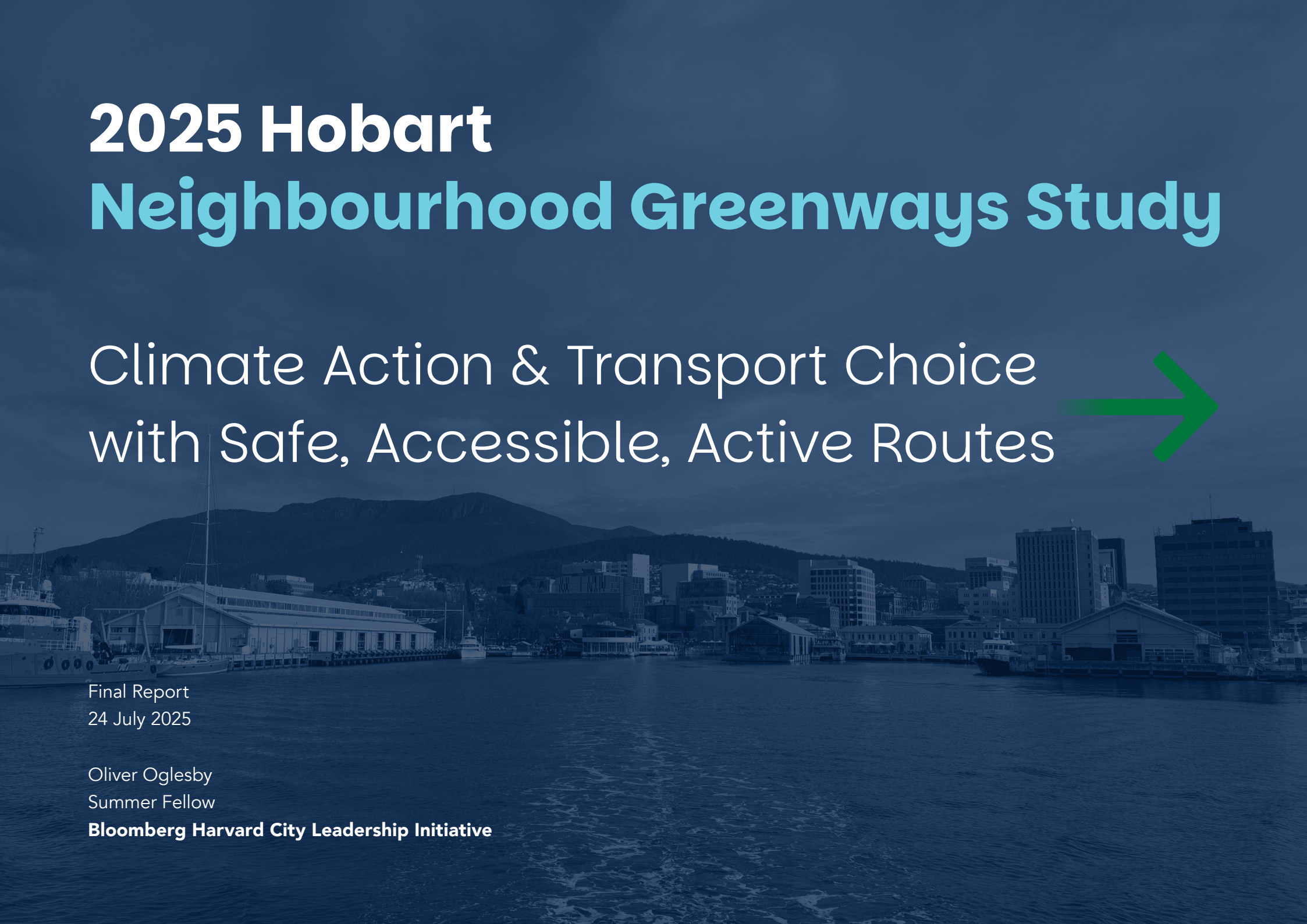
2025 Hobart
Neighbourhood Greenways Study

Climate Action & Transport Choice with Safe, Accessible, Active Routes



Final Report
24 July 2025

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Summer Fellow
Bloomberg Harvard City Leadership Initiative

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.

