Mount Nelson
Local Area Mobility Plan

Making Mount Nelson a great place to walk and ride

For final approval
February 2026

City *of* HOBART

Acknowledgement of Country

In recognition of the deep history and culture of Nipaluna (Hobart), we acknowledge the Palawa (Tasmanian Aboriginal people), their elders past and present as the Traditional Custodians of the skies, land and waterways of Lutruwita (Tasmania). We recognise that Palawa have made journeys across Lutruwita and Nipaluna for many thousands of years. We acknowledge the determination and resilience of the Palawa people who have survived invasion and dispossession and continue to maintain their identity, culture and rights.

We also acknowledge all Aboriginal and Torres Strait Islander people who live on the country of the Palawa, here in Nipaluna (Hobart), Lutruwita Tasmania.

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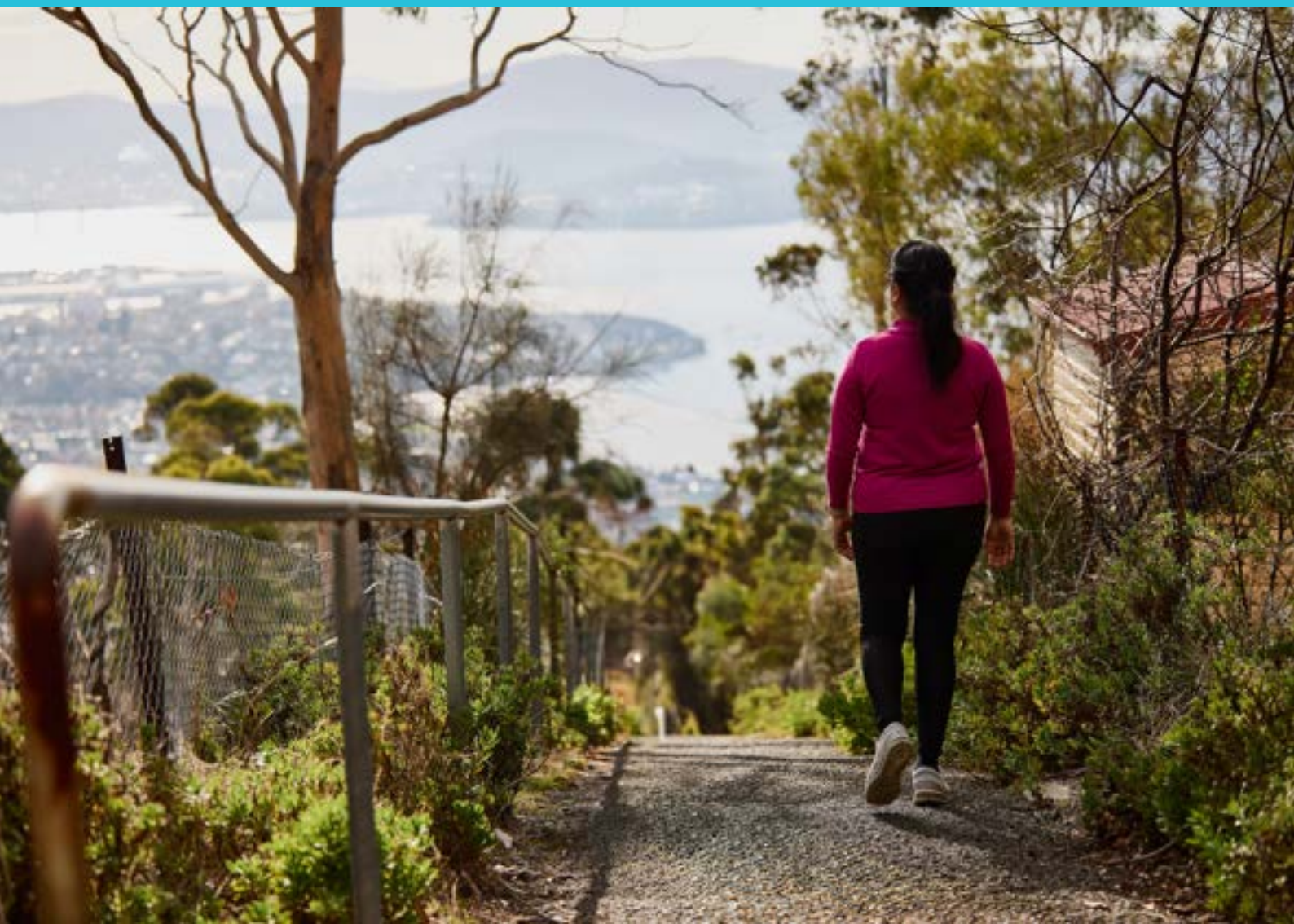
1. Overview



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

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

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

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

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

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

This local area mobility plan outlines:

Opportunities for improved streetscapes and mobility

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

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

Targeted actions to improve local infrastructure

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

Safer intersections and crossings

New or upgraded footpaths

Traffic calming

New links to tracks and trails with improved signage

By implementing these actions, the goal is to reduce residents' reliance on private motor vehicles, offering greater choice for all ages and abilities to get around. These improvements will not only enhance the attractiveness of the streets but also support more equitable access through universal design upgrades, contributing to a gradual reduction in car use within the neighbourhood.

Why walking and cycling matter to our local area

Walking and cycling, often referred to as active transport, offer a myriad of benefits to the community. They support better health, reduce traffic congestion, enable people to get to know their neighbours, and help young people move independently. Walking and riding, indirectly, improves air quality and makes our streets more pleasant and inclusive.

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

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

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

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

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

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

Walking Country

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

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

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

- Tell some of the story of the Muwinina people, associated tribal groups and their Country, sea country and waterways.

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

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

Strategic alignment

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

This plan also supports the strategy's broader vision:

"We are a city where everyone has effective, safe, healthy and environmentally-friendly ways to move and connect with people, information and goods, and to and through spaces and the natural environment."

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

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

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

These include:

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

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

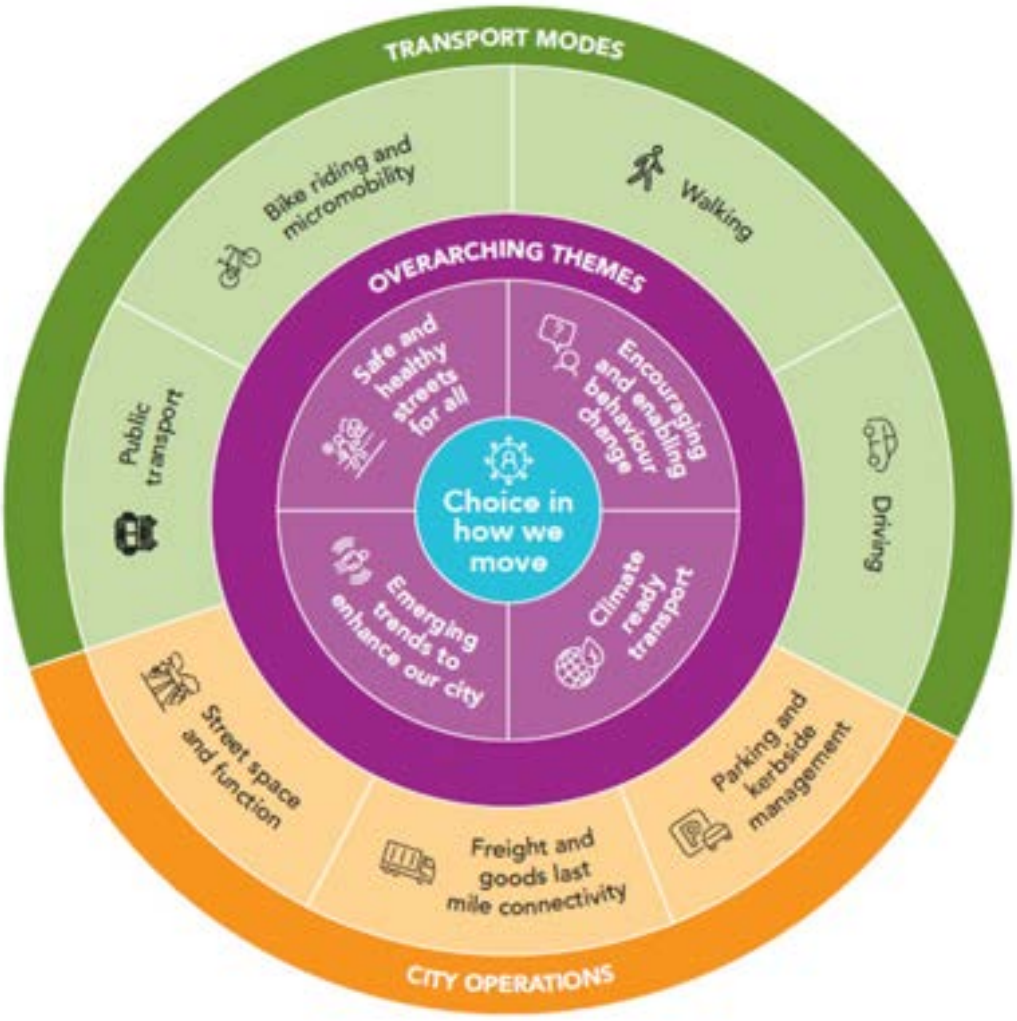


Figure 1.3: Hobart Transport Strategy 2024 themes and focus on transport choice, shown in relation to transport modes and operations.

