



ENGAGEMENT SUMMARY REPORT

Central Hobart Precincts Plan – Phase 1 Engagement

August 2021



yoursay.hobartcity.com.au

Prepared by



City of **HOBART**

Project Background

In April 2019, Council resolved to work with the State Government to develop a Central Hobart Precincts Plan - a holistic plan to guide the future development of Central Hobart.

Hobart is growing. The purpose of the Central Hobart Precincts Plan is to guide future growth in a way that will strengthen what's great about Hobart and build on its position as a vibrant, liveable and connected city.

- The Central Hobart Precincts Plan will:
 - establish a shared vision and framework for the future growth of Central Hobart and identify a set of actions to deliver it
 - identify a suite of precincts across the study area and outline a vision for each of them
 - identify opportunities for increased residential densities and the implications for infrastructure, services and facilities
 - identify opportunities for increased accessibility

- ensure the ongoing viability of Central Hobart as Tasmania's key administrative and commercial activity centre
- support detailed precinct planning
- identify the preferred urban form and scale of development for precincts based on a range of urban design, heritage, economic and social considerations

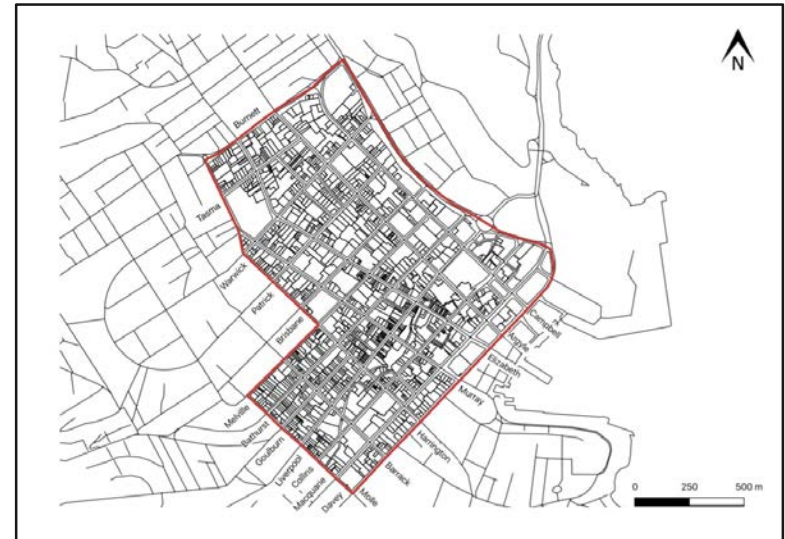


Image 1: Central Hobart Precincts Plan Study Area

Findings – Summary

Engagement snapshot

- 41 pins were dropped on to the interactive mapping tool – relating to transport, parks and open spaces, and housing.
- 98 surveys were completed.
- Transport was by far the dominant theme in survey responses.
- The key themes from the values, challenges, opportunities and actions questions are summarised in the adjacent table

Engagement limitations

It is possible that some survey responses had been influenced by the COVID-19 pandemic and concerns surrounding increased density, the University of Tasmania's move into central Hobart and the future of the tourism industry.

Phase 1 community workshops were cancelled due to the COVID-19 pandemic.

Values:

- heritage
- human scale
- services
- open spaces
- open sky

Challenges:

- transport
- housing
- UTAS' move
- retaining the small city feel
- lack of open space

Opportunities:

- improving transport
- more open space
- diverse economy
- use of the planning system
- highlighting our heritage

Actions:

- decision-making
- commitment by all levels of government
- clarity
- funding
- collaboration

How we engaged

The original engagement process was segmented into three parts as shown below:



- The purpose of the first phase of community engagement (*visions, issues and priorities*) was to:
 - Identify what people value most about the Central Hobart precinct
 - Identify what is missing that would contribute to the Precinct in the future
 - Identify key strengths, opportunities and challenges for the precinct
- It was intended that the community be provided with a range of engagement opportunities and adequate background information on the precinct in order to develop a shared vision for the

precinct.

- The initial period of engagement was from March to April 2020. This was later extended due to COVID (see separate section on engagement limitations).
- Broad community feedback was sought through an online survey and a mapping tool on the City of Hobart's Your Say Hobart website. Community workshops were also planned for the initial stage of engagement although these were cancelled due to COVID-19.
- A staff workshop was held on 12 March 2020 with 38 City of Hobart employees participating (see separate engagement summary report).

How we engaged – what did we ask?

- Through the survey on Your Say Hobart, the community were asked to identify the following:
 - What they value about Central Hobart
 - What challenges they think projected future growth will bring to Central Hobart
 - What opportunities there are to ensure the following are met in the future:
 - Community needs
 - Economic, infrastructure, business and tourism needs
 - Environmental needs
 - Cultural and heritage needs
 - How they would like Central Hobart to be in 2041
 - What would bring this vision to life
 - Key areas of focus for the Central Hobart Precincts Plan
 - Gaps or subjects not covered in the Baseline report (optional)
- Through the “Places” mapping tool, the community were asked to contribute their big idea for Central Hobart.



**98 surveys
completed**



**41 pins dropped
on the “Places”
map**

How we engaged – notification

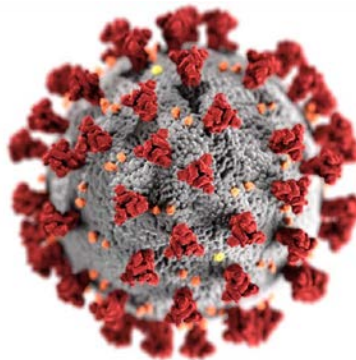
- The project was announced by the Lord Mayor on 11 March with an accompanying media release.
- This was followed up with a Facebook post on 11 March and a Your Say Hobart newsletter on 12 March.
- Relevant reference and advisory groups were also notified by email.
- The original Phase 1 community engagement was scheduled for March – April 2020.

PRECINCTS PLAN - PROJECT TIMELINE



How we engaged – limitations

- 98 surveys were completed. This is not a statistically representative sample of the community; however the themes expressed through the survey responses are still useful to inform the Discussion Paper.
- Of those 98 responses, 22 respondents answered that they had not read the Baseline Report or any of the fact sheets.
- There were limitations to the engagement process, largely due to the impact and timing of the COVID-19 pandemic.
- The initial period of engagement was from March to April 2020.
- Due to the COVID-19 pandemic, the planned community workshops scheduled for the end of March 2020 had to be cancelled.
- The economic impacts of the COVID-19 pandemic meant that the data contained in the Economic, Demographic and Employment study required re-analysis.
- The initial period of engagement was extended from April 2020 to April 2021.



How we engaged – limitations

The following points also need to be taken into account when considering the survey responses:

- The majority of survey responses were received in the March-May 2020 period (88 out of 98 survey responses).
 - March-May 2020 was the period when a State of Emergency was declared and physical distancing requirements (including “lockdown” measures) were put in place in Tasmania.
 - It is possible that the survey results for the Central Hobart Precincts Plan – which is based on assumptions that there will be an increase in population density – have been influenced by world events and the start of COVID-19 physical distancing restrictions.
 - While it is unknown if the same survey results would be received if the survey were run today, the impacts of COVID-19 on community sentiment has to be acknowledged.
- This is reflected in the following recurring themes in some of the responses:
 - That the Tasmanian tourism industry, particularly the cruise ship industry, is no longer viable;
 - That there are doubts about the future of the University’s move into the Hobart CBD due to international border closures and course number reductions (an announcement made by UTAS on the day of the CHPP project launch);
 - That an increase in density of any description in Central Hobart is an undesirable outcome;
 - The survey results therefore capture a moment in time.

Findings - stakeholder feedback

- Feedback from stakeholders are summarised below.