Contents

Advance goals of climate action & transport choice

Climate Ready Hobart Strategy:

Goal 1. **Zero emissions Hobart**

"The Hobart community will achieve at least a 70% reduction in emissions across Hobart by 2030 (from a 2020 baseline) and zero emissions by 2040."

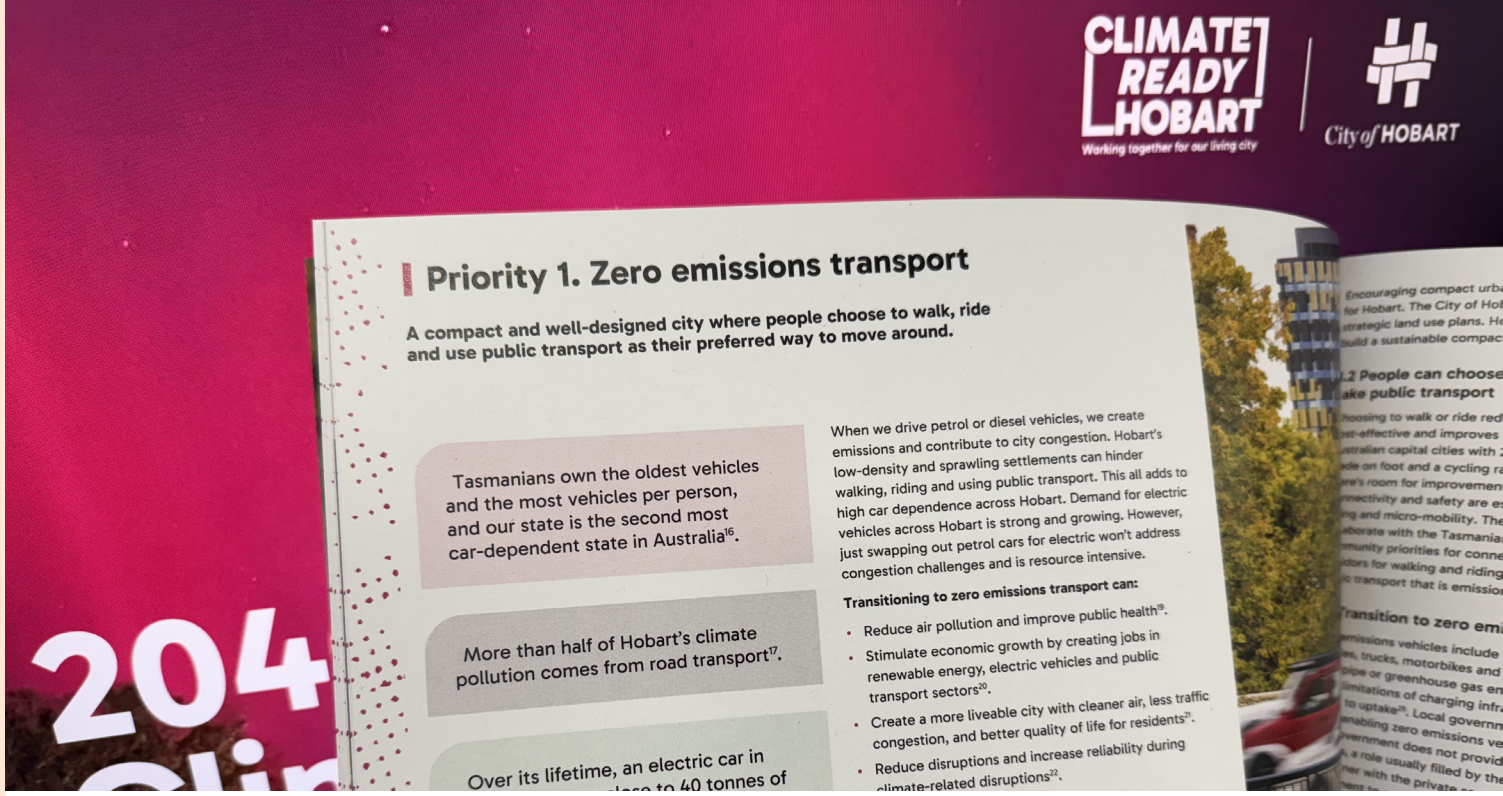
Priority 1. **Zero emissions transport**

