

West Hobart

Draft Local Area Mobility Plan

Engagement Report

27 January 2025



City of **HOBART**

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Executive summary

In 2024, the City of Hobart's City Transport team worked closely with consultants from WSP to create the Draft Local Area Mobility Plan (LAMP) for West Hobart. This plan, a key strategic priority for the City in 2024-25, aims to identify a network of connected, safe and convenient walking and cycling routes between destinations throughout West Hobart. These destinations include schools, shops, major parks and recreation areas, and bus stops.

The West Hobart LAMP is the third Local Area Mobility Plan, following Battery Point and Northern Suburbs. The plans identify projects and initiatives to be included in capital works planning and delivery over the next 10 years.

These Local Area Mobility Plans are informed by:

- Transport Strategy 2024
- Hobart: A Community Vision for our Island Capital
- Capital City Strategic Plan
- Local Retail Precinct Plans

Community Engagement

To ensure the plan reflects the West Hobart community's voice, a comprehensive engagement process was undertaken across two phases in 2024.

Engagement Phase 1: The purpose of the first engagement phase was to explore and identify the community's unique needs and future transport network requirements. Activities in this phase included:

- *Engagement Promotion:* Letterbox drops, paid social media ads, targeted emails, contacting schools.
- *Digital Engagement:* Your Say interactive map.
- *Face to Face Activities:* Pop-Up at the Train Park, community workshop.

Engagement Phase 2: The second engagement phase was designed to get feedback on the draft and gain an understanding of the West Hobart community's priorities.

- *Engagement Promotion:* Letterbox drops, paid social media ads, targeted emails, promotion in West Hobart Neighbourhood Watch newsletter.
- *Digital Engagement:* Your Say survey, Your Say quick poll.
- *Face to Face Activities:* Community workshop.

This engagement report details, summarises, and provides insights across the engagement period that occurred before the development of the draft Local Area Mobility Plan, and the period after the draft had been completed. The purpose of this document is to summarise all engagement activities and include recommendations for the associated project team.

The insights gained from these engagements have been instrumental in shaping the draft LAMP, ensuring it aligns with the community's priorities and aspirations for a safer, more accessible, and efficient transport system.

Key Findings from the Engagement

Community members who participated in the engagement activities, generally support the actions proposed by the LAMP, but there were suggestions for improvement.

The main areas that received a high degree of support across the engagement include:

- Pedestrian, cyclist and driver safety at problematic intersections and crossings.
- Infrastructure for people riding bikes.
- Accessibility barriers.
- Safety measures near schools.
- Access to parks and recreational areas.
- Alternative transportation choices i.e. public transport.
- Address parking issues by implementing and enforcing restrictions.
- 40km/h area-wide speed limit trial.
- 'Calm Streets' interventions.

The main areas that participants felt needed more consideration after the draft was developed include:

- Considering potential impacts of interventions on traffic flow.
- Explaining the complexity of interventions more clearly and in a simpler way.
- Increase advocacy and collaboration with other stakeholders to improve public transport in West Hobart.
- Improving signage in West Hobart.
- Emphasize streets as inclusive places for everyone.

This report provides further detail on the engagement process and outcomes throughout 2024. It is supported by the Appendices Report (attached).

Engagement Snapshot



SOCIAL MEDIA

3

Paid Facebook
Posts

42.3K

People Reached

291

Reactions, Shares,
Comments



1500

LETTERBOX
DROPS



34

FACE-TO-FACE
PARTICIPANTS



3.8K

NEWSLETTER
RECIPIENTS

YOUR SAY

1.9K

Visitors to West
Hobart LAMP page

154

Interactive Map
Contributors

105

Survey Respondents

43

Quick Poll
Participants



See Appendix E for more details.

1.Engagement overview

1.1 Project team

City Transport	
Daniel Verdouw	Manager City Transport
Thiago Borges	Transport and Traffic Engineer
Community Engagement	
Jack Brooks	Senior Advisor Community Engagement
Dominica Roebuck	Community Engagement Officer
Communications, Engagement & Marketing	
Abby McKibben	Manager Communications, Engagement & Marketing
Monty Jacka	Media and Communications Specialist
Tenille Daft	Brand Marketing Lead
External Consultants	
Oscar Hayes	WSP: Associate Principal – Cities & Place, Strategic Advisory

1.2 Engagement objectives

The objectives of the engagement Phases 1 and 2 were to:

- Understand and document current barriers to walking and riding (including to access public transport), including multiple community perspectives.
- Capture community attitudes towards proposed interventions, ranging from conservative to more progressive options.
- Develop community agreement on principles and criteria for project prioritisation.
- Establish expectations related to walking, riding, and general transport matters.
- Inform actions/recommendations for the draft and finalised LAMP.

The project also encouraged the community to get excited about sharing their favourite places to walk and ride, and to ensure that community members are aware of the LAMP's purpose, intended outcomes, and potential benefits.

1.3 What we knew before engagement



The high volume of through-traffic is one of the biggest barriers for people walking in West Hobart.

West Hobart is densely populated and has a higher proportion of children (under 18) than the City of Hobart overall.

It has a lower proportion of people over 60 years of age and West Hobart's cohort of 'young workforce' (25-34) and 'parents and homebuilders' (35-49) are about equal to Hobart more broadly.