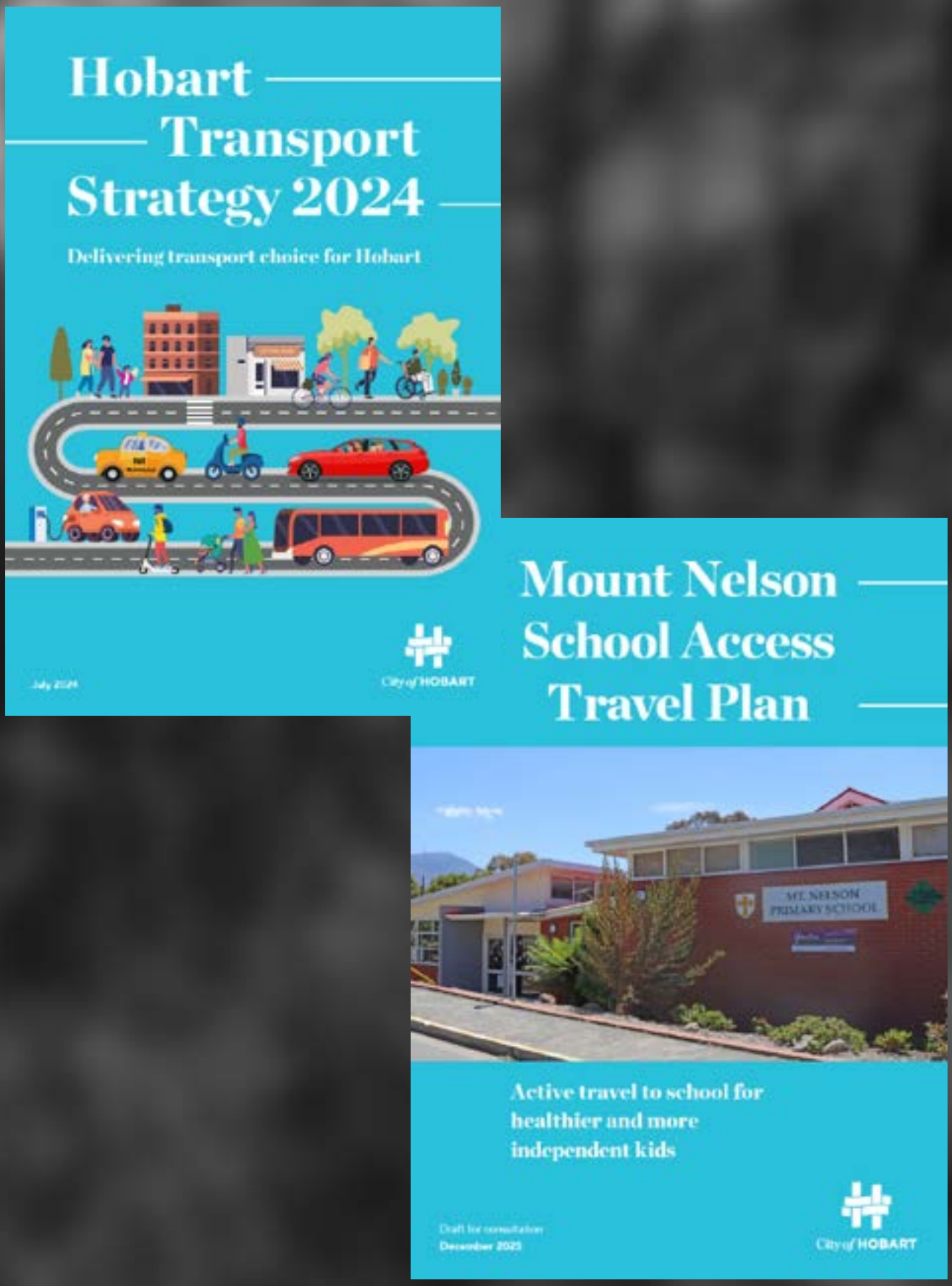


Figure 1.4: City of Hobart Transport Strategy (2024) and the draft Mount Nelson School Access Travel Plan (2026).

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

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

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

Figure 1.5: Connectivity map from the 2023 discussion paper.

2. What we heard from you

2.1 Summary of engagement

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

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

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

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

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

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

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

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

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

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

Who we heard from

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

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

Previous engagement findings

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

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

2.2 Places crossing the street feels unsafe

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

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

Recommendation

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

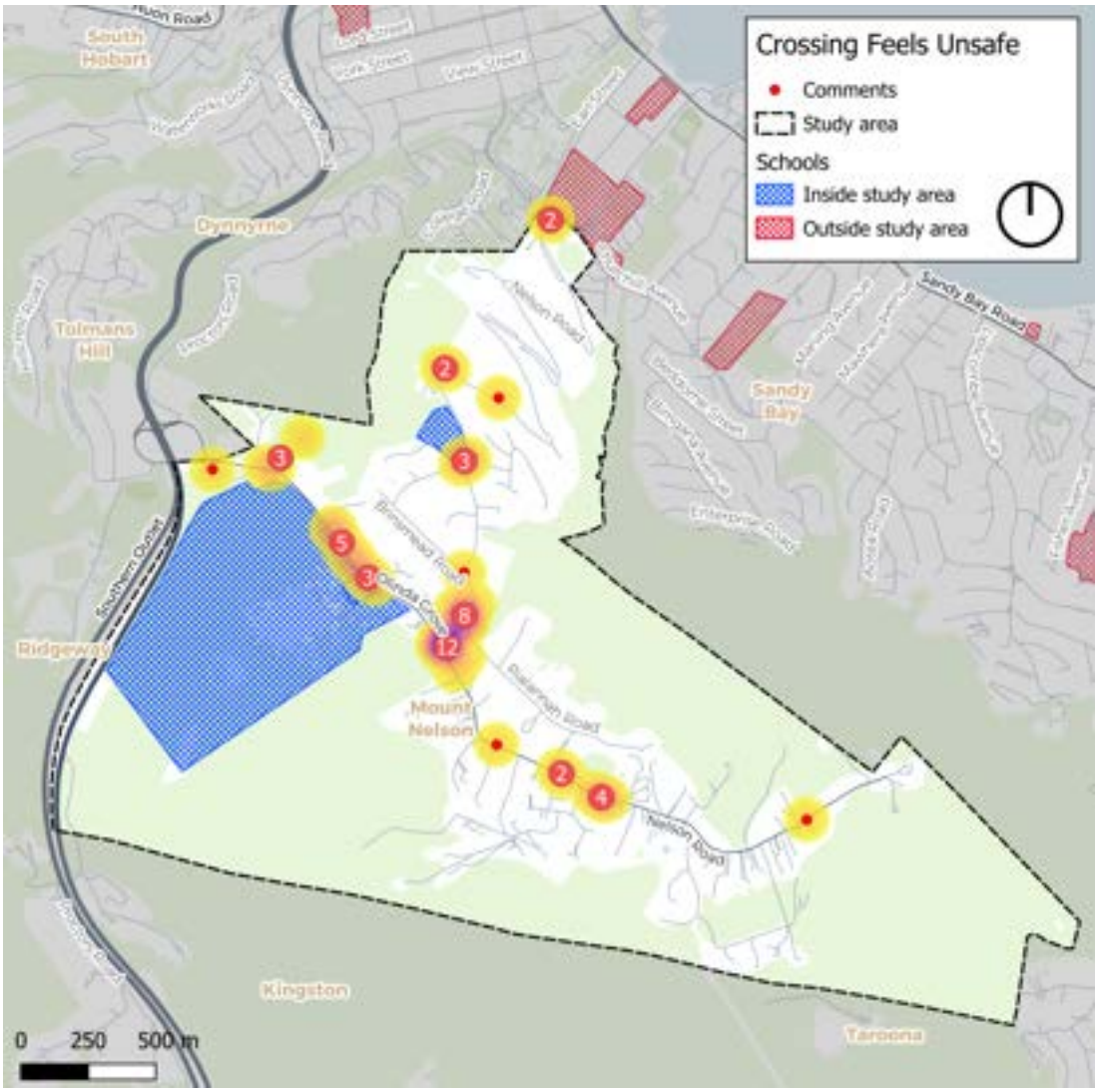


Figure 2.2: Where crossing the street feels unsafe.