What you said	What we heard
Does the scope of the Central Hobart Precincts Plan take into account the need to provide access to land and dwellings suited to social and affordable housing?	You want us to consider the provision of land for social and affordable housing in the development of the Central Hobart Precincts Plan.
<i>"Bicycle Network Tasmania would like to see this plan used to deliver a comprehensive separated cycleway network that would allow the majority of people visiting, living and working in Hobart to choose to ride a bicycle for transport"</i>	You want a separated cycleway network to be an action of this project
<i>"The other alternative to providing separated cycleways is to lower the traffic speed limit to 30 km/h and traffic calm streets so people riding and walking have priority"</i>	If a separated cycleway network isn't possible, then you want the Central Hobart Precincts Plan to include a lowered speed limit of 30km/h and traffic calmed streets.
<i>"We trust that the precincts plan will ensure that the cultural heritage of Hobart, particularly its Aboriginal and colonial historic heritage, will be fully taken into account given the special stories these reflect, and its uniqueness, richness and comparatively high level of preservation"</i>	You want us to consider Hobart's cultural heritage in the development of the Central Hobart Precincts Plan
<i>"Hobart could potentially accommodate quadruple its current density without negatively impacting on the quality of the City"</i>	You think that population density could be significantly increased without negative impacts
<i>"Stopping land amalgamation to preserve the city's fabric – other places in Australia have done this"</i>	You want us to put in place measures to stop land amalgamation of city properties
<i>Will there be a population target to ensure an adequate tax base to make the changes – need an instrument to pay for changes to ensure they actually happen</i>	You want us to consider a population target to enable a sufficient ratepayer base
<i>Rivulet – make it more beautiful and a feature rather than trying to hide it</i>	You want us to promote the Hobart Rivulet as a feature of the city
<i>Move away from zoning by function to having different uses on different levels of a building</i>	You want us to consider allowing different land uses on different levels of a building
<i>There should be a 'Hobart building type' – consider what this could be. There could be proposals/design competitions around possible typologies</i>	You want the Central Hobart Precincts Plan to consider a "Hobart building type"
<i>Consider movement hub/s and how it relates to the city and contributes to public space</i>	You want us to think about how movement hubs can contribute to a quality urban realm

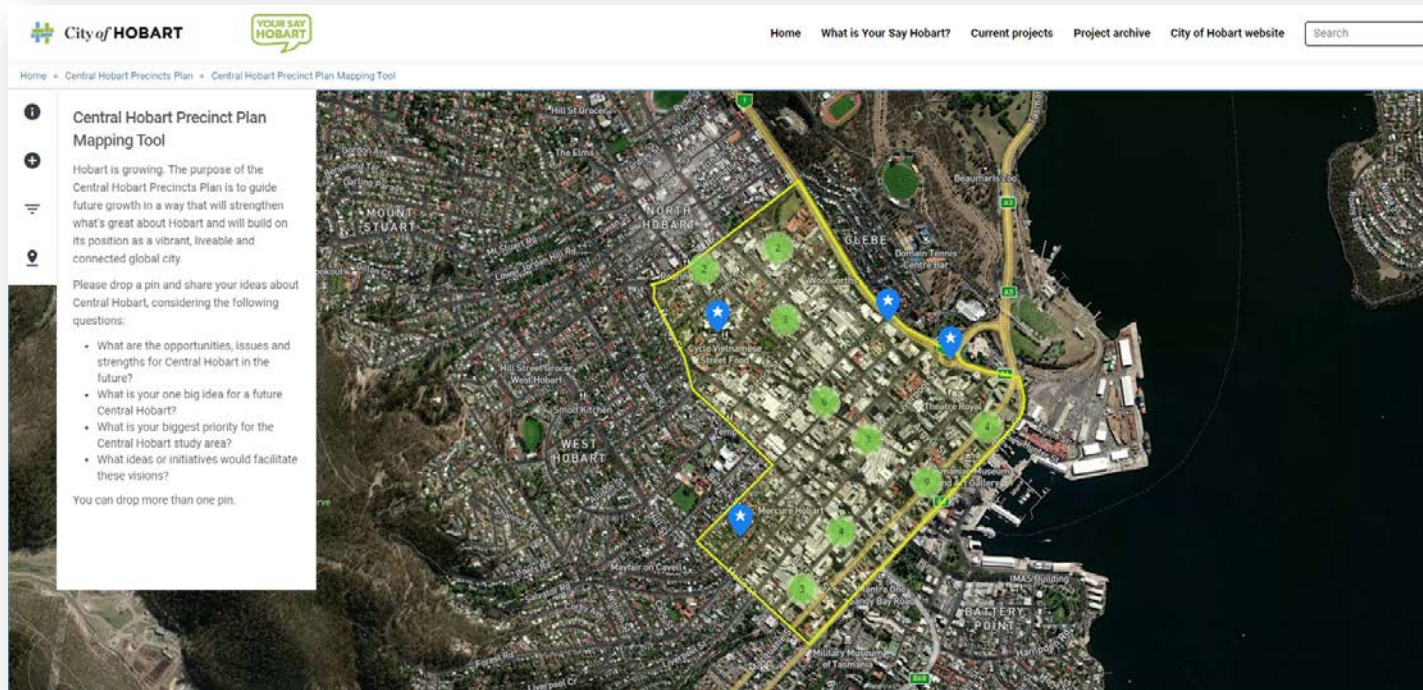
Findings - stakeholder feedback

- Metro Tasmania provided the following public submission

Stakeholder Organisation	Level of support/key comments
Metro Tasmania	<i>“From Metro’s perspective, better mobility outcomes in Hobart rely on a reduction in single car occupancy – with every bus capable of taking up to 60 cars off the road, we believe facilitating improved public transport generally, and incentivising commuter orient services specially, has enormous potential to reduce congestion and calm Hobart’s extremely concentrated morning and afternoon peaks”</i> Metro put forward the following recommendations: - Implement recommendations from the Department of State Growth’s Main Road Transit Corridor Plan and the Hobart Congestion Traffic Analysis - Foster investment in bus priority measures such as - prioritising bus movements on Collins St and existing Elizabeth Street onto Macquarie Street - Improved synchronicity of traffic lights to assist the flow of public transport into the CBD (on Macquarie Street, Davey Street, and Sandy Bay Road into Harrington St) - “All direction” pedestrian crossing sequences on key intersections to separate pedestrians from vehicle movements - Bus lanes within the CBD - Build the case – particularly among business owners – of the strong economic benefits of prioritising connectivity and exchange <i>“Future plans by Council, including the Precincts Plan, should note that streets including Macquarie, Davey, Elizabeth, Collins, Argyle and Liverpool Streets are critical arterial routes for public transport entering and exiting the city. Projects that would either further slow the movement of buses, or restrict bus access to these streets, would not be aligned with the stated aim of all levels of government to increase the modal share of public transport in Tasmania.”</i>

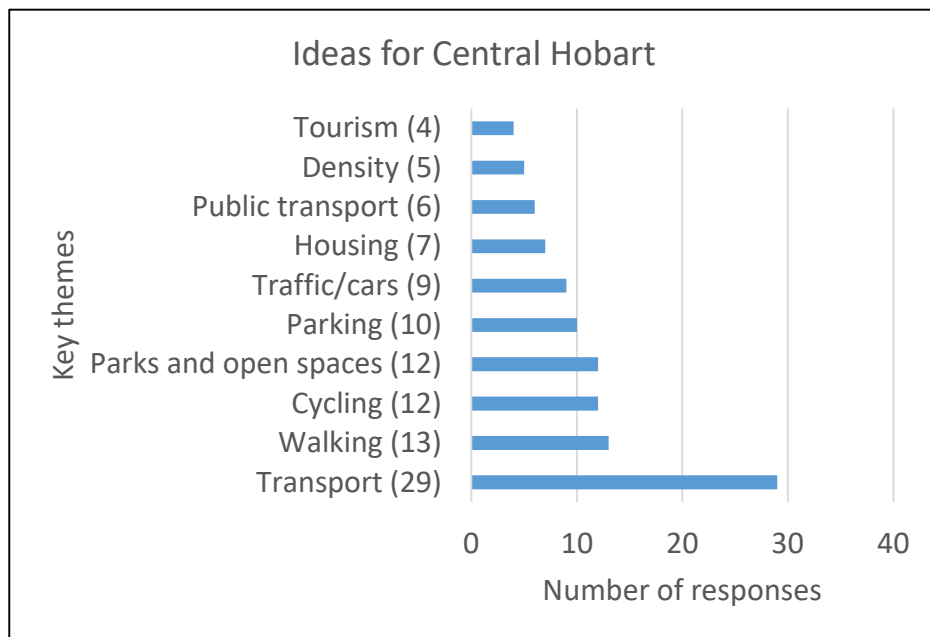
Findings – Places tool

- The “Places” tool was used as an engagement method for Stage 1 engagement on the Central Hobart Precincts Plan.
- Contributors were asked to drop a pin on a map of the study area and share their ideas about Central Hobart, considering the following questions:
 - *What are the opportunities, issues and strengths for Central Hobart in the future?*
 - *What is your one big idea for a future Central Hobart?*
 - *What is your biggest priority for the Central Hobart study area?*
 - *What ideas or initiatives would facilitate these visions?*
- 10 contributors dropped a total of 41 pins on the “Places” mapping tool.



