	8 min 54 sec
	26.4km/h	2 min 12 sec	8 min

*Source: ADAC Tempo 30 Pro Contra (2015)

Mount Nelson Local Area Mobility Plan

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Next steps

FEB

Councillor workshop (today)

FEB

Prepare community engagement report (Draft)

FEB

Council decision