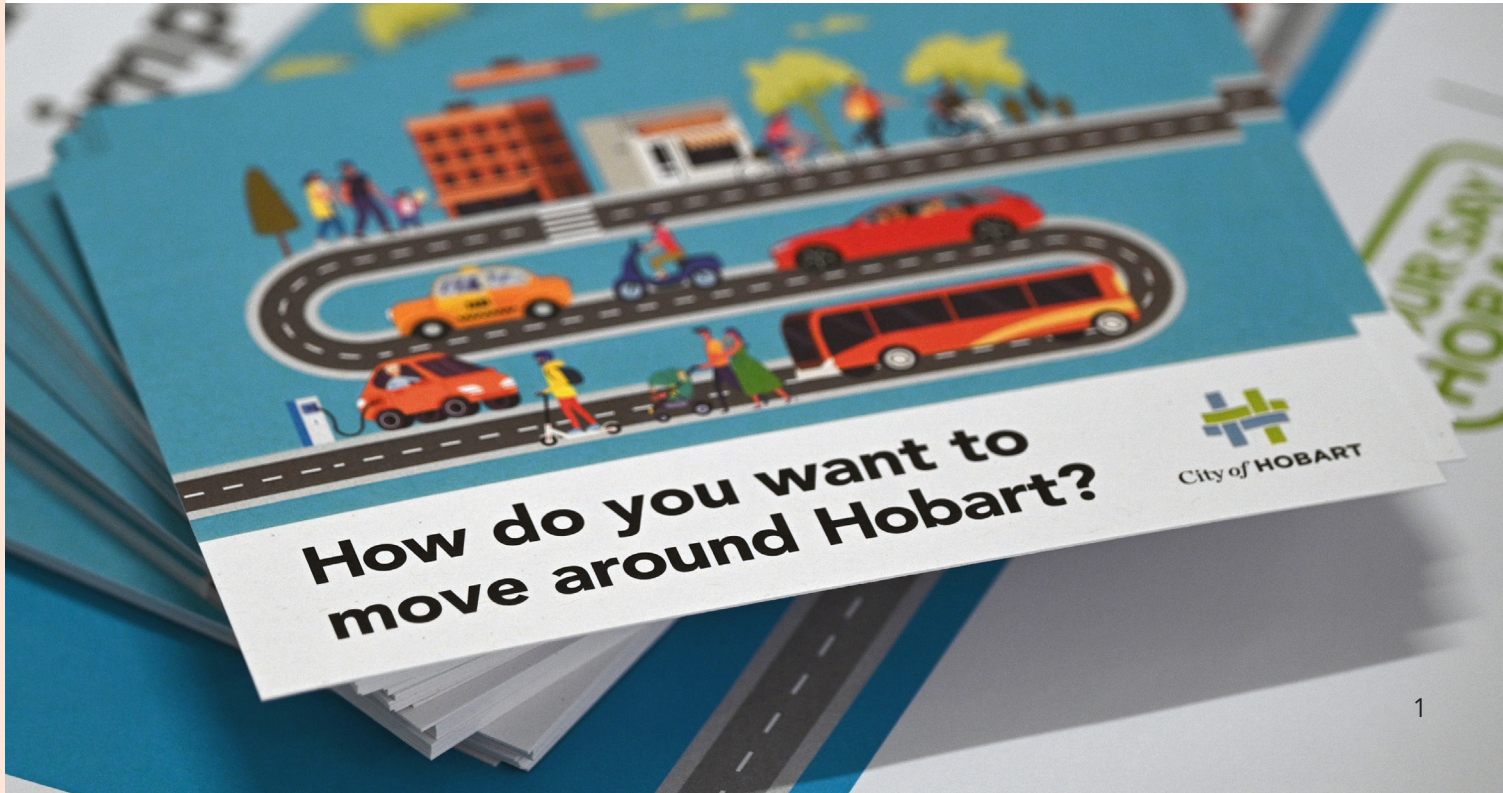
"Extend the cycling and walking network and prioritise connected, safe, and green corridors, guided by the Hobart Transport Strategy 2024."

Hobart Transport Strategy:

Choice in how we move

"Increasing the use of bike riding and micromobility as a mode of transport will support a healthy, sustainable, equitable, and inclusive city. More trips by bike will assist in reducing congestion on our roads and in turn support our climate change goals: reducing the transport sector's carbon emissions."