Findings – Places tool

- The top ten key themes are shown in the graph below:



Middle-density housing and development to increase options and space effectiveness whilst still keeping in the CBD style. Better cycling and pedestrian infrastructure as well as street trees would improve the streets through and entering the CBD, enclosing commuters and residents into a protected urban canopy.

Pin dropped on Bathurst St between Molle and Barrack Sts with image below

Create an attractive walking spine along Elizabeth St with wider footpaths, street trees, outdoor dining and separated bike lanes



Increase street trees, and ensuring that the correct species are chosen to provide decent coverage and shade. The trees along Liverpool Street are an example of poor street tree choices.

Consider tunnel from Collins Court to Brooke Street to create a pedestrian spine from the waterfront to the CBD. Could be like Wynyard Walk in Sydney

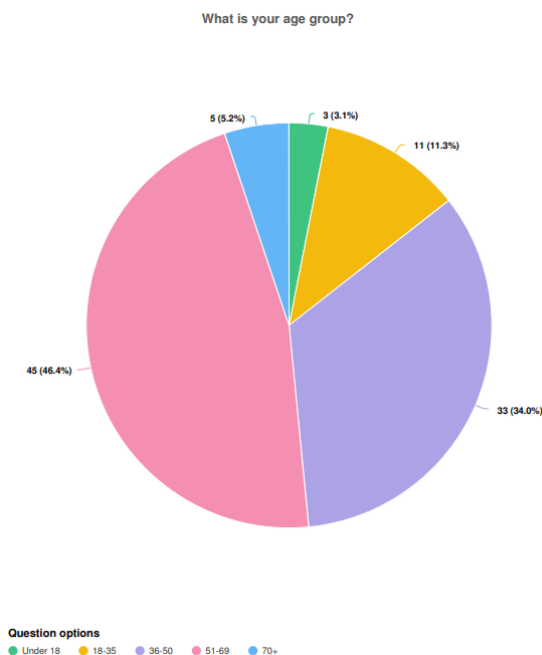
Collins St needs a separated bike path connecting to the rivulet trail. Riders have no safe space once they leave the rivulet. A separated bike path should be run all the way to the end of Collins Street connecting to the Cenotaph, Domain etc

Motorcycle parking near Elizabeth College to serve students and motorcyclists visiting nearby restaurants and shops

get rid of bike lanes that are taking up space and congesting [sic] our city

Survey – demographic data

- **Q1. Age:** Survey respondents were asked to indicate their age group. As shown below, the majority (80.4%) of survey respondents are in the 36-50 or 51-69 age groups

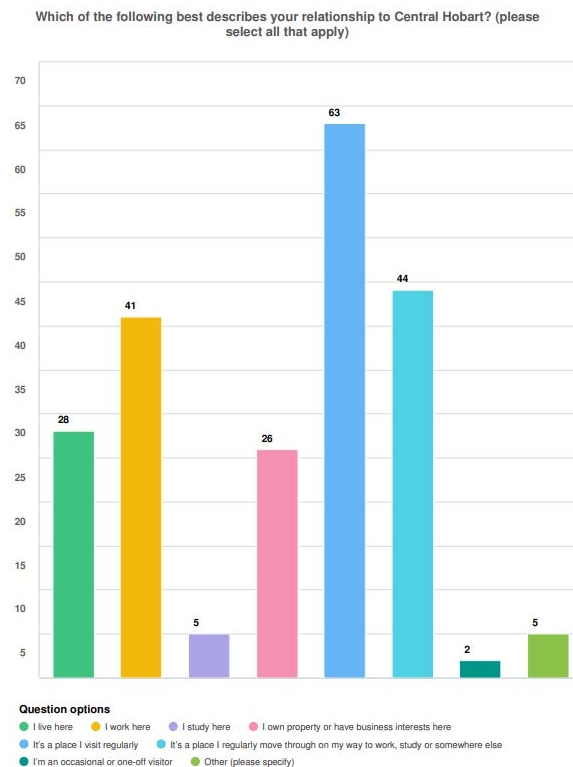


- **Q2. Suburb:** Survey respondents were asked to select which suburb they lived in. 74 of the 98 survey respondents indicated they live within the City of Hobart municipality. The top suburbs by number of responses were:

- West Hobart (13)
- South Hobart (11)
- Sandy Bay (10)
- Lenah Valley (7)
- New Town (6)
- Hobart (6)
- Mount Stuart (5)

- **Q3. Relationship to Hobart:** Survey respondents were asked to select which best describes their relationship to Central Hobart (respondents were able to select more than one response).
- As shown in the graph to the right, the majority of survey respondents visit Central Hobart on a regular basis (63 responses).

- 43 respondents said that they regularly move through Central Hobart
- 42 survey respondents said that they work in Central Hobart.



Survey – Central Hobart values

Q4. What do you value about Central Hobart as it is now? (mandatory open text question)

Note: Text analysis has been undertaken on the survey responses for all open text questions (Questions 4-12) to align comments to key themes. The most popular key themes are represented in the graphs for each question. Open text question responses could include more than one theme. Transport has been represented as a general theme, with specific transport modes (i.e. walking) also represented separately in the graphs for each question.

As shown in the graph and quotes below, survey respondents value:

- Hobart's unique, historic architecture and ambience
- The compact and human scale of central Hobart that also encourages walkability and a local feel
- Access to a range of services of shopping opportunities in a small area
- Low building heights and parks and open spaces which enables view lines and access to sunshine and open sky

*Vibrant cultural hub of the city.
Aesthetically pleasing.*

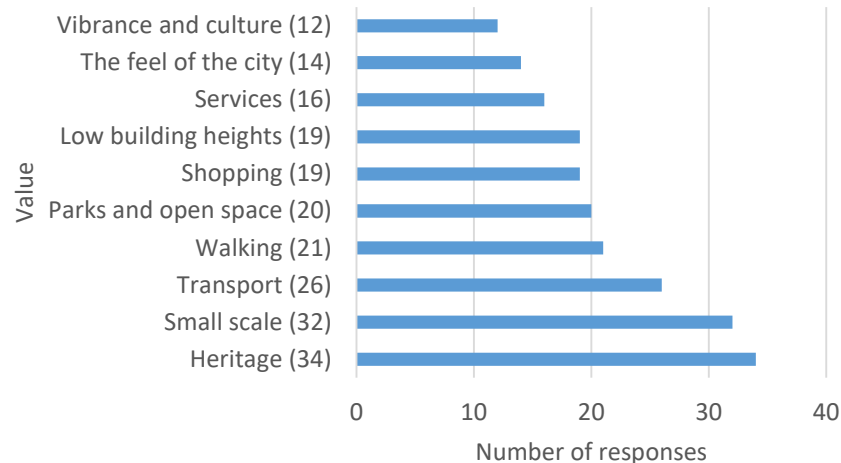
Pretty easy to get around when you are there, Decent amount of shops.

It's compact, friendly, moderate scale, familiar, mix of buildings, walkable, waterfront, public spaces

It's accessible, it has a lot of heritage properties, good view lines, it's buildings are not too high, its buildings are generally attractive with some notable exceptions, it's clean and tidy, safe, good parking in some multi-storey car parks,

It is a dynamic mix of heritage, modern and contemporary buildings, easily accessed by pedestrians. The location is beautiful, with views of the mountain and river from many vantage points throughout the city.