Population

Residents	West Hobart ¹	City of Hobart ²
Population (2023)	6,599	55,964
Density (population per km)	1,620	719.6
Proportion of children - under 18 (2021)	17.4%	16.3%
Proportion of people 60+	22.7%	23.9%
Proportion of people 25-49	38.1%	38.2%



Figure 1.3.1 - West Hobart Street daffodils

¹ Idcommunity, West Hobart community profile, <<https://profile.id.com.au/hobart/about?WebID=200>>

² .idcommunity, City of Hobart community profile, <<https://profile.id.com.au/hobart/>>

1.4 Engagement methodology

The main engagement methods used across the two engagement phases for this project included:

- **Community workshops:** Three interactive community workshop sessions were facilitated by the City of Hobart and WSP staff at the Mount Stuart Hall.
- **Pop-Up Information Session:** A pop-up information session about the LAMP was held at a community park in West Hobart.
- **Your Say interactive maps, surveys, and polls:** The project had a dedicated Your Say page on the City's digital engagement platform, where project information and updates were posted alongside interactive engagement tools which could capture community ideas and feedback on the LAMP.
- **Contacting Schools:** Two local schools (Lansdowne Crescent Primary and Mount Stuart Primary) were notified of the online engagement opportunity and encouraged to promote this in their school newsletters.
- **Email and social media:** Emails were sent to key stakeholders to invite them to in-person workshops, and for their feedback. LinkedIn posts and a paid social media campaign on Facebook and Instagram promoted the Your Say webpage. Additionally, there was also a feature in the monthly Your Say e-newsletter.
- **Letterbox drops:** A postcard with a QR code was made to promote the Your Say webpage and survey. The postcard reached more than 1500 households.
- **Marketing materials:** Posters promoting the online engagement opportunity were posted in the West Hobart neighbourhood as well as a small advertisement in the West Hobart Neighbourhood Watch newsletter.

2.Engagement Phase 1

Engagement Phase 1 took place from January to July 2024 and sought feedback from the West Hobart community on what it would look and feel like to enhance the safety, connectivity and livability of the community.

Promotions included;

- **Letterbox Drops;**
- **Paid Social Media Ads**
- **Contacting Schools**
- **Marketing materials**
- **Targeted Emails**

The engagement invited the West Hobart community to explore how they live and move around in the area. It also featured explorations of how the community could be safer and more enjoyable to those walking and riding.

Participants contributed via two different engagement methods:

1. **Your Say online interactive map**
2. **In-person workshop**



Figure 2.1.1 – Postcard distributed for engagement campaign

2.1 Method 1: Your Say online interactive map data

During Engagement Phase 1, the West Hobart Local Area Mobility Plan Your Say Webpage featured one key engagement tool for data:

Interactive Map (**Appendix A**)

- The online interactive map featured a geo-tagging function (location-based tag) and comment feature. The map invited people to 'pin' a location with a suitable category (below), reflecting 'likes' and 'pain-points' for active transport in West Hobart.
- The pins captured sentiment towards locations in West Hobart that felt safe or unsafe regarding crossing the street, moving along the street while walking, driving and cycling in the area.
- **154 participants** actively contributed to the interactive map online.
- Participants were allowed to place multiple pins for different locations.

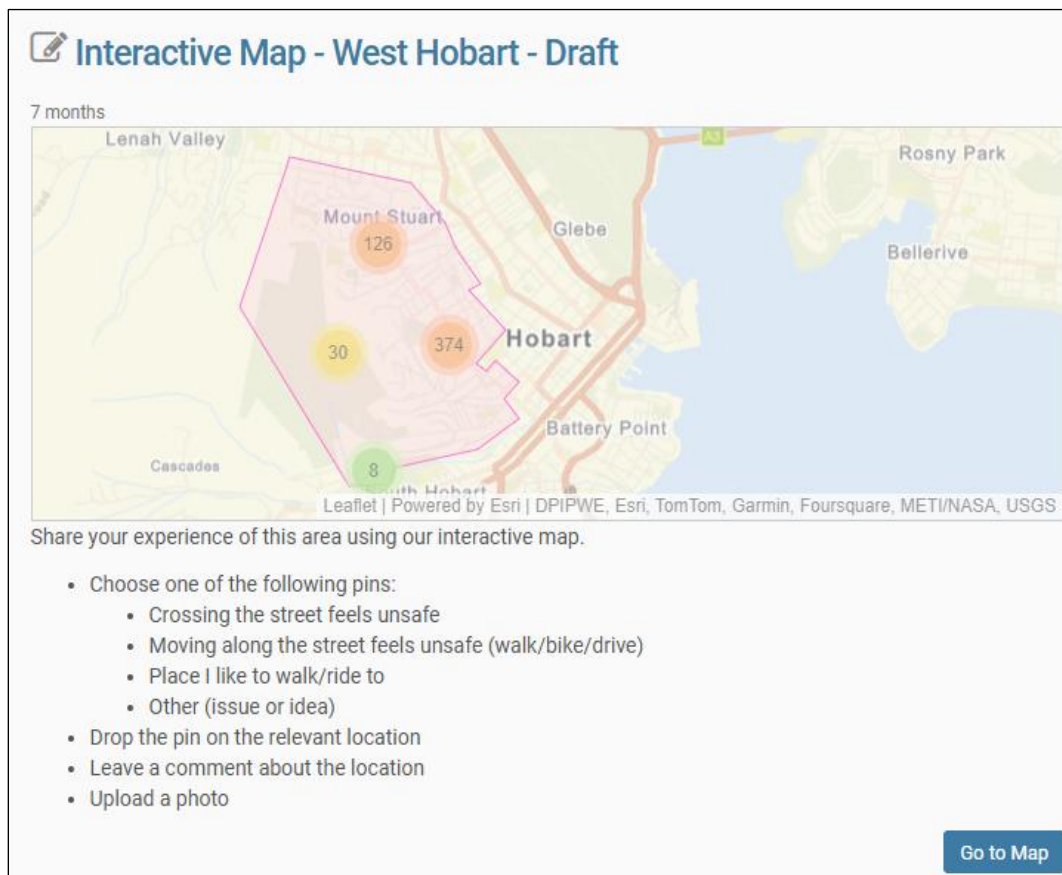
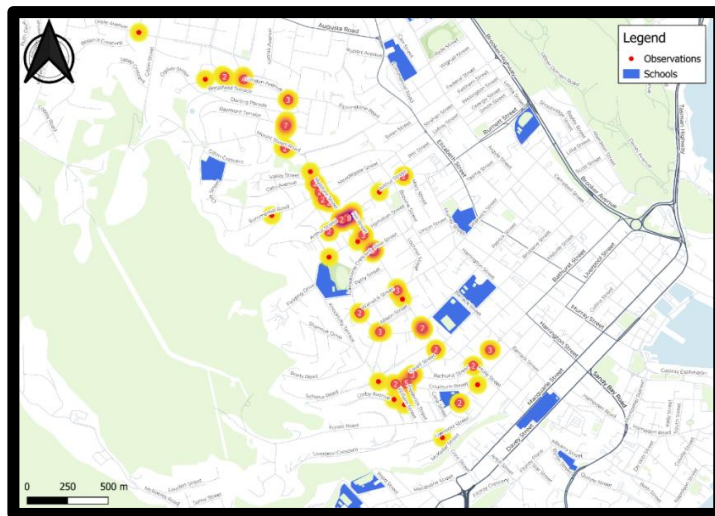