2.3 Places moving along the street feels unsafe

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

Recommendation

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

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

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

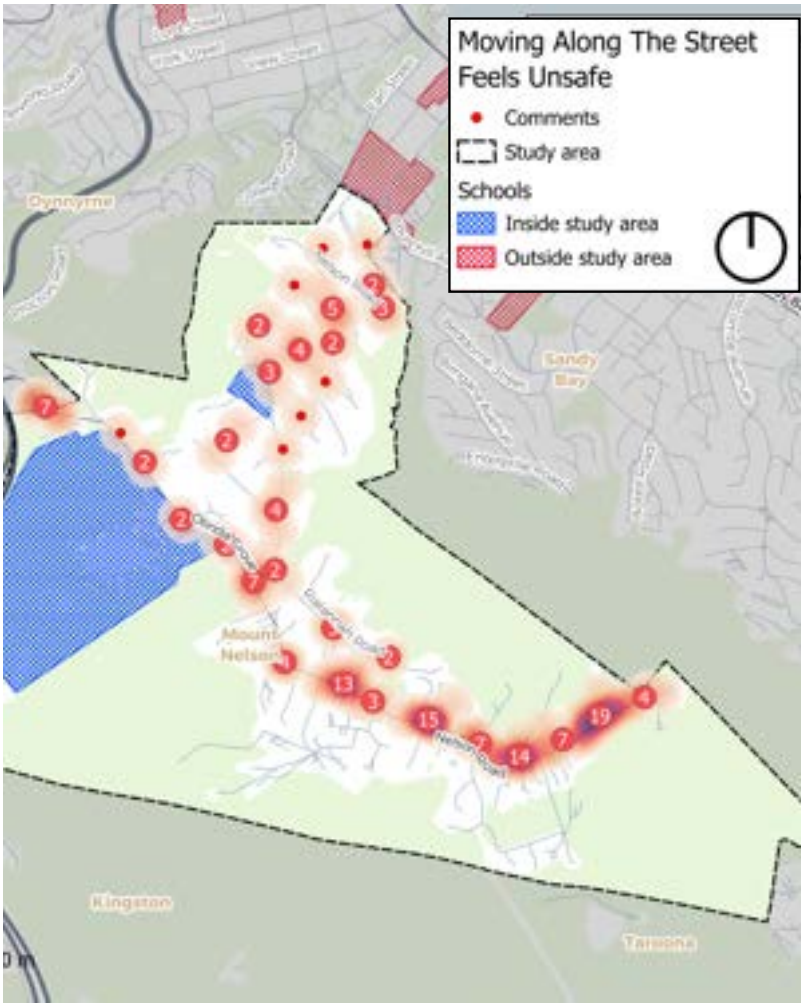


Figure 2.3: Where people moving along streets feel unsafe.

2.4 What we heard from Mount Nelson Primary School

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

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

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

Top barriers to walking or riding to Mount Nelson Primary School

44%

CITED TRAFFIC SAFETY CONCERNS

44%

SAID THEY LIVE TOO FAR FROM SCHOOL TO WALK OR RIDE

24%

POINTED TO LACK OF PUBLIC TRANSPORT

2.5 Priority locations

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

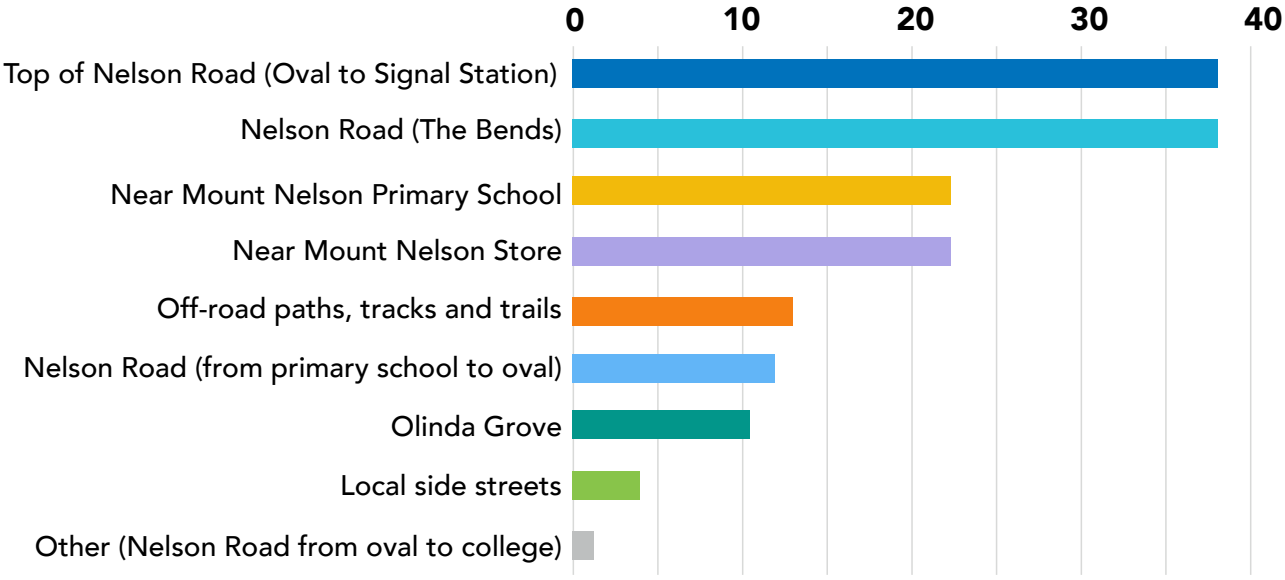


Figure 2.4: Ranking of locations for investment based on 61 survey responses.

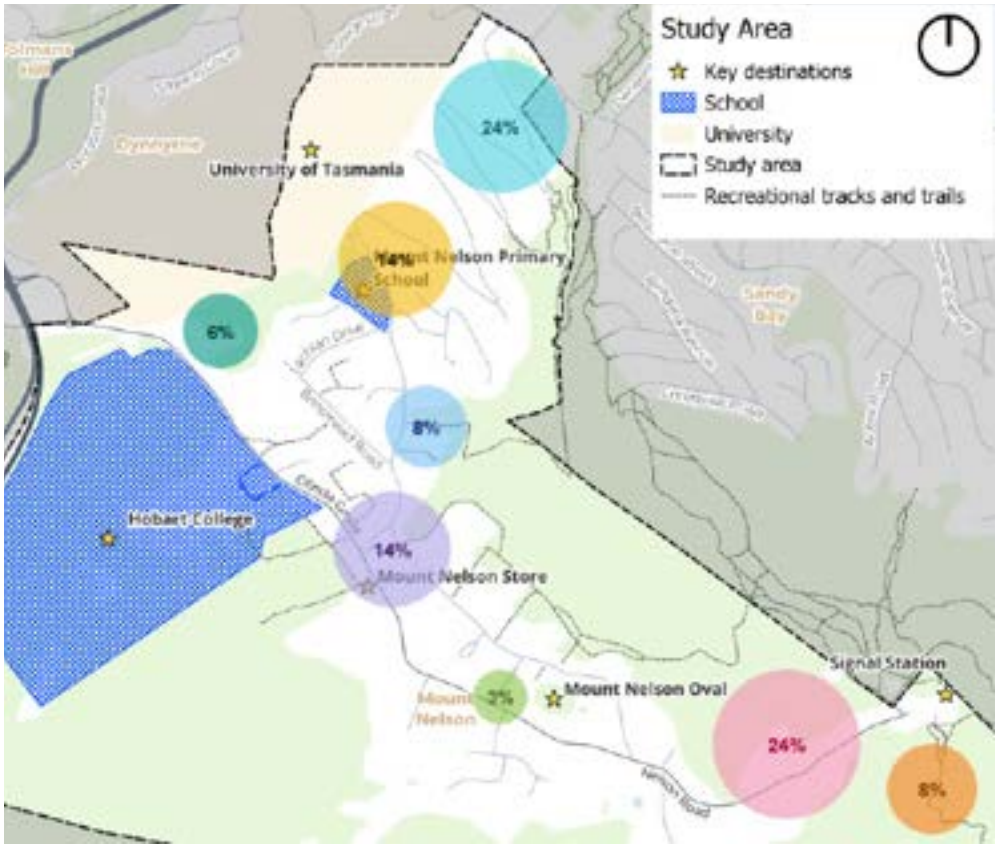


Figure 2.5: Proportionate scores of investment priority.