What do you value about Hobart as is it now? (top 10 responses)



Survey – challenges of future growth

Q5. What challenges do you think projected future growth will bring to the Central Hobart area? (mandatory question)

As shown in the graph and quotes below, survey respondents predict the following challenges for Central Hobart:

- Traffic flow and congestion resulting from a lack of public transport infrastructure
- Lack of parking
- Increased housing pressure
- Maintaining the small city feel with increased density
- Not enough parks, open space and public spaces
- Impact of increased student population at UTAS

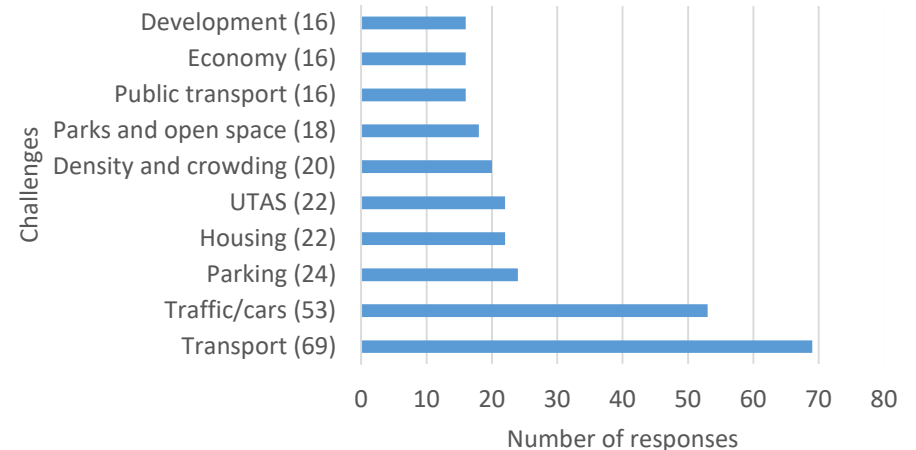
Public transport is abysmal.

Traffic congestion, parking issues, public transport issues, ensuring enough facilities are accessible and available

Hobart will need to identify all possible opportunities for development that will not compromise the city's heritage amenity. It will also need to ensure that the quality of developments is high and that the streets are made much more friendly for non-motorised users.

Accessibility. No strategic focus for development. Accommodation and housing. Cost of living. Reduction in amenity. Over reliance on the university. University dominating development directions. Loss of city streetscapes.

What challenges do you think projected future growth will bring to the Central Hobart area?(top 10 responses)



Survey – opportunities for community needs

Q6. What opportunities are there to ensure the needs of the community (including our neighbourhoods, the way we live, public spaces and streets, health, education and employment) are met into the future? (optional question – 92 responses)

As shown in the graph and quotes below, survey respondents suggest the following opportunities to meet community needs in Central Hobart:

- Improving the transport system to ensure the flow of people throughout the city
- Increasing the amount of public open space to allow places for people to gather

Mix of developments so not all high rise. Wider take on planning so people live outside the area and there is more transport into the center. Good investment in community buildings so people still have a chance to get to know their neighbours, people of their own age etc.

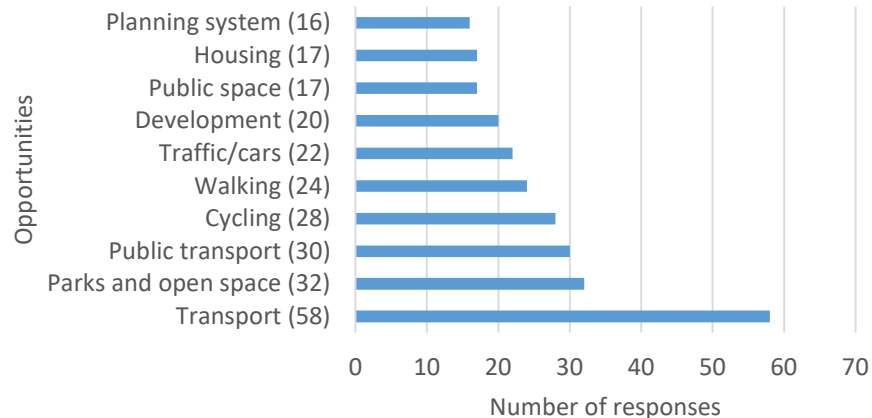
Recognition that public open spaces are a community and cultural facility. When we take them away, either temporarily or permanently, we erode community and cultural connections and capital.

Traffic congestion, parking issues, public transport issues, ensuring enough facilities are accessible and available

Public consultation, absolute maximum height limits, encouragement for sympathetic architectural design... active city design ensuring a mix of uses of commercial space and plenty of parks, bike paths and walkways.

Forcing traffic out of the precinct. Wider pedestrian concourses. More public spaces and public art

What opportunities are there to ensure the needs of the community are met into the future? (top ten responses)



Survey – opportunities for economic needs

Q7. What opportunities are there to ensure economic, infrastructure, business and tourism needs are met into the future? (optional question – 87 responses)

As shown in the graph and quotes below, survey respondents suggest the following opportunities to meet the economic needs in the future:

- An improved transport system that supports an inner city residential population, businesses and the tourism industry
- A diversity of income streams for Hobart's economy
- A consideration of what the future of tourism looks like

A city without a vibrant living population is unattractive to business and tourists.

Better public transport (eg. Rail)

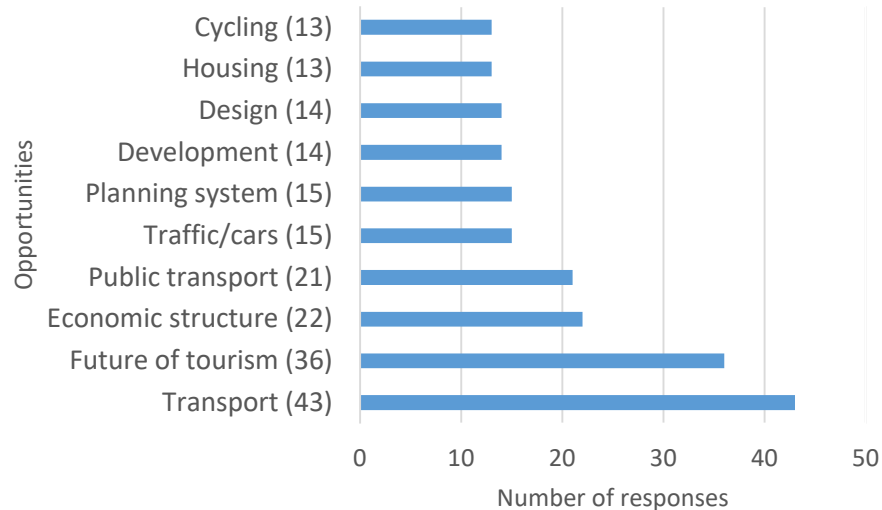
Better transport scenario lol

Planning and consultation so Hobart can balance being a working city and tourism destination.

A better functioning public transport system and higher density housing within the city would give us the opportunity to have a functioning inner city community that can effectively commute from home to work and back without straining our transport infrastructure.

Getting the plan right will result in an attractive small city that attracts business, tourism and local community use. Currently Hobart is a ghost town after business hours. Through a focus on growing central city living and careful attention to scale and aesthetics, Hobart will be a fantastic city to be in.

What opportunities are there to ensure economic, infrastructure, business and tourism needs are met into the future? (top ten responses)



Survey – opportunities for environmental needs

Q8. What opportunities are there to ensure environmental needs are met into the future? (optional question – 88 responses)

As shown in the graph and quotes below, survey respondents suggest the following opportunities to ensure environmental needs:

- A transport system focussing on non-car modes to reduce emissions, congestion and improve health outcomes
- More parks and public open spaces
- Development controls that contribute positively to the environment – e.g. energy and waste systems.