Figure 2.1.2 Your Say Webpage Interactive Map

Locations identified in the Interactive Map

Identification statements	Pins on map
Crossing the street feels unsafe	109
Moving along the street feels unsafe (walk/bike/drive)	181
Places I like to walk/ ride to	86
Other	155
Total	531 Pins

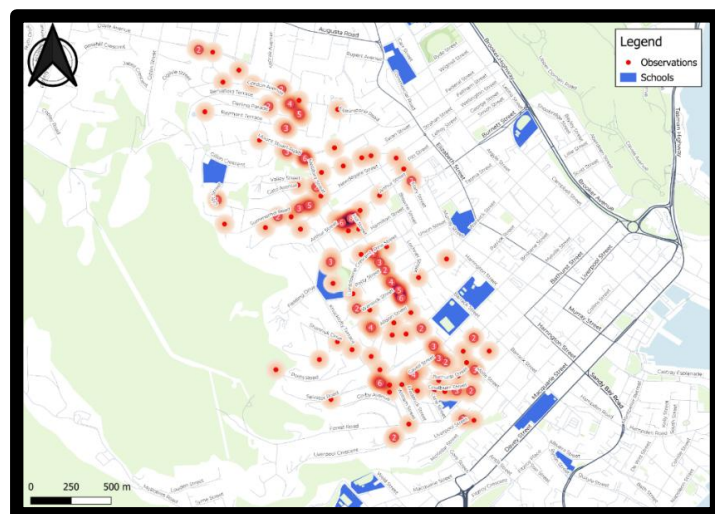
Key Findings: *Crossing the street feels unsafe*



→ **109 Pins**

Comments about *crossing the street feels unsafe* were concentrated along the spine of Mellifont Street, at Hill Street Grocer and to a lesser extent at the southern end of Lansdowne Crescent, at Raymont Terrace and along Cavell Street.

Key Findings: *Moving along the street feels unsafe*

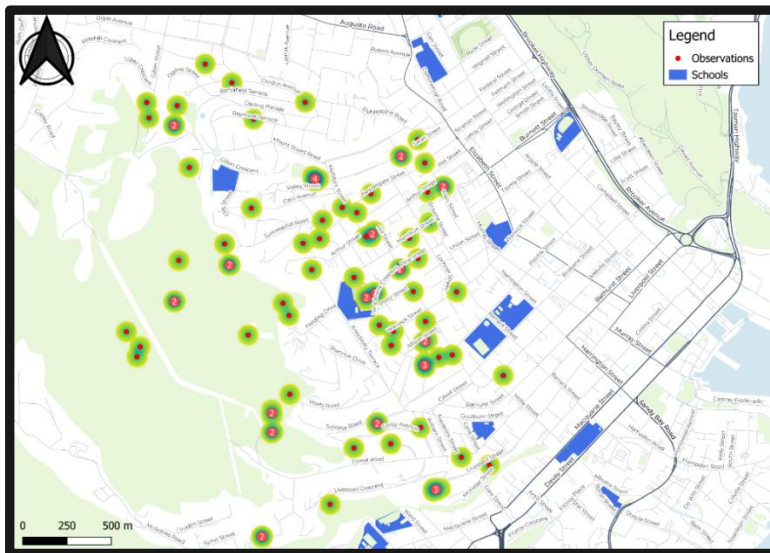


→ **181 Pins**

The 181 comments about *moving along the street* were concentrated along the spine of Hill Street, near the Hill Street Grocer, but also at Summerhill Road and Warwick Street.