CHILDREN
CROSSING

3. Improved streets and mobility

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

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

SECTION 3.1: A CONNECTED WALKING NETWORK

SECTION 3.2: SAFER STREETS

SECTION 3.3: IMPROVED TRANSPORT CHOICES

3.1 A connected walking network

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

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

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

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

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

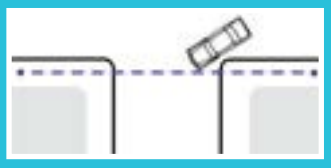
New and upgraded footpaths
The need for new paths is a top priority for many community members, with the top of Nelson Road highlighted as a key concern. In other places, short, missing segments of footpath create substantial barriers.

Prioritising people walking at side roads

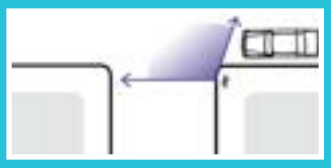
Improving the pedestrian experience at side street crossings would overcome a key barrier to more walking in Mount Nelson. Most side street intersections along Nelson Road have corners designed for large vehicles. These are dangerous as they allow cars to turn the corner at high speed (Figure 3.1). Historically,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

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

SMALL RADII

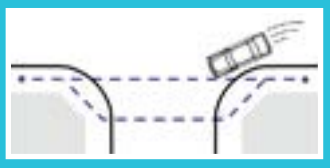


- Pedestrian desire line maintained
- Vehicles turn slowly



- Pedestrian does not have to look behind for turning vehicles
- Pedestrian priority maintained as per Tasmanian road rules

LARGE RADII



- Pedestrian desire line deflected, detour required
- Vehicles turn faster

- Pedestrians stop to look behind
- Vehicles assert priority, contrary to road rules

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

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

More comfortable crossings on desire lines

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

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

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

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

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

More short walks to school

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

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

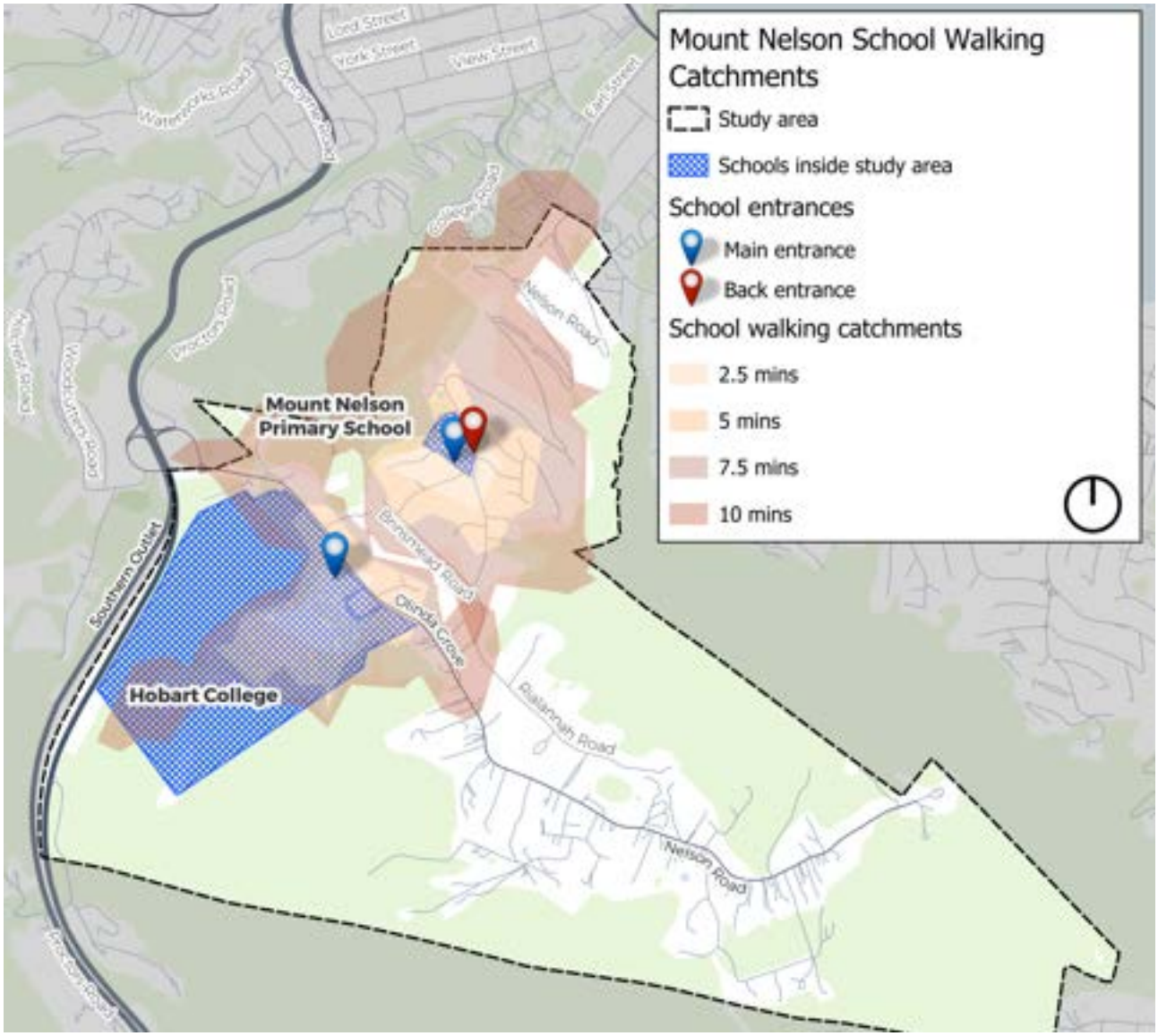


Figure 3.5: Mount Nelson 10-minute walking catchments to schools.

Connecting footpath network gaps

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

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

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

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

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

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

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

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

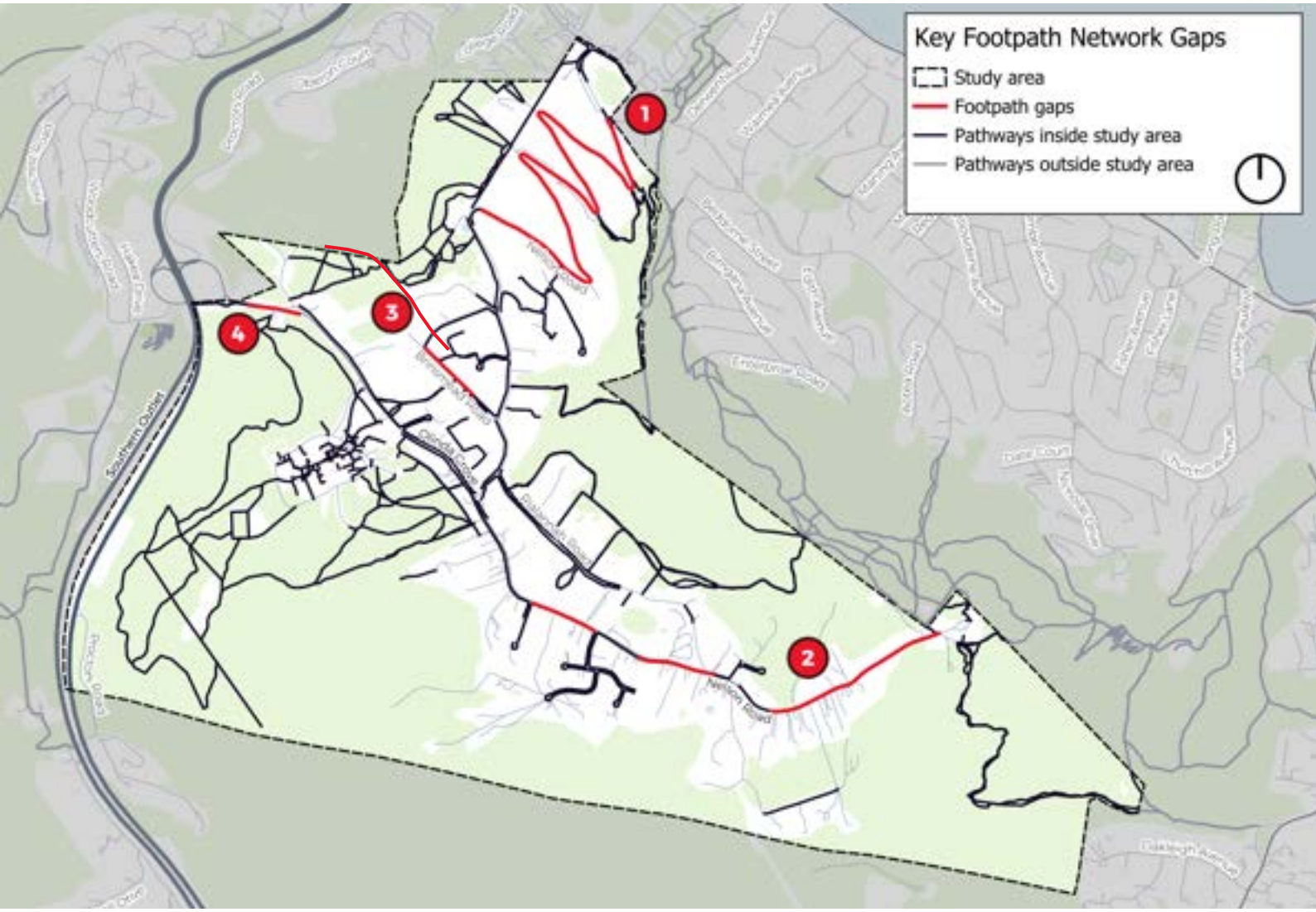


Figure 3.6: Map of existing footpaths, tracks and trails - emphasising footpath gaps.