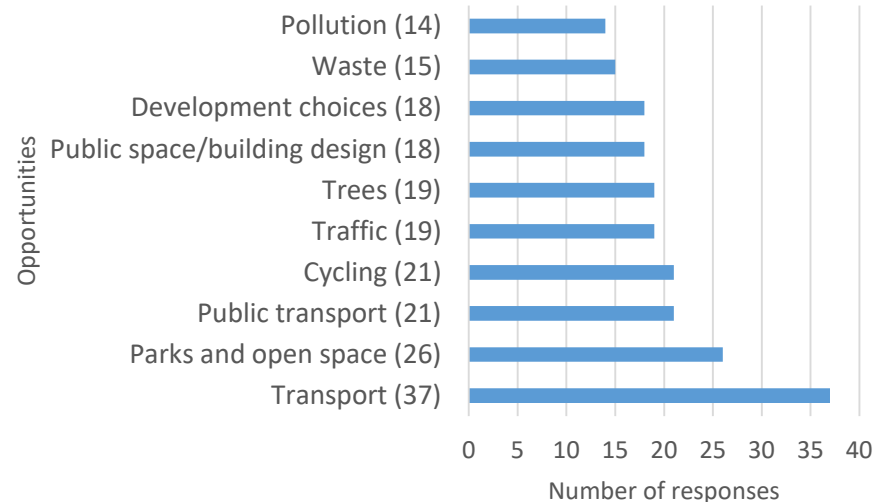
*Reduce carbon emissions:
reduce traffic, increase
pedestrian/cycle/ public
transport
community gardens for food
security
composting bins on the streets*

*Public parks and open spaces
– currently limited in number,
more open spaces would be
valuable for increasing
numbers visiting the city
centre including residents,
workers and students.*

*The streets are wide
enough to accommodate
other modes of transport
than cars, and increase the
quality of life with added
street trees and parks,
which can regulate
temperatures and clean air.*

*Developmental approvals
should include conditions such
as providing a green roof or
solar PV, capturing and saving
water, recycling and reusing
waste, including more bike
parking than carparking,
including charging facilities for
electric vehicles.*

What opportunities are there to ensure environmental needs are met into the future? (top ten responses)



Survey – opportunities for cultural and heritage needs

Q9. What opportunities are there to ensure cultural and heritage needs are met into the future? (optional question – 78 responses)

As shown in the graph and quotes below, survey respondents suggest the following opportunities to ensure cultural and heritage needs are met in the future:

- Preserving built colonial heritage
- A greater representation of Aboriginal heritage and culture within Hobart
- Using planning and development controls to ensure Hobart's uniqueness is preserved and highlighted
- Greater interpretation of culture and heritage

Council needs to develop a culture and heritage infrastructure strategy in order to require developers and council to progress a plan that the community agrees upon.

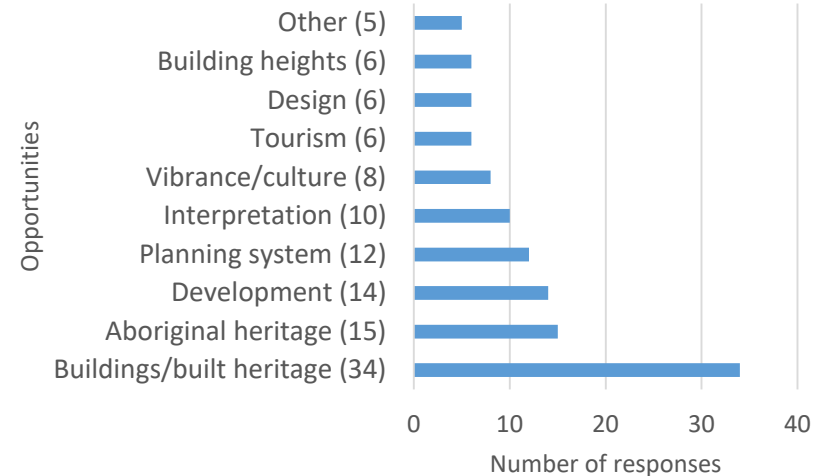
There could also be more inclusiveness and knowledge on First Nations culture and heritage within the city, as well as the nature of the land.

Retrofitting rather than demolition, where possible. Retrofitting to the Passive House Standard has allowances for historic facades. Preserving street sunlight levels, vistas etc. Preserving the business/commercial themes in each block.

Maintaining the historical core of the city and using them for cultural and art opportunities.

Developments set back from heritage facades. Height limits that reflect the original buildings.

What opportunities are there to ensure cultural and heritage needs are met into the future? (top ten responses)



Survey – Hobart in 2041



Q10. Imagine Central Hobart in the year 2041. How would you like the city to be? (mandatory question – 98 responses)

As shown in the graph and quotes below, the desired key themes for Hobart in 2041 include:

- Diverse, respectful of its past yet with a future focus and vibrant cultural feel
- More affordable housing and accessible services, catering to residents, workers and visitors
- Easy to move around with improved public transport, a city that is cycle and pedestrian friendly with fewer cars
- Clean and compact, with more parks, open spaces and community areas

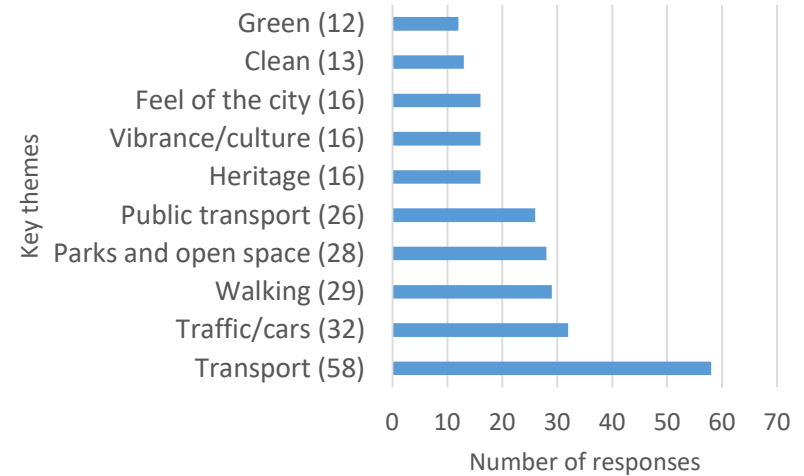
Easy to get around. Sustainable living. A public transport system that other cities in Australia are jealous of (with lots of different options: ferries, light rail, buses with dedicated bus lanes, bike lanes and bike sharing scheme). Lots of public spaces with community events.

Low rise. Green park lands. Functional community areas with great transport within and out of the CBD.

Clean, calm, with fresh air, lots of opportunities for walking, parks and gardens. Careful management of any development to ensure it complies with these values.

We still drive (no flying cars) less traffic in the CBD - more bridges over or under it, more open spaces, better connections for pedestrians more multi level dwellings in the city CBD, more activation, more diversity, more art, more social spaces for unorganised engagement

Imagine Central Hobart in the year 2041. How would you like the city to be? (top ten responses)



Survey – how to bring the vision to life

Q11. What would be important to bring this vision to life? (mandatory question – 98 responses)

As shown in the graph and quotes below, survey respondents have provided the following actions to bring their vision for Hobart in 2041 to life:

- Improvements to the transport system
- Decision making that is consistent with the City's strategies, plans and policies and provides clarity to developers
- Funding and commitment to action by decision-makers and key stakeholders; levels of government working together
- The importance of the planning system and ongoing community engagement to facilitate these changes

A strong vision and championing of that vision by a committed and passionate Council

Wide consultation such as this, leading to A proposal. Money

Strategies and action plans that are actually followed. Developer contributions

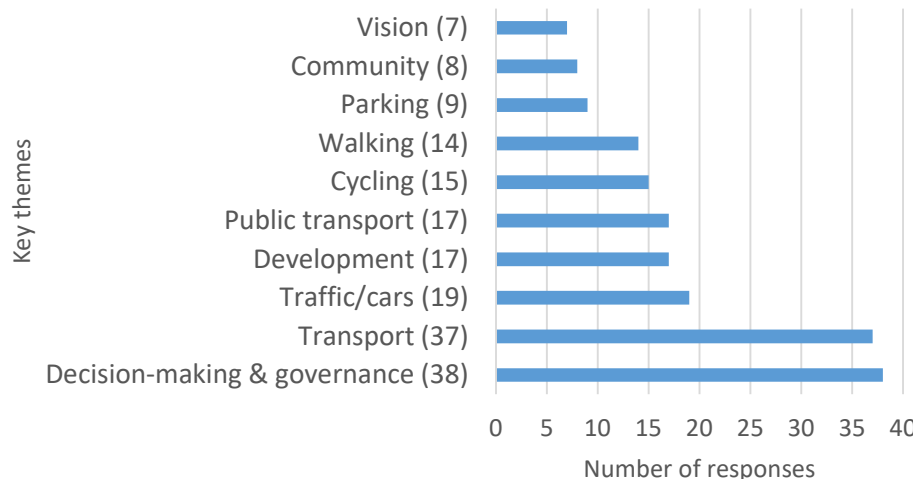
Planning and commitment. Solutions to the traffic problems, such as better public transport, elimination of on street parking, lower speed limits.

