



CENTRAL HOBART PRECINCTS PLAN

KEY ISSUES

A number of key issues will be considered during the preparation of the Central Hobart Precincts Plan. The issues have been identified through the analysis of the current conditions, as well as the future economic, demographic and employment projections for the Central Hobart area.

All key issues are presented in the Baseline Report available at yoursay.hobartcity.com.au/central-hobart-precincts-plan

This document is a summary of Chapter 7 of the Baseline Report. For full details, please refer to the report, pp. 87–93.

MOVEMENT AND TRANSPORT

Central Hobart is relatively walkable due to its compact size and public transport services within the study area are relatively frequent. There are some painted bicycle lanes within the study area, however there are no formal, separated lanes. Traffic volumes, lack of formalised connected bicycle routes and gradients between the city and surrounding suburbs can be seen as barriers to more active forms of transportation such as cycling and walking.

Outside of peak hour during school terms, there is relatively little congestion for drivers. However, peak hour traffic has increased in recent years and has emerged as an issue of significance for the community. Parking options within the city are varied and relatively numerous.

The limited transport choices in surrounding greater Hobart council areas, combined with the relative availability of road space and car parking space, leads to private cars being a dominant mode of transport. This car dependency is the reason for increasing traffic congestion in and around the city.

There are several operational issues that currently impact on the movement environment in the study area, such as:

- The existing transport network in Central Hobart prioritises motor vehicles ahead of active transport modes (walking, cycling and public transport). High-speed vehicle movements on some streets hinders active transport movements.
- There is the potential to lower traffic speeds in some areas to encourage mixed cycling, random pedestrian crossing and people spending time in a space, which leads to better city wellbeing.
- Multi-lane one-way streets have the potential to adversely affect the liveability of the central area by encouraging higher vehicle speeds and lengthening travel distances (for both vehicles and cyclists). This also adds to congestion in the event of accidents.
- While there are currently a relatively high proportion of commuters living within the City of Hobart that use active transport modes (compared with the greater Hobart area), there is a significant opportunity to increase participation in these modes by facilitating and encouraging walking and cycling.
- While there are some good formal bicycle routes up to the city, within the study area there is a lack of formal bicycle facilities.
- There are limited passenger waiting facilities for buses, and service reliability is compromised by a large number of buses interchanging at Elizabeth Street, which will come under further pressure with increasing growth.
- There is no consistent street identity indicating which streets are primarily for staying and gathering and which are primarily for movement.
- Footway provision is inconsistent and prone to having 'people-moving' space taken up by other uses such as utilities, retail, dining, and parking meters, which detracts from the walking experience.
- There is a significant lack of street trees within the study area, discouraging people from walking or spending time in public spaces.

The project is conducted in partnership between the City of Hobart and the Tasmanian Government.

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