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

Precedent: Esplanade, Coles Bay

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

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

3.2 Safer streets

Context appropriate speed limits

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

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

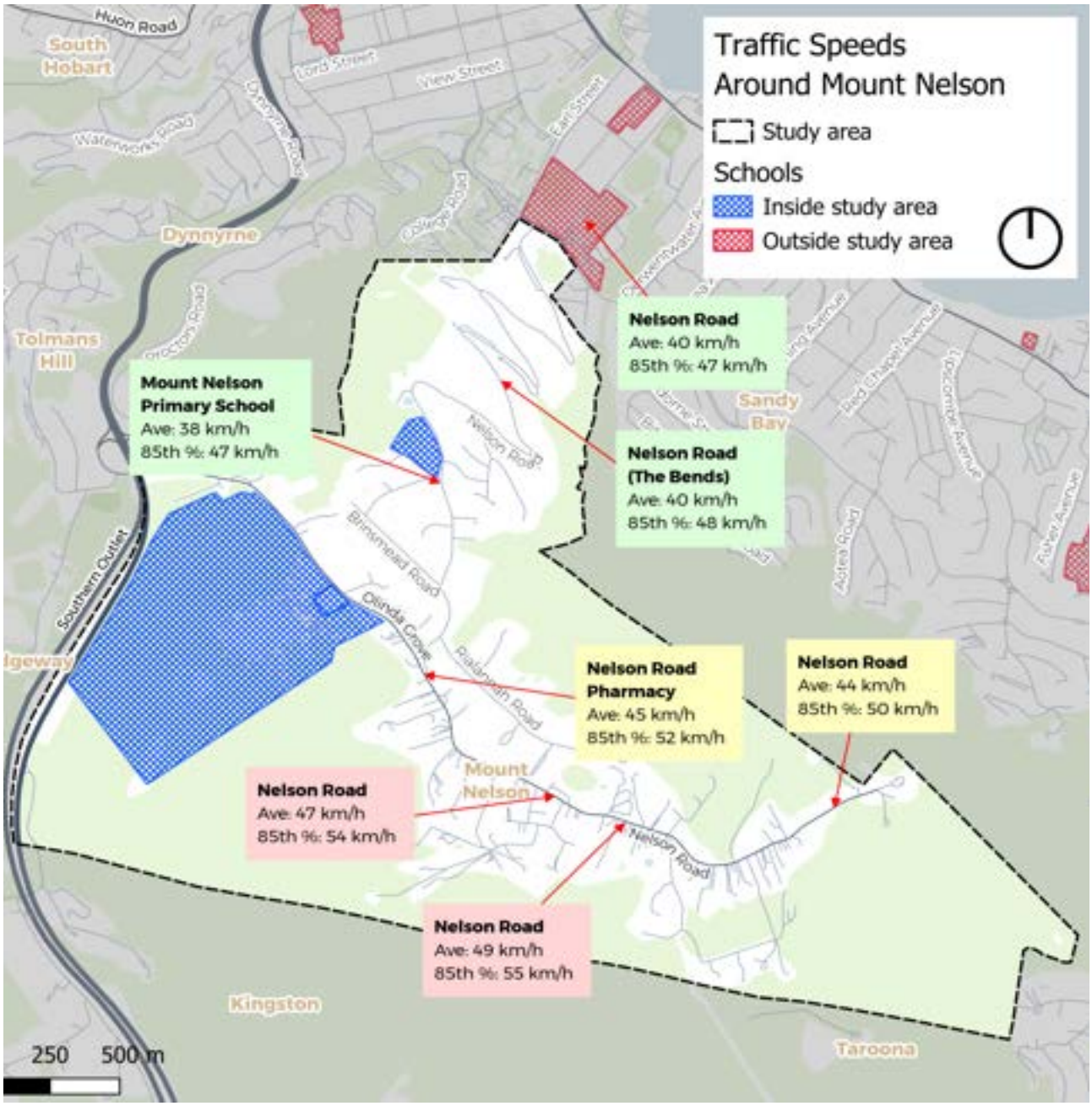


Figure 3.8: Current speeds around Mount Nelson (2024 and 2025 data from the City of Hobart).

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

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

Calmer traffic to improve safety

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

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

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

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

Figure 3.9: Metro bus travelling west on Nelson Road.

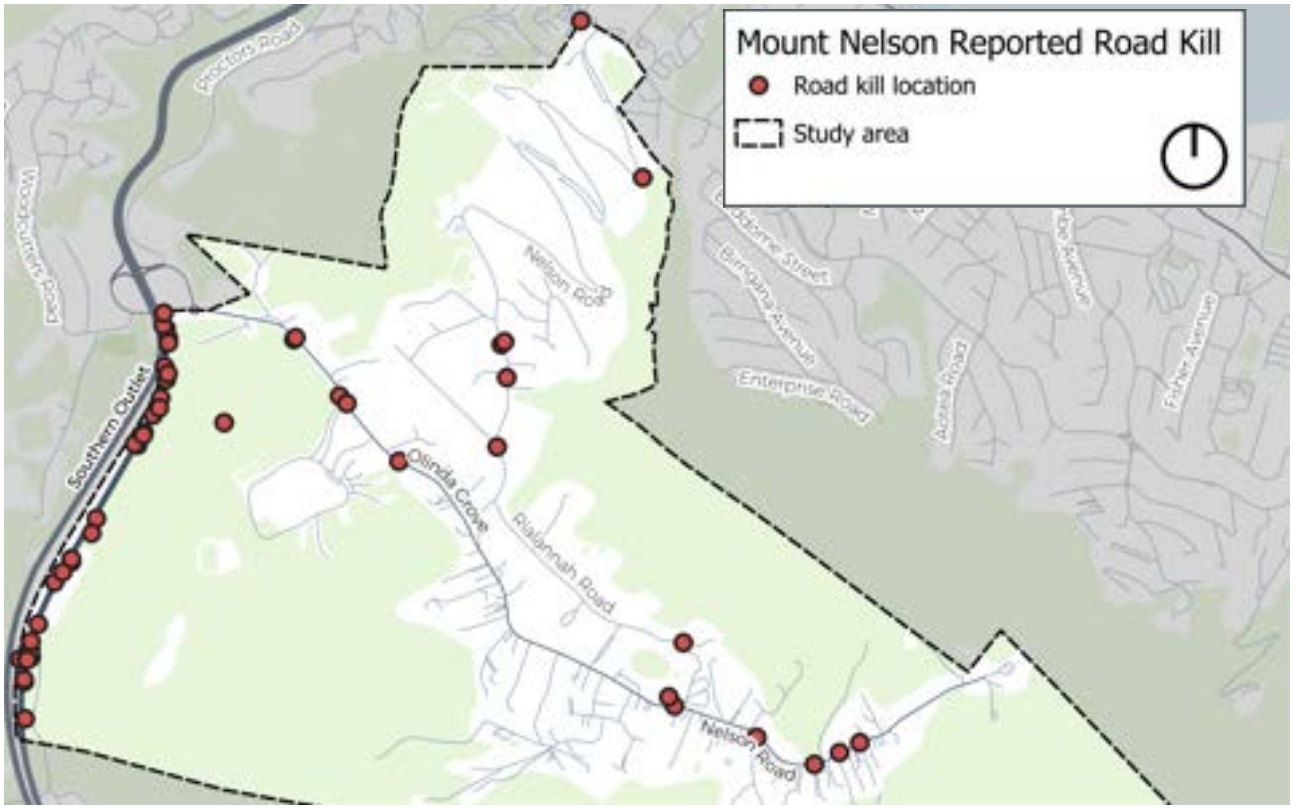


Figure 3.10: Locations animals have been reported killed by motor vehicles.