Transport corridors and high density development

A strong strategic vision and decision makers with back bone who can stick to it. A recognition that planning can no longer be orientated around the private car.

Advocacy from the top down. Developing clear targets and promoting development that meets those targets.

What would be important to bring this vision to life?
(top ten responses)



Survey – project key areas of focus

Q12. What do you think the key areas of focus should be for the Central Hobart Precincts Plan? (mandatory question)

As shown below, survey respondents want the Central Hobart Precincts Plan to focus on:

- Hobart's transport system
- Increasing housing availability
- Clear guidelines for development

*Transport,
housing,
services and
environment*

*Developing clear guidelines on where taller
buildings are allowed, and ensuring those
buildings are worthwhile additions to our
city.*

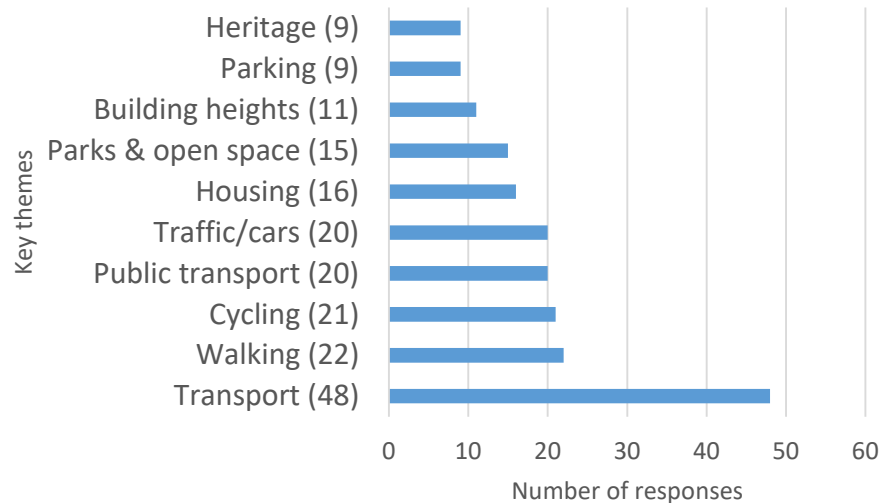
*Transport
History
Housing for
homeless
Elderly care
Parks and gardens
Low Rise!*

*Clear network plans for pedestrians,
bikes, buses, ferries and cars, with
priority of access to the public realm
in that same order. Agreement on
clear plans for these networks are
long overdue.*

*Redirect traffic
Human centric
Small scale developments
More public spaces not
car parks in this core area
More urban art*

*Making the city friendly and
safe for non-motorised users,
increasing population density,
quality architecture and
heritage protection*

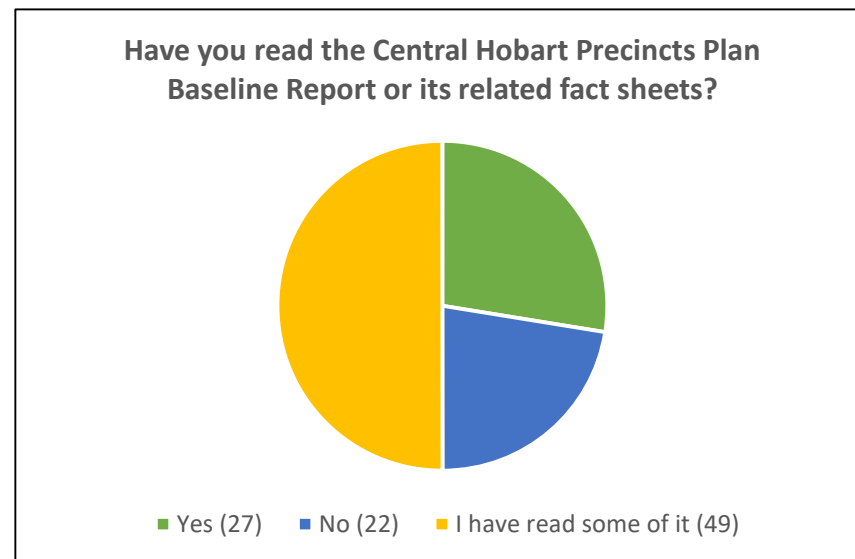
What do you think the key areas of focus should be for the Central Hobart Precincts Plan? (top ten 10 responses)



Survey – gaps in the Baseline Report

Q13. Have you read the Central Hobart Precincts Plan: Baseline Report or its related fact sheets? (mandatory question)

Survey respondents were asked if they had read the Central Hobart Precincts Plan Baseline Report or its fact sheets. As shown below, 76 of the 98 respondents had either read the report and facts or had read some of them. 22 survey respondents had not read the Baseline Report or its fact sheets.



Q14. If so, please specify. (optional question – 16 responses)

Survey respondents raised the following gaps or issues in the Baseline Report and its related fact sheets:

- COVID-19 related impacts on economic projections and the University of Tasmania's move into Central Hobart
- Preliminary ideas about potential Precincts
- Building energy and water efficiency
- Geographic limitations (study area not big enough)
- Maps are hard to interpret
- Height limits, housing density and overshadowing

- Appendix 1: Facebook post 11 March 2020



City of Hobart 11 March 2020 ·

Shape the future of Central Hobart!

As Hobart is undergoing a rapid transformation, help the City of Hobart and the Tasmanian Government to develop a Central Hobart Precincts Plan to guide the city's growth and strengthen its position as a vibrant, liveable and connected place.

The plan will address population, social, environmental and economic trends, as well as issues that are impacting on the city, including building form and height, the UTAS relocation, traffic and movement, and housing supply.

The first round of engagement begins today, and we invite the community to share their ideas and vision for Central Hobart. Visit our Your Say Hobart website to find out more.

[YOUR.SAY.HOBARTCITY.COM.AU](https://www.yoursayhobartcity.com.au)

Central Hobart Precincts Plan

Hobart is growing. The purpose of the Central Hobart Precincts Plan is to gu...

[Learn More](#)

- Appendix 2: Your Say Hobart newsletter 12 March 2020



Farewell Summer

It has been a busy summer for the City of Hobart. We have hosted 8 community consultations, met lots of new people and learned a lot about our community. New people are continuing to join the Your Say Hobart family and we were excited to receive 823 responses from participants over the summer period. We currently have some projects available for public feedback, there is sometimes more than one way to get involved and we would love to hear from you in whichever way you would like to participate.

LIVE PROJECTS

[GARRINGTON PARK, NEW TOWN - UPGRADE CONCEPT PLAN](#) (Closes 23 March)

A new concept plan has been endorsed by Council to upgrade Garrington Park in New Town. The Upgrade will include:

- new barbecues
- picnic settings
- shelter
- tap and drinking water fountain
- bicycle storage hoop

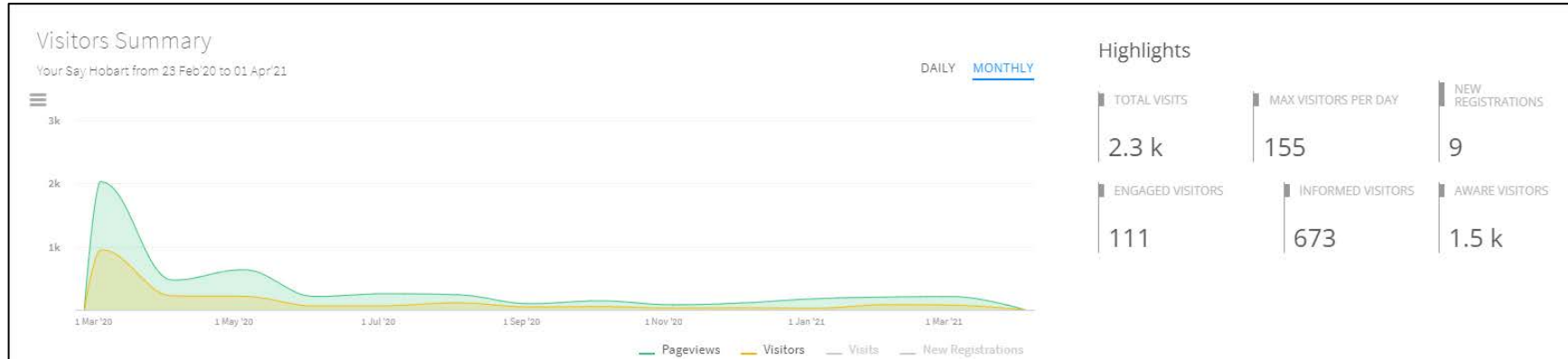
If you would like to get involved with this project please view the [Garrington Park Concept Plan](#) and complete the [feedback form](#) before Friday 6 March to have Your Say.