Key Findings: *Places I like to walk/ride to*

→ **86 Pins**

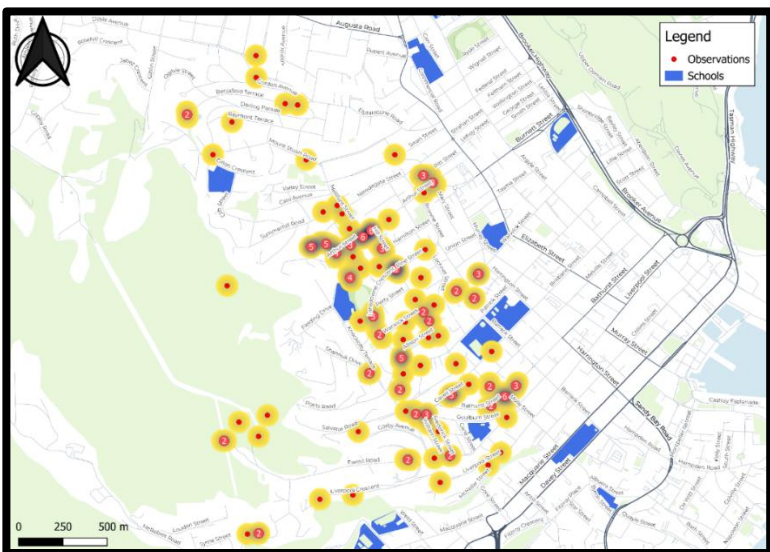


The spread of where people like to walk, and ride was quite even over the suburb.

Knocklofty Reserve was particularly popular, mentioned in 86 comments.

Key Findings: *Other Comments*

→ **155 Pins**



155 comments were also made which did not align with the previous categories. These were spread throughout the study area.

Note: Please see attached Appendices for further breakdown.

The streets and places that were mentioned most frequently in the online comments during the interactive map exercise were:

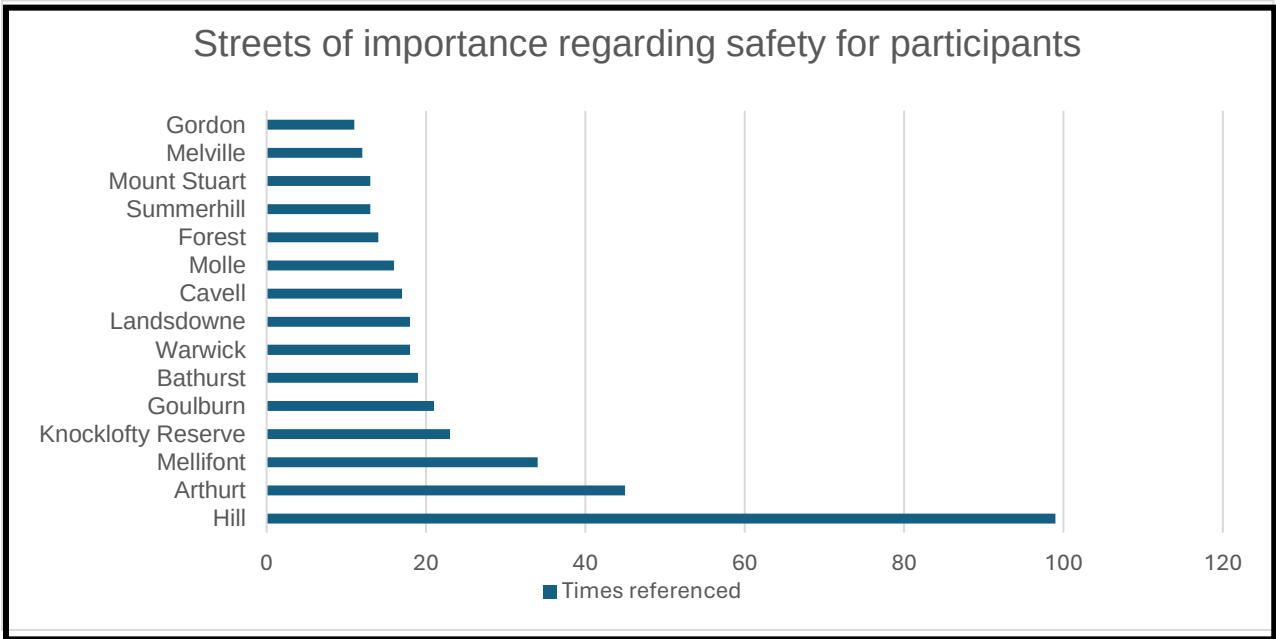


Figure 2.1.2 Graph representing times streets were mentioned, in response to the interactive mapping tool.

2.2 Method 2: Community workshop

On the 7th and 21st of May 2024, the City of Hobart Transport Team, along with a consultant from WSP, facilitated two in-person workshops at the Mount Stuart Memorial Hall. These workshops were organised to aid in the development of the West Hobart LAMP.

These sessions engaged the community to gather insights on safety concerns and collect suggestions for improving safety in West Hobart, ensuring the final plan would effectively address the needs and concerns of residents.

These workshops provided a valuable platform for community engagement, allowing residents to actively contribute to the planning process and ensure that the final mobility plan would address their needs and concerns effectively.

Workshop One (*Appendix B*)

- The purpose of the group mapping exercise was to similarly mirror the Your Say user experience, and capture sentiment towards safe and unsafe locations for all road users in West Hobart.
- **9 people** participated in the first workshop.
- At the first workshop participants were asked two key questions, similar to the Your Say interactive map question one and two regarding safety. They were also asked to provide suggestions and discuss improving safety in specific locations.
 - Q1: Where does crossing the street feel unsafe?
 - Q2: Where does moving along the street feel unsafe?
 - Q3: Do you have ideas for specific improvements?
 - Q4: General idea ranking exercise.