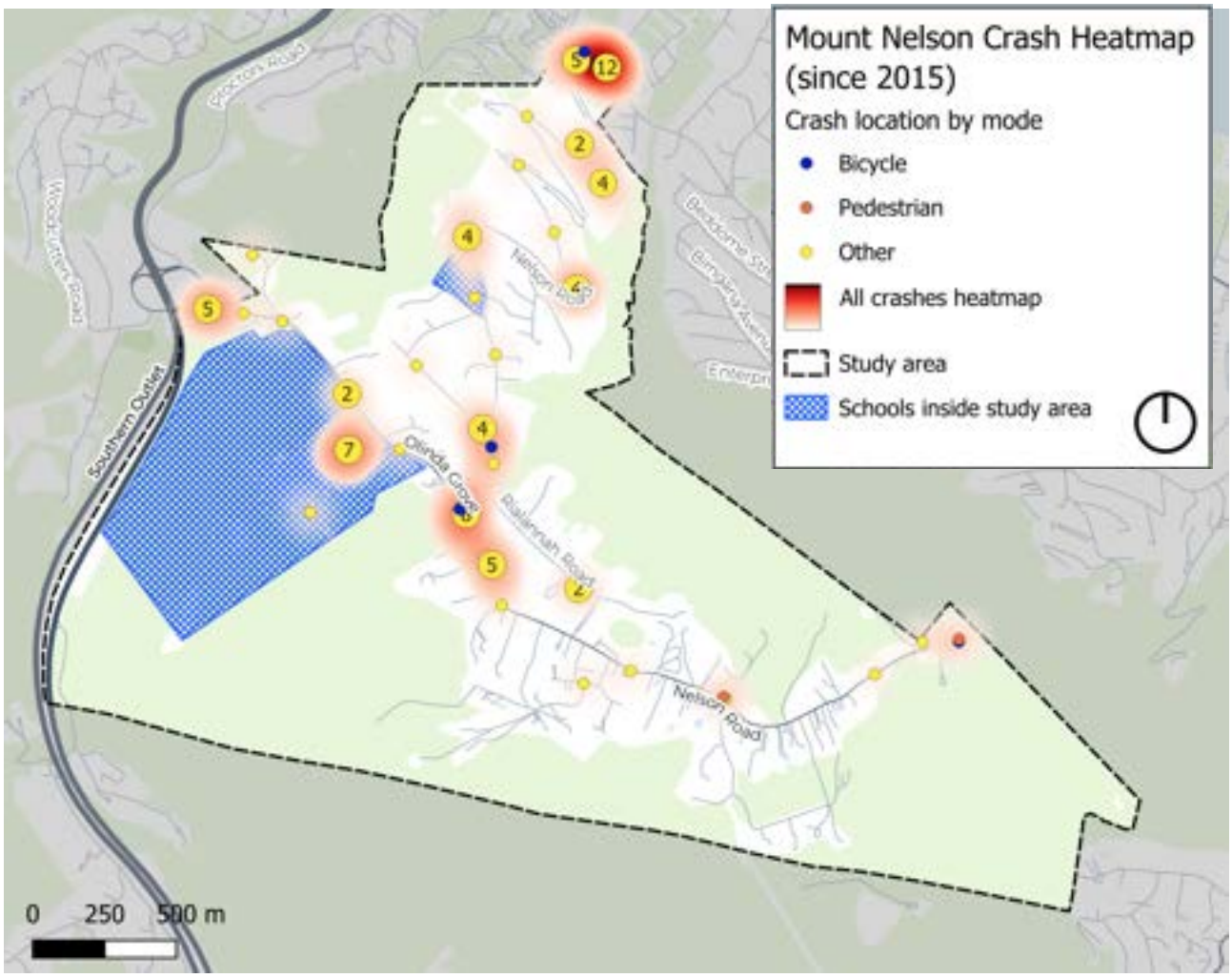


Figure 3.11: Places people have been involved in crashes since 2015.

Why are lower speeds safer?

Reducing speeds on all streets benefits the community: the chance of a pedestrian surviving the impact of a car travelling at 50 km/h is 20 per cent. If a pedestrian is hit by a car travelling at 40 km/h they have a 68 per cent chance of survival, and a 90 per cent chance if it's going at 30 km/h[8] (see Figure 3.12).

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

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

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

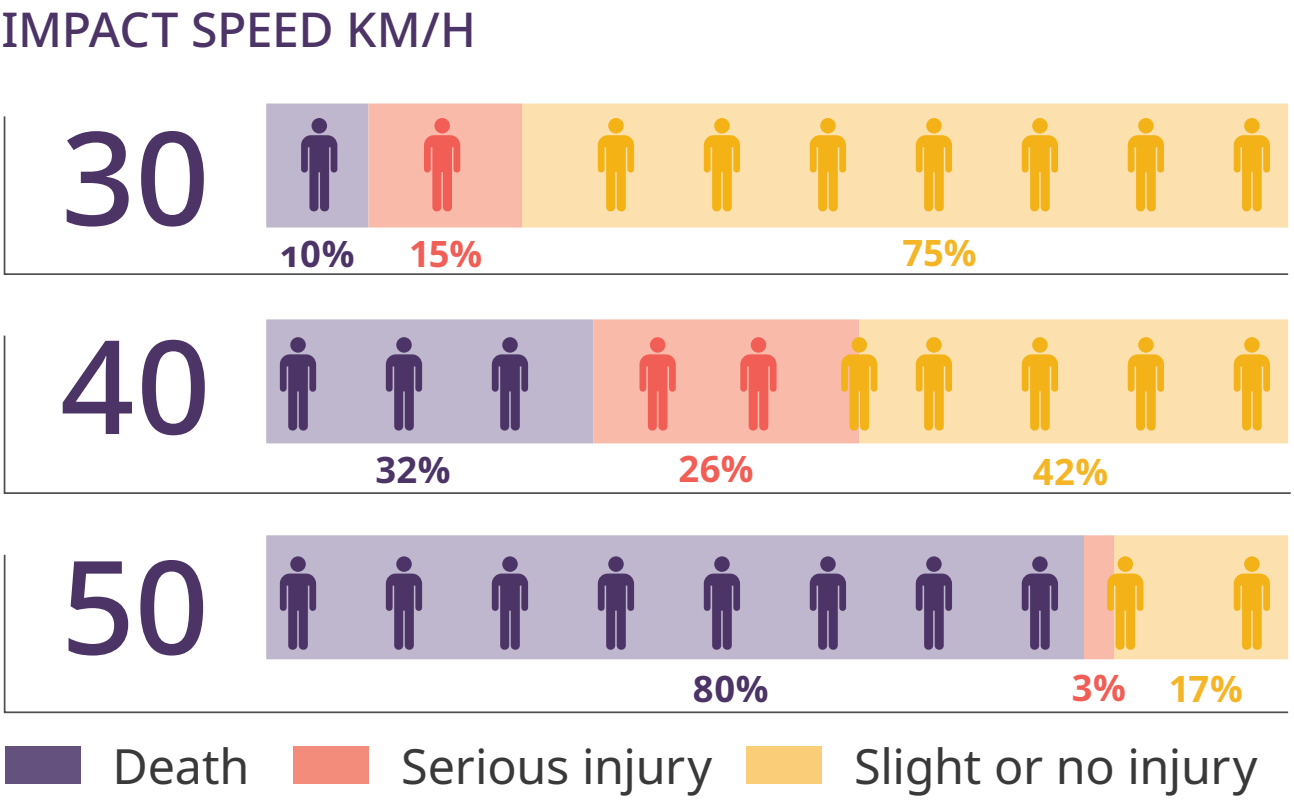


Figure 3.12: Risk of pedestrian death at different speeds (Austroads 2018).