[CENTRAL HOBART PRECINCTS PLAN](#) (Closes 9 April)

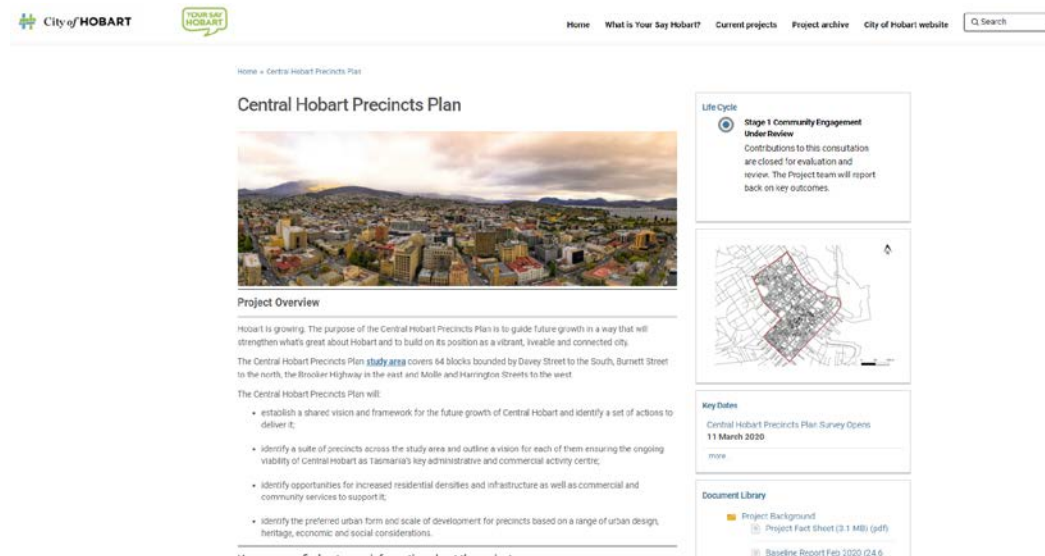
Hobart is undergoing rapid transformation due to a population and economic boom. The City of Hobart and the Tasmanian Government are working in partnership with the community to develop a plan to guide the future development of Central Hobart. Central Hobart covers 64 blocks throughout the city and we need your feedback to ensure that Hobart continues to develop as a great place to live, work and visit in the future. To take place in this project we ask that you read the fact sheet, complete the [online survey](#), drop your ideas on our [mapping tool](#) and [RSVP](#) to attend a community workshop on either:

- Thursday 26 March, 5:30 - 7:30pm
- Saturday 28 March, 10am - 12 noon

- Appendix 3: *Your Say Hobart visitors summary*



- Appendix 4: *Your Say Hobart project page*



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Central Hobart Precincts Plan



Project Overview

Hobart is growing. The purpose of the Central Hobart Precincts Plan is to guide future growth in a way that will strengthen what's great about Hobart and to build on its position as a vibrant, liveable and connected city.

The Central Hobart Precincts Plan **study area** covers 64 blocks bounded by Devey Street to the South, Burnett Street to the north, the Brookier Highway to the east and Mable and Harrington Streets to the west.

The Central Hobart Precincts Plan will:

- establish a shared vision and framework for the future growth of Central Hobart and identify a set of actions to deliver it;
- identify a suite of precincts across the study area and outline a vision for each of them ensuring the ongoing viability of Central Hobart as Tasmania's key administrative and commercial activity centre;
- identify opportunities for increased residential densities and infrastructure as well as commercial and community services to support it;
- identify the preferred urban form and scale of development for precincts based on a range of urban design, heritage, economic and social considerations.

There are over 100 more pages of information about the project.

Life Cycle

Stage 1 Community Engagement Under Review

Contributions to this consultation are closed for evaluation and review. The Project team will report back on key outcomes.



Key Dates

Central Hobart Precincts Plan Survey Opens
11 March 2020

[more](#)

Document Library

- Project Background
- Project Fact sheet (3.1 MB) (pdf)
- Baseline Report Feb 2020 (2.4 MB)

• Appendix 5: *Bicycle Network of Tasmania submission*



1 April 2020

Jessica Wilson
Senior Advisor Community Engagement @ City of Hobart
coh@hobartcity.com.au

Central Hobart Precinct Plan

Dear Jessica

Thank you for the opportunity to offer ideas for the Central Hobart Precinct Plan.

Bicycle Network Tasmania would like to see this plan used to deliver a comprehensive separated cycleway network that would allow the majority of people visiting, living and working in Hobart to choose to ride a bicycle for transport.

As it currently stands, the Rivulet Path and Intercity Cycleway protected bike paths finish at the edge of the precinct plan area, leaving riders to mix with city traffic. While painted bike lanes suit a small percentage of confident riders, they don't suit most people who would like to have bike riding as an option.

The other alternative to providing separated cycleways is to lower the traffic speed limit to 30 km/h and traffic calm streets so people riding and walking have priority, however, for many people this still won't be enough to get them riding on its own.

The Precincts Plan Background Report identifies the latent demand that inevitably exists in Hobart, as it has in other cities which are building or have built separated cycleway networks.

Bicycle Network has already made submissions to the City's Transport Strategy and City Vision processes which I have attached to this email, as they clearly outline the case for a separated cycleways network through the city.

Hobart CBD Cycleways

Also of relevance is the Tasmanian Bicycle Council (TBC) plan for separated cycleways for the city centre.

The plan involves a central bi-directional cycleways loop that links in to current paths and an Elizabeth Street uphill separated bicycle lane and traffic-calmed 30km/h conditions.

Expanded central Hobart proposed cycling network



The key driver for the TBC plan is to enable separated cycleways that counter the one-way street system that can make cycling less convenient than it should be in Hobart.

It is heartening to see the Precinct Plan Background Paper canvass the prospect of returning the city's high volume, high speed one-way streets to two-way streets. Such a move would mean the TBC plan would no longer be completely relevant because wide, three-lane streets would have enough space for separated cycleways going in either direction if they became two lanes for motorised traffic and some on-street parking is removed.

Victoria is currently going through a process where the state government is working with local government to identify strategic cycling corridors into and through Melbourne to improve conditions for people wanting to ride for transport.

Identifying key cycling routes into and through Hobart, and the standard to which they will be built, would be an ideal outcome of the Central Precinct Plan process.

Likewise, an agreed schedule for funding and building the cycling routes so a protected network can be quickly established and utilised.

Electric bicycles

In determining new routes/corridors for separated cycleways the project team should consider the potential for electric bicycles as these allow people to ride further and in hillier terrain than standard bicycles.

Routes/corridors can be determined based on residential clusters and major attractors rather than having to worry too much about terrain or distance.

Yours sincerely

Alison Hetherington
Public Affairs Manager Tasmania
210 Collins St, Hobart 7000
alisonh@bicycletnetwork.com.au
p. (03) 8376 8804 m. 0475 817 435

• Appendix 6: Metro Tasmania submission



9 April 2020

Ms Jessica Wilson
Senior Advisor Community Engagement
City of Hobart

By Email: coh@hobartcity.com.au

Dear Ms Wilson

Metro Tasmania submission to Central Hobart Precincts Plan

Thank you for inviting Metro Tasmania to participate in the community feedback stage of this project.

Over the past decade, Metro has made a number of submissions to the City of Hobart and participated in discussions regarding the functionality, accessibility and future plans for the Hobart central business district. Metro has also had varying degrees of involvement in a number of projects that have examined the issues experienced by public transport in the CBD, and the steps that could be taken to reduce the impact of traffic congestion on public transport services.