Figure 2.2.1 Oscar Hayes (WSP Consultant) facilitates conversation with group at workshop.

Workshop Two (*Appendix B*)

- The second workshop was similar to the first but due to reduced numbers (only three participants) the group mapping activity became a more informal discussion surrounding the same three questions.

2.3 Engagement Phase 1 key insights

After the completion of the first phase, the analysis of 630 public comments gathered through the interactive mapping tool and the two workshops held in May 2024 revealed the following key community observations and ideas:

	Improve pedestrian safety at problematic intersections and crossings by implementing traffic calming measures such as speed humps, signage, road surface upgrades, safer speed limits, speed cameras, and enforcing compliance with traffic laws. There were also calls to install zebra crossings or wombat crossings at key locations, enhancing visibility, changing road configurations, and improving motorist visibility at intersections.
	Enhance infrastructure for people riding bikes by installing designated bike lanes, secure parking, and charging stations for e-bikes. Comments expressed a desire to improve cycling safety, connectivity, and accessibility, especially on streets like Arthur Street.
	Address accessibility barriers , especially for those with mobility issues, including providing missing kerb ramps, better surfaces on footpaths and trails, and more obvious pedestrian crossing points.
	Enhance safety measures near schools with safer traffic conditions, appropriate signage, traffic lights, and pedestrian infrastructure to protect students crossing busy streets
	Improve access to parks and recreational areas by providing continuous walking paths, with amenities like seating and lighting. Many community members felt that beautification projects enhance the aesthetic appeal of neighbourhoods while improving safety and accessibility – suggestions included street planting, enhancing green spaces, historical representations, and street art.
	Promote/incentivise alternative transportation choices such as public transport, walking and cycling to calm traffic congestion and improve road safety. It was suggested this could be supported with better public transport frequency and facilities (e.g., bus shelters).
	Address parking issues by implementing and enforcing restrictions , managing parking supply for residents and commuters, managing illegal parking, and developing an understanding of congested parking areas.

Considering the above, the four key takeaways to inform the development of the Draft West Hobart LAMP were:

- **Road Safety:** Improving overall road safety for all users.
- **Active Transportation:** Enhancing cycling and walking infrastructure.
- **Accessibility:** Ensuring accessibility for people with disabilities.
- **Public Transport:** Improving public transportation options.



Figure 2.2.2 Bike Lane in West Hobart

3.Engagement Phase 2

Engagement Phase 2 took place between August to December 2024 and sought feedback from the West Hobart community on the Draft West Hobart Local Area Mobility Plan.

Promotions included;

- **Letterbox drops**
- **Paid social media ads**
- **Marketing materials**
- **Targeted emails**
- **Your Say newsletter**
- **West Hobart Neighbourhood Watch October newsletter**

The engagement invited the West Hobart community to provide their feedback on the draft via the following activities;

- **Your Say quick poll**
- **Your Say online survey**
- **Community workshop**



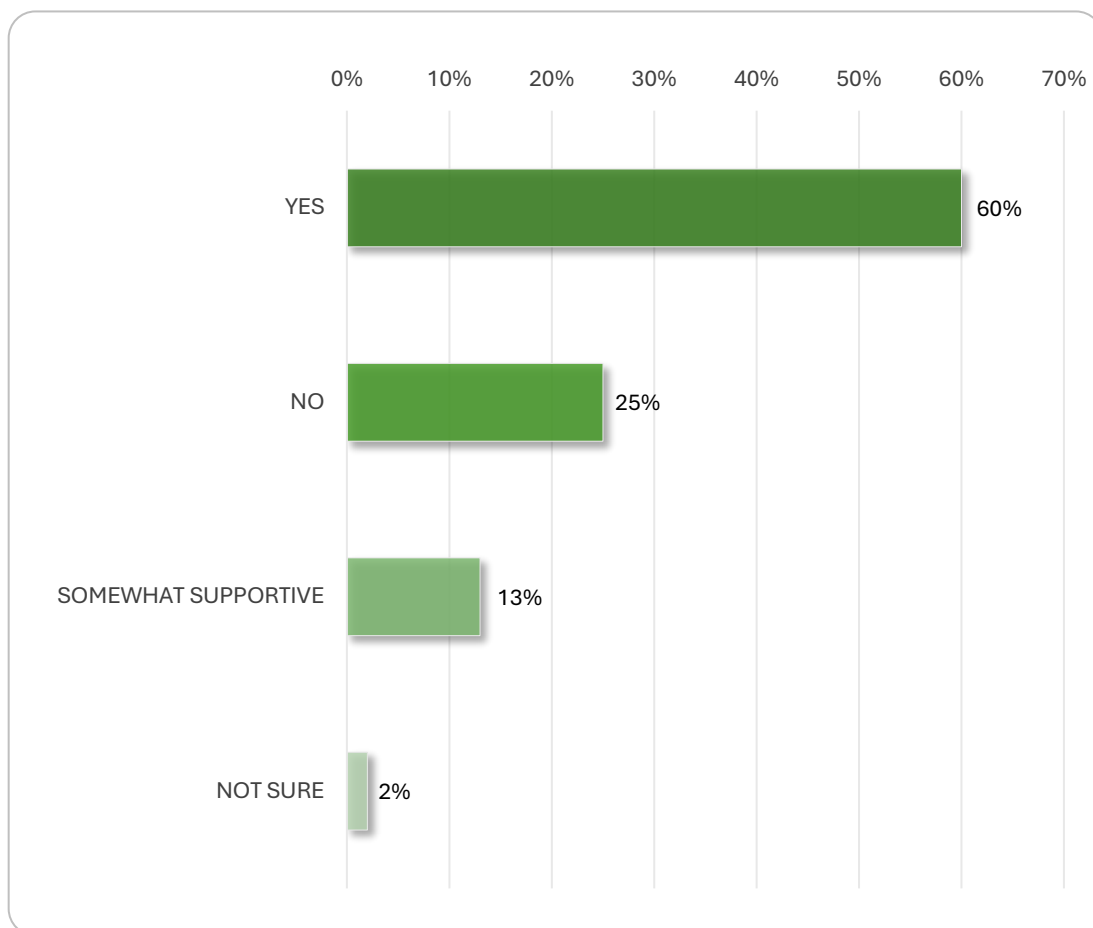
Figure 3.1.1 Workshop presentation from WSP