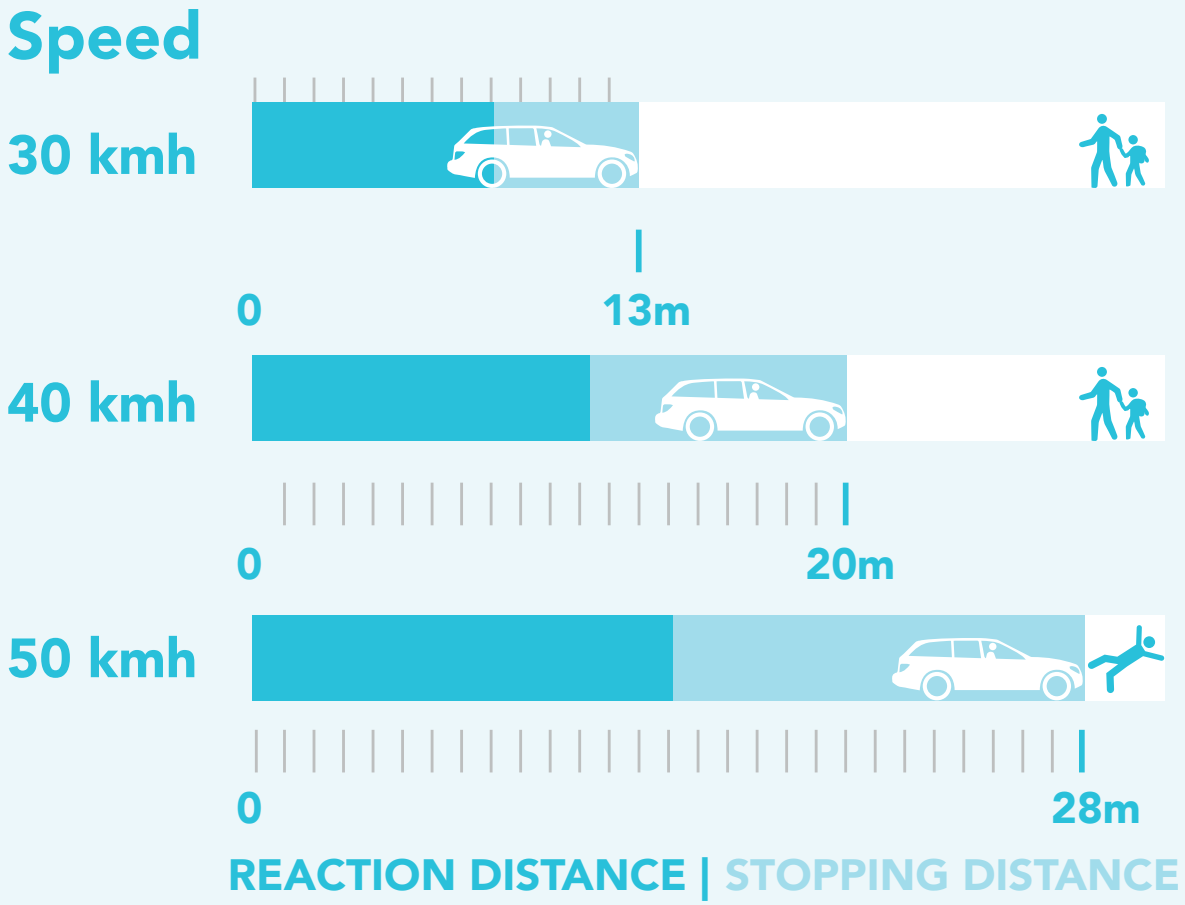


Figure 3.13: Influence of driving speed on stopping distance (Global Designing Cities Initiative 2025).

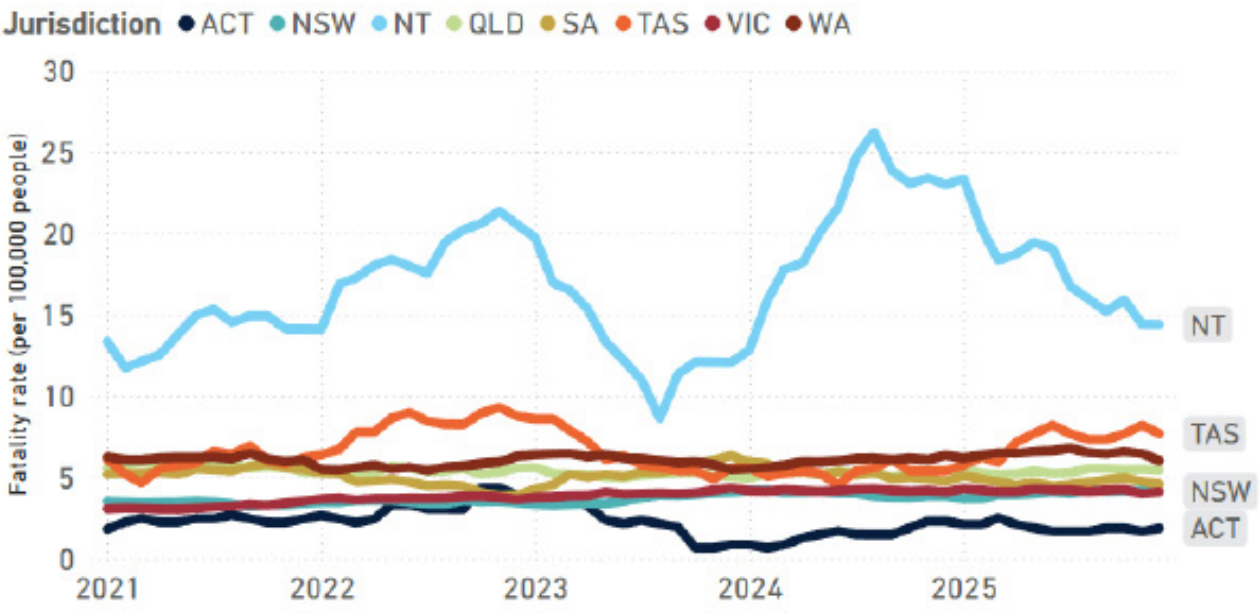


Figure 3.14: Fatality rate per 100 000 people (BITRE, 2026).

Effective speed management

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

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

3.3 Improved transport choices

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

Better connections to tracks and trails

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

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

Track and trail links are identified in Section 4.2.

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

Bus stop improvements

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

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

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

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

Figure 3.16: A typical bus stop on The Bends.

The influence of behaviour change

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

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

Opportunities include:

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

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

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

4. Actions and recommendations

4.1 Area-wide action

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

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

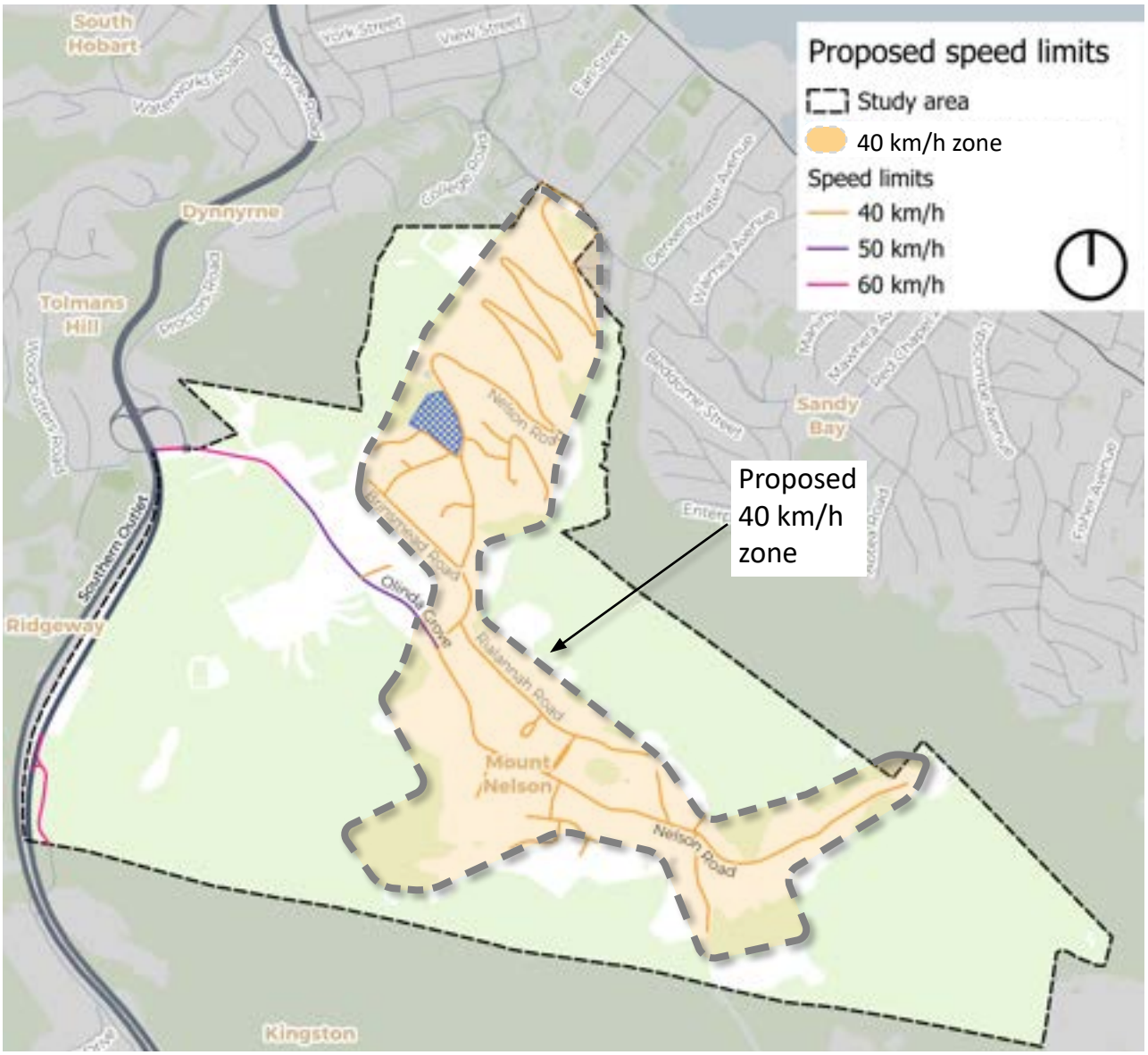


Figure 4.1: Proposed 40 km/h zone.

