



West Hobart and Mt Stuart Local Area Mobility Plan

Thank you for the opportunity to comment on suggested improvements for riding through the suburbs of West Hobart and Mt Stuart.

Despite their steep streets, these areas actually house a significant number of people who currently ride a bicycle get around – many of Hobart's first electric bicycle owners come from these areas.

E-bikes mean that suburbs like West Hobart and Mt Stuart that may have been left off cycling maps because of their steepness are now back in play because of their proximity to the city.

West Hobart

West Hobart has painted bike lanes on sections of Hill Street but no other road treatments to make it more comfortable for people riding. The current bike lanes should be re-assessed. These were added as an afterthought in a traffic calming exercise focused on pedestrians. As such, they don't connect to other bike routes, are narrow and in the dooring zone of parked cars, and crossing outstands create dangerous pinch-points.

Informally, some riders use the route of the old trolley bus into West Hobart as the gradients tend to be kinder. These streets may be a good place to start to map a cycling network through the area and include Goulburn, Hill, Cavell and Arthur and Lansdowne Crescent.

With the Collins Street lane trial potentially going ahead, thought should be given as to how people coming down Goulburn Street could connect to these to enter the city centre via Molle Street.

An All Ages and Abilities route into West Hobart should be investigated, especially where it can connect to the primary schools.

Mt Stuart

Mt Stuart is steeper again but with an e-bike certain routes are more achievable than others, the difficulty here is that there are fewer wider roads to put dedicated bike facilities on. A route of traffic-calmed streets with deterrents to rat running car drivers and 30km speed limits may be an option rather than separated cycleways.

The link between West Hobart and Mt Stuart is a lesser gradient at the back of the suburbs via SummerHill Road and Hillside Crescent, which not everyone will take because it may be more out of the way, but is easier riding. Some people are already using the fire trails through Knocklofty Reserve to link Mt Stuart and West Hobart, however, these are steep and have rough surfaces so are only suitable for a smaller segment of riders.

Hobart Council approved the Lenah Valley mobility plan late last year, which included a separated cycleway on Augusta Road as a priority project, which would be useful for people living on the northern side of Mt Stuart.

The council's North Hobart Neighbourhood plan is still to be released but last year's discussion paper suggested a link from Federal Street into Elphinstone Road to link to West Hobart and Mt Stuart. This would be another obvious route into the area and is wide enough to accommodate better cycling infrastructure.