3.1 Method 1: Quick Poll

Your Say Quick Poll (Appendix C)

- The purpose of the quick poll (one yes or no question) was to capture overall sentiment towards the draft LAMP and provide an opportunity for those who weren't able to spend time reading the LAMP and completing the survey.
- **43 individuals** participated in the quick poll.

Do you support the Draft Local Area Mobility Plan for West Hobart?



Key Takeaways / Insights

- 73% of participants in the quick poll were either fully supportive or somewhat supportive of the Draft Local Area Mobility Plan.
- More participants to the Your Say page completed the survey than the quick poll.

3.2 Method 2: Your Say survey

Draft West Hobart LAMP Survey (*Appendix D*)

- The purpose of the survey was to capture feedback on the draft LAMP itself, specifically towards the negotiable components of the plan. The main negotiable component of the draft LAMP was the prioritisation of interventions in the short, medium and long term.
- The survey contained 12 questions and took approximately 7 minutes to complete.
- **105 individuals** actively participated in the Your Say survey. The following demographic information was gathered from these participants.
- The digital survey referenced a copy of the LAMP that was freely downloadable on the Your Say webpage.

Draft Local Area Mobility Plan West Hobart

Your Say Survey Report

Engagement Period:
September - November 14 2024

105 Survey Responses



97% West Hobart Residents



55 Average Age of Participants



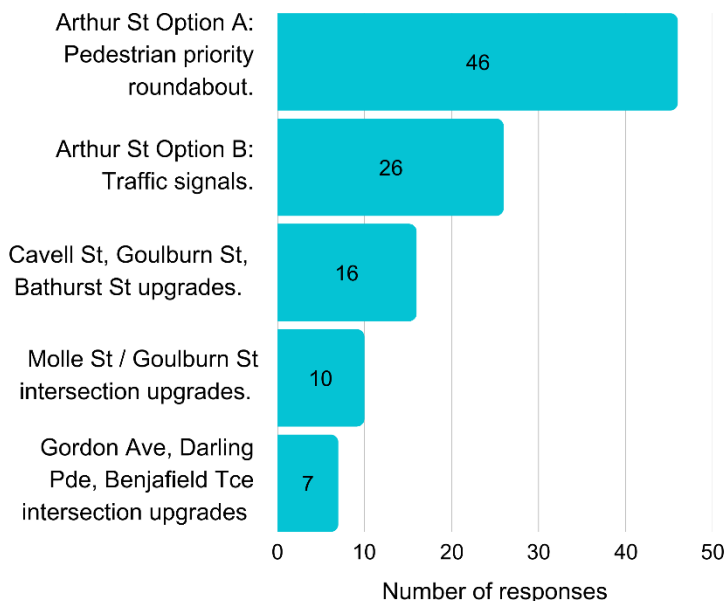
90.4% City of Hobart ratepayers

SPEED LIMIT TRIAL

85.7% of participants supported a 40km/h speed limit trial in the West Hobart area.



INTERSECTION UPGRADES



What intervention or street treatment do you consider your highest priority?



40 respondents chose *Calm Streets*



30 respondents chose *Safer Crossings*



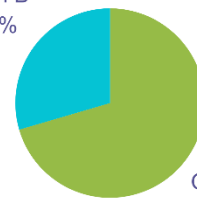
23 respondents chose *Intersection Upgrades*



12 respondents chose *Continuous Footpaths & Build Outs*

ARTHUR ST / HILL ST INTERSECTION OPTIONS

Option B
29.5%



Option A
70.5%



63% of respondents selected Option A: Pedestrian priority roundabout.



24% of respondents selected Option B: Traffic signals.