4.2 Location-specific actions

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

TYPES OF ACTIONS IN THIS PLAN

SAFER INTERSECTIONS AND CROSSINGS

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

NEW OR UPGRADED FOOTPATHS

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

TRAFFIC CALMING

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

TRACK AND TRAIL LINKS

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

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

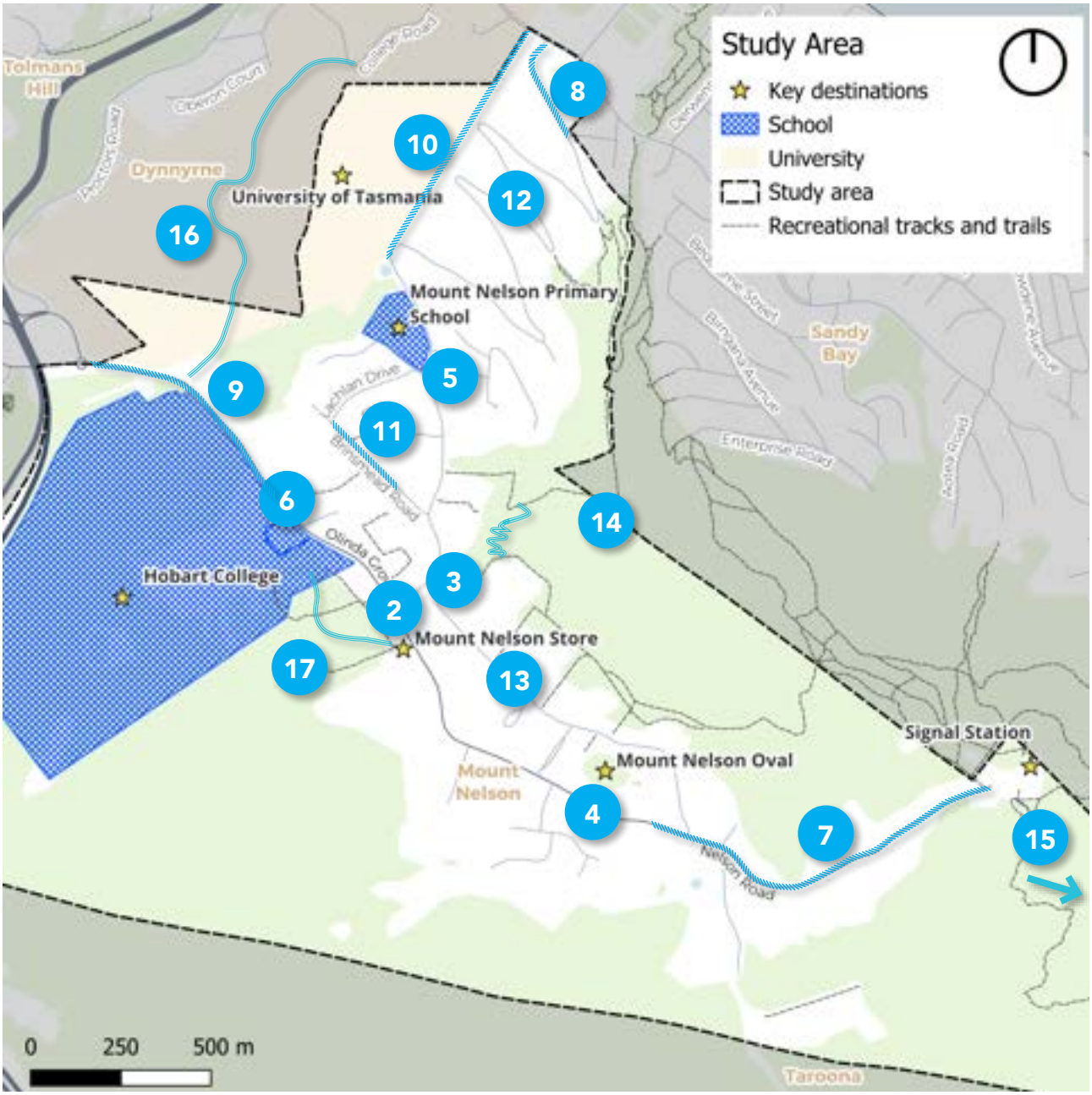


Figure 4.2: Summary plan of priority local area mobility plan actions.

Safer intersections and crossings

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

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

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

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

SAFER INTERSECTIONS AND CROSSINGS

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

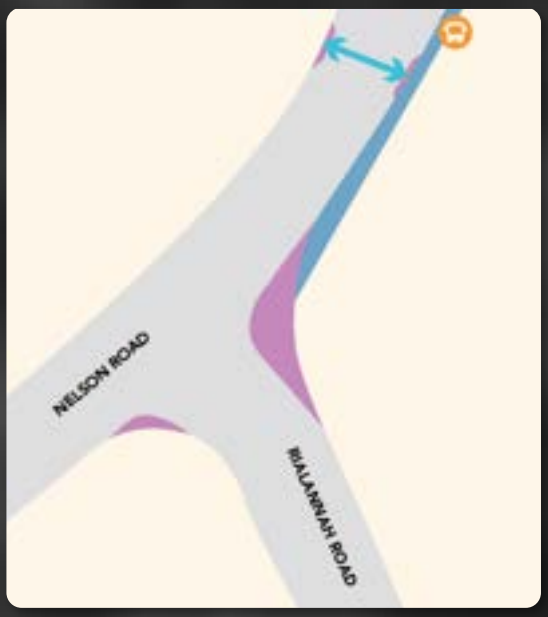


Figure 4.4: Action 3 – indicative kerb buildout and improved crossing near Rialannah Road.

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

New and upgraded footpaths

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

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

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

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

Traffic calming

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

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

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

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

Track and trail links

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

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

5. Summary and priorities

5.1 Prioritisation approach

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

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

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

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

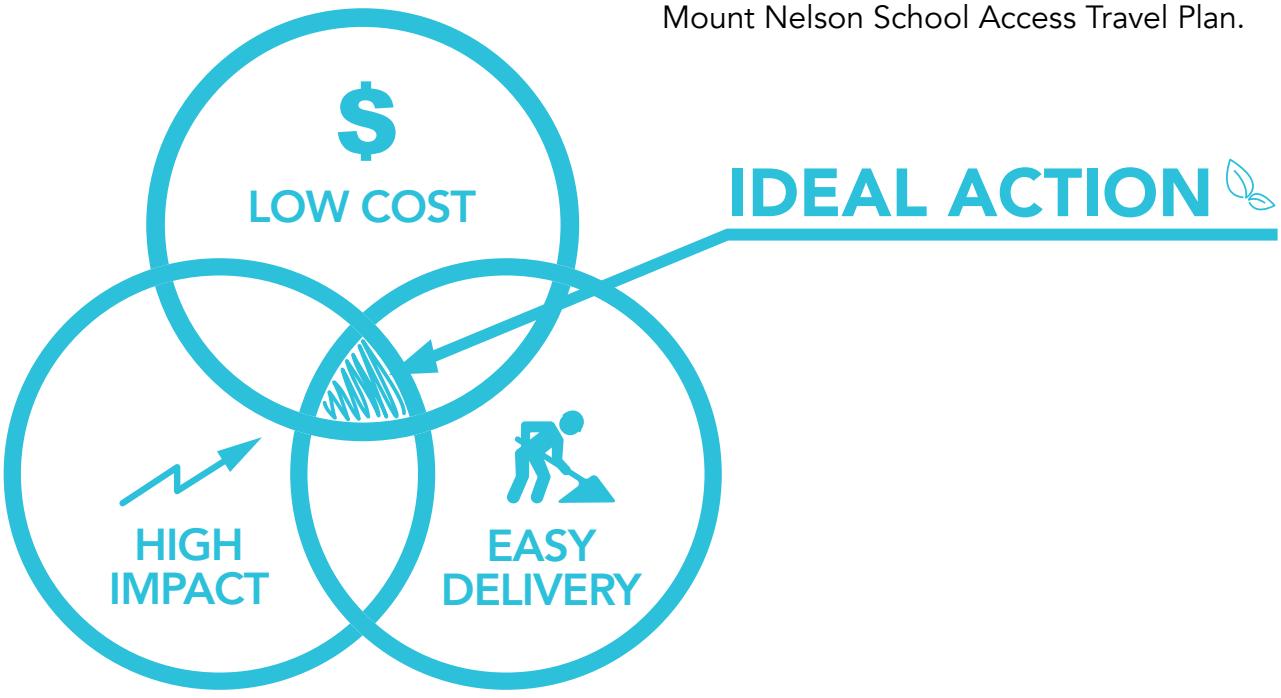


Figure 5.1: Prioritisation framework.

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

Table 5.1: Summary of prioritised actions

References

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

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