As the state's largest passenger transport operator, Metro connects millions of Tasmanians each year, operating a fleet of 219 buses in Hobart, Launceston, Burnie and surrounding areas under contract by the Department of State Growth. Patronage has increased every year since 2012/13 – including an increase of 16% in full-fare paying adult passenger boardings – with around 80% of journeys concentrated in our Hobart network. In 2018/19 alone, Metro's adult patronage grew by nearly 200,000 trips, which would have filled every off-street council carpark in Hobart over 85 times were they made by car.

A wholesale network review implemented in 2016 – Hobart's first in over three decades – incorporated modern transport planning principles, including a trend towards more regular and direct routes, best exemplified by new, extremely successful 'Turn Up and Go' high frequency routes. For example, a new service connecting Shoreline with Hobart City via Rosny at 10 minute weekday intervals attracted a 46% increase in the morning peak, with specific stops on the corridor experiencing growth of up to 113%.

From Metro's perspective, better mobility outcomes in Hobart rely on a reduction in single car occupancy – with every bus capable of taking up to 60 cars off the road, we believe facilitating improved public transport generally, and incentivising commuter oriented services specifically, has enormous potential to reduce congestion and calm Hobart's extremely concentrated morning and afternoon peaks.

Consistent with this view, three core criteria – reliability, flexibility, and cost – which influence mode choice can be manipulated in order to reduce congestion by:



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- implementing bus priority measures such as bus or transit lanes, priority traffic lights and adaptive phasing to improve service reliability, making buses an even more compelling alternative to the private car and offering a true commuter incentive; and
- increasing disincentives for private car use via parking fees and congestion charges.

Metro has consistently maintained the view that public transport must be afforded priority measures in the CBD in order for it to provide a reliable and attractive service, which in turn will attract more passengers and thereby reduce the number of private vehicles and associated carbon emissions in central Hobart.

While historically traffic congestion in Hobart was event-based and sporadic, Metro would suggest disruption is increasingly systemic, and now represents the impetus for 55% of all adverse customer feedback Metro receives. In addition to the congestion-prone areas commonly identified by motorists, there are a number of key locations central to Metro's operations where disruption can have a 'multiplier' effect. Chief among these is the 'hub' of Metro's network, extending from the Collins Street contra lane into the Elizabeth Street interchange, and the intersection of Elizabeth and Macquarie Streets, a space in which Metro facilitates up to 17,200 journeys per day. Congestion in this location has been exacerbated by construction of the Hyatt Centric hotel over the period from December 2016, changes to urban fringe and regional services in January 2019 which increased vehicle volumes, and the ongoing requirement for buses turning onto Macquarie Street to give-way to pedestrians during a green light.

Metro recommends prioritising bus movements on Collins Street, and exiting Elizabeth Street onto Macquarie Street. The entrance to the bus interchange contra lane on Collins Street is impacted by cars queuing for Argyle Street car park, and the exit from the interchange is impacted by a short traffic signal sequence. Improved synchronicity of traffic lights would also assist the flow of public transport in the CBD – particularly Macquarie Street, Davey Street, and Sandy Bay Road into Harrington Street. Some key intersections would benefit from having an 'all direction' pedestrian crossing sequence to completely separate pedestrians from vehicle movements.

Roads within the Hobart CBD where a bus lane would be of great benefit are Macquarie and Davey Streets, Elizabeth Street between Liverpool Street and Melville Street, and Campbell Street. These roads have parallel parking which could be easily converted to accommodate a dedicated bus lane.

Metro acknowledges that there is a wide range of views about how the Hobart CBD should be designed, and limited road space in which to work. However, the introduction of any measures to close streets or lanes, prioritise pedestrians and/or cyclists or inhibit the movement of traffic must consider the impact on public transport operations. The Hobart Central Bus Interchange Study of 2013-14 (of which the City of Hobart was a key stakeholder) found that the existing bus interchange in Elizabeth and Macquarie Streets is the optimal location for such a facility.

Future plans by Council, including the Precincts Plan, should note that streets including Macquarie, Davey, Elizabeth, Collins, Argyle and Liverpool Streets are critical arterial routes for public transport entering and exiting the city. Projects that would either further slow the movement of buses, or restrict bus access to these streets, would not be aligned with the stated aim of all levels of government to increase the modal share of public transport in Tasmania.



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Metro believes a city which made better use of its public transport could reap important community benefits – numerous studies have shown public transport promotes social interaction, increases community engagement, creates safer, more pedestrian friendly streets, and reduces greenhouse gas emissions. Private vehicles cause congestion and undermine the social advantages of active transport and associated physical activity.

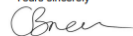
In reviewing the Economic, Demographic and Employment Study associated with the plan, it is noted that the projections in a number of key areas such as population, demographics, number of university students, retail and office floor space were undertaken prior to the outbreak of COVID-19, and therefore do not account for the impact this is having on many aspects of society and the economy. This is particularly true in relation to the University of Tasmania, which is now reviewing many aspects of its operation – some of which would make a significant difference to the projections in this report. The long-term impact on demand for retail and office space in Hobart will not become clearer until quarantine and social distancing restrictions are lifted, at which time a number of the assumptions contained in these projections would need to be reviewed.

In conclusion, Metro believes public transport is a critical element in reducing congestion and securing sustainable development outcomes for Hobart – we submit the following recommendations to better facilitate its success:

- implement recommendations from the Department of State Growth's Main Road Transit Corridor Plan and the Hobart Congestion Traffic Analysis;
- foster investment in bus priority measures as identified above; and
- build the case – particularly among business owners – of the strong economic benefits of prioritising connectivity and exchange.

If you have any questions regarding Metro's submission to the Central Hobart Precincts Plan, please contact Gregg Lennox, State-wide Stakeholder Engagement Manager, on 0407 365 073 or email gregg.lennox@metrotas.com.au.

Yours sincerely



Chris Breen
General Manager Business Improvement Services



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- Appendix 7: *City of Hobart media release 11 March 2020*

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Shaping a vision for the future of Central Hobart

Published on 11 March 2020

Hobart's economic activity, population, visitor and student numbers are growing. By 2041, daily population (combining projected resident and student numbers as well as workers coming in to the city) is projected to increase by 12,271.*

To address this rapid transformation, the City of Hobart in partnership with the Tasmanian Government, with input from the community, will develop a Central Hobart Precincts Plan to guide the city's sustainable future development.

Lord Mayor Anna Reynolds said the Central Hobart Precincts Plan would address population, social, environmental and economic trends, as well as issues that are impacting on the city, including building form and height, the UTAS relocation, traffic and movement, and housing supply.

"Tying in with the *Hobart City Deal*, the *Greater Hobart Act 2019* and our community vision, the plan will be developed in line with our city's housing needs and existing constraints," she said.

The Central Hobart area covers 64 city blocks bounded by Davey Street to the south, Burnett Street to the north, the Brooker Highway to the east and Mollie and Harrington streets to the west.

"The plan will guide future growth in a way that will strengthen what's great about Hobart and will build on its position as a vibrant, liveable and connected city.

"Responding to the current and future trends, the plan will establish a holistic vision and framework to support future growth, development and character of Central Hobart so that it remains and thrives as the primary activity centre for the southern region and the state of Tasmania.

"The challenges of growth in Central Hobart present opportunities that will require careful consideration and meaningful engagement with the local community and other stakeholders," Cr Reynolds said.

The final document will include recommendations for policies, strategies, development controls and projects to guide planning and sustainable growth. It will address land use, built form, transport integration, open space provision and infrastructure.

The development of the plan will be undertaken in phases following the extensive project scoping, planning and analysis that occurred in 2019. This work resulted in the production of a Baseline Report, which analyses the current conditions, issues and opportunities in the area and presents the economic, demographic and employment profile of Central Hobart.

The Baseline Report will serve as a resource document to inform a series of discussions with the community to gather further input for the preparation of the precincts plan.

The first round of engagement starts this month and includes an online survey and a series of workshops for the public to learn about the findings of the Baseline Report and to share their ideas and vision for Central Hobart.

"We are looking forward to hearing the aspirations of the community to shape the future of Central Hobart," Cr Reynolds said.

For more information about the project and engagement opportunities, please visit the [Your Say Hobart website](#).

The Central Hobart Precincts Plan is expected at this stage to be developed by the end of 2020.

*Economic, Demographic and Employment Study (HillPD Feb 2020).

Tagged as:

Announcements



End of document



yoursay.hobartcity.com.au

Prepared by



City of **HOBART**