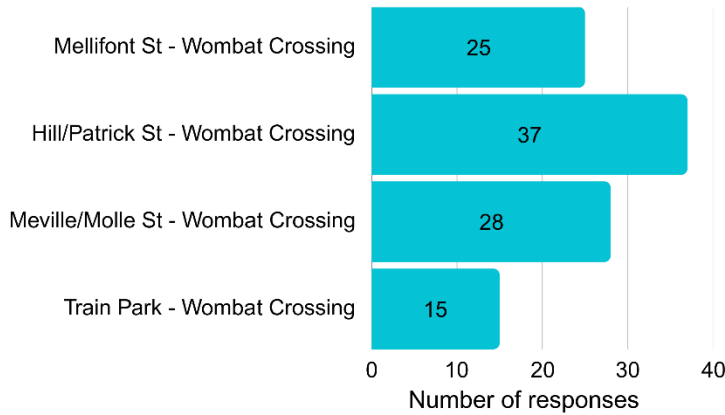


Draft Local Area Mobility Plan West Hobart

Your Say Survey Report

Engagement Period:
September 14 - November 14 2024

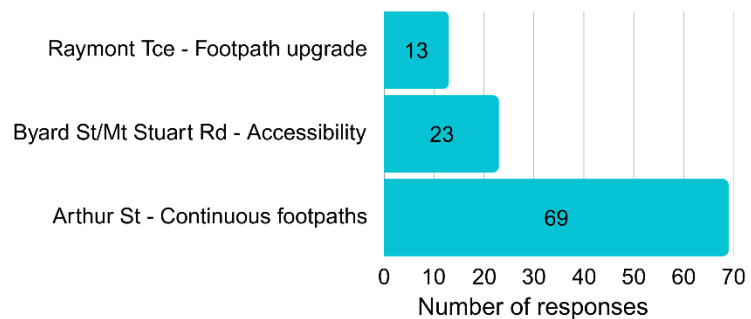
CALM STREETS



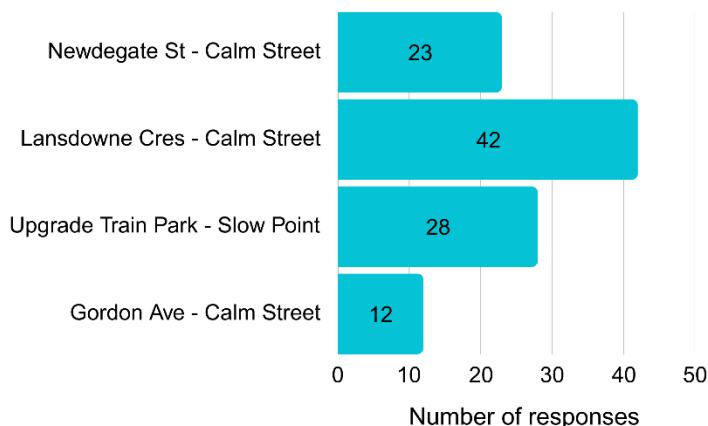
“There needs to be a broader footpath upgrade across West Hobart over the next 10 years... Existing footpaths are generally in very poor condition”

“We need a chain of interventions to slow the traffic”

CONTINUOUS FOOTPATHS AND BUILD-OUTS



SAFER CROSSINGS



“The steep walking trail used to access Steven's Farm Drive from Tara Street needs a better surface, such as bitumen or concrete.”

“Emphasising reducing speed limits, specially Hill St to Patrick St roundabout.”



3.3 Method 3: Community workshop

The City of Hobart hosted an in-person workshop at the Mt. Stuart Hall on October 27 to collect feedback on the Draft West Hobart LAMP.

Community Workshop (*Appendix E*)

- The purpose of the workshop was to encourage open dialogue and collaborative discussions among participants, capturing feedback on specific interventions and the prioritisation of them in the short, medium and long term actions.
- **10 people** actively participated in the workshop.
- The Workshop was broken into two key stages;
 - **Presentation of draft LAMP by WSP** The purpose of the presentation was to provide a summary of the draft LAMP and its proposed interventions to parts the West Hobart Community.
 - **World Café Roundtable Discussion with questions (*Appendix E*)** The group was broken into two tables, with one facilitator on each table, to create an intimate yet productive discussion environment. The feedback provided was qualitative, with some quantitative responses.



Figure 3.3.1 West Hobart LAMP workshop on October 27, 2024.

Draft Local Area Mobility Plan West Hobart

Workshop Report

Engagement Workshop:
October 27, Mt Stuart Memorial Hall



**Registered
Participants**

How do you like to move around West Hobart?



1 Participant liked to
move by Electric car



2 Participant liked to
move by Car

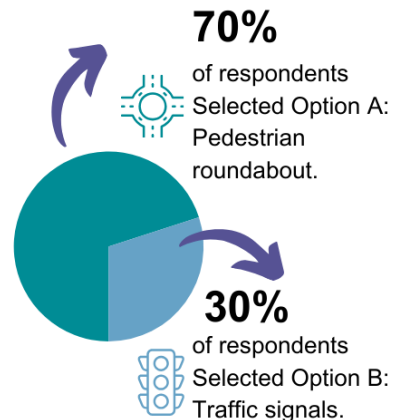


3 Participant liked to
move by Foot



4 Participant liked to
move by Bike (including
e-bike)

ARTHUR ST / HILL ST INTERSECTION OPTIONS



HIGH PRIORITIES

All participants in the workshop, unanimously agreed that the below actions in the LAMP were of highest priority. All other actions were deemed a mix of medium-to-high priority.



INTERSECTIONS UPGRADES

Intersection redesign
of the bus stop at
Cavell/ Goulburn /
Bathurst

Investigate a
redesign of Gordon
Avenue / Darling
Parade/ Benjafield
Terrace



CALM STREETS

Make Lansdowne
Crescent a 'calm
street' using
carefully targeted
interventions.

Upgrade Train Park
slow point,
investigating a
raised pavement or
lateral shift.



CONTINUOUS FOOTPATHS

Upgrade Raymont
Terrace footpath,
reducing the
crossing distance
and adding stop
sign.



SAFER CROSSINGS

Investigate a new
wombat crossing at
Mellifont Street

**No actions in the Draft LAMP
were nominated as low
priority by the participants.**



3.4 Engagement phase 2 key insights

After the completion of Phase 2, the analysis of 105 survey responses, quick poll votes and a community workshop held in October 2024, the following key community observations and ideas were captured:

	Emphasize streets as inclusive places for everyone: Participants emphasized prioritising active transport infrastructure alongside cars to create an equally safe and enjoyable experience for people who walk, drive or cycle in West Hobart.
	Prioritise intersection safety, especially around Hill Street Grocer: There was significant concern about ensuring the finalised LAMP prioritises safety at intersections, particularly around Hill Street Grocer. It was felt that this should include safety for all people who are driving, cycling, and walking. At both the community workshop and in the survey, 'Option A: Priority Roundabout' was considered the preferred option for Arthur Street.
	Support for 40km/h speed limit trial: This measure was seen by West Hobart residents who participated in the engagement as a positive step towards enhancing road safety and received majority support across the community workshop and online survey.
	Consider a broader focus area (geographically) for future engagement: The feedback gathered during both phases of the engagement was seen to be primarily from West Hobart residents, with little input from other City of Hobart residents. The focus on the local area residents could indicate a potential gap in hearing interest from the broader community, particularly in interventions that could have greater impact, (i.e., speed limit trial.)
	Explain the complexity of actions more clearly and in a relevant way: The Draft LAMP presented interventions in categories like Calm Streets and Continuous Footpaths. However, residents found it challenging to engage with the complex details and preferred to provide feedback on specific locations and concerns relevant to them. Simplifying the presentation of interventions could improve community engagement and feedback.
	Alignment with the Transport Strategy 2024: A lot of the broader themes discussed during the engagement, share many of the common goals of the City's transport strategy. In particular, many respondents expressed their desire for safe streets in their community and supported the trial of a reduction in speed (i.e. a key theme of the Transport Strategy)

	Calls for better public transport links: Throughout the engagement, people called for the City to work closer with Metro Tasmania to increase and improve the current bus routes throughout West Hobart.
	Potential impacts of interventions on traffic flow: Some respondents expressed their concern that the LAMP interventions need to not impact car movements through West Hobart. There was a feeling that any changes to parking, speed, and locations of bus stops would need to take into consideration traffic flow.
	Improving signage in West Hobart: Respondents felt that the future interventions proposed in the Draft LAMP as well as current road infrastructure requires more effective signage to educate and enforce safety for all users throughout the suburb.
	Concerns around parking: When respondents were asked to share their further comments at the end of the survey, many people took the opportunity to broadly discuss parking in the area. Comments referred to parking availability, size of parking spaces, safety of drivers and other road users around parking areas and paid vs nonpaid parking.
	Mixed discussion around cycling: While many respondents felt that the LAMP should prioritise ease of travel for people who choose to ride bikes, other people shared that cycling infrastructure could impact travel for drivers.
	Support for the Draft West Hobart LAMP: 73% of Quick Poll respondents were either supportive or somewhat supportive of the Draft. While the quick poll only received 43 votes, many of the workshop participants also were in support of the Draft.
	'Calm Streets' were considered the highest priority: Street calming interventions that successfully slow streets to encourage walking and riding were selected by survey respondents as the highest priority action area. This was followed by safer crossing interventions, then intersection upgrades and finally continuous footpaths and build outs.

4. Conclusion

The development of the West Hobart Local Area Mobility Plan has undergone an extensive engagement process throughout 2024. This included promoting multi-faceted digital and in-person engagement activities to gathering the ideas and concerns of West Hobart residents, while collecting their feedback and understanding their priorities.

The development of the LAMP was informed by this process to hear from the West Hobart community before and after the Draft was written. This ensured that the LAMP's actions and interventions were driven by the community's needs and aspirations.

It is important to consider that the engagement for the local area mobility plan focused on hearing directly from West Hobart residents and not the wider Hobart community. This was done to ensure that the LAMP is informed by local needs and priorities. It is also important to note that the bulk of engagement was conducted prior to the current engagement team's commencement at the City of Hobart.

Key Findings from the Engagement

Community members who participated in the engagement activities, generally support the actions proposed by the Local Area Mobility Plan, but there is room, and suggestions for improvement.

The main areas that received a high degree of support across the engagement include:

- Pedestrian, cyclist and driver safety at problematic intersections and crossings.
- Infrastructure for people riding bikes.
- Accessibility barriers.
- Safety measures near schools.
- Access to parks and recreational areas.
- Alternative transportation choices i.e. public transport.
- Address parking issues by implementing and enforcing restrictions.
- 40km/ h area-wide speed limit trial.
- 'Calm Streets' interventions.

The main areas that participants felt needed more consideration in the Final West Hobart LAMP engagement include:

- Considering potential impacts of interventions on traffic flow.
- Explaining the complexity of interventions more clearly and in a simpler way.
- Increased advocacy and collaboration with other stakeholders to improve public transport in West Hobart
- Improving signage in West Hobart.
- Emphasise streets as inclusive places for everyone.

In conclusion, the development of the West Hobart Local Area Mobility Plan has been undertaken to ensure that West Hobart can continue to be a safe and healthy community for all. It was a strategic priority for City of Hobart throughout 2024 and will continue to be into 2025, included in both the Transport Strategy and the Annual Plan 24-25.

The development of the LAMP has been shaped by the people of West Hobart. Throughout 2024, the project team has engaged with local residents to ensure that their needs and concerns were reflected in the development of the Draft and Final version of the LAMP.



Figure 4.1 Lansdowne Crescent

5.Appendices

See attached appendices document for more detail on the below:

Engagement Phase 1:

- **Appendix A: Your Say Online Interactive Map and comments**
- **Appendix B: In person-workshops**

Engagement Phase 2:

- **Appendix C: Your Say Quick Poll**
- **Appendix D: Draft West Hobart LAMP Your Say Survey**
- **Appendix E: In person-workshop**

Other:

- **Appendix F: Engagement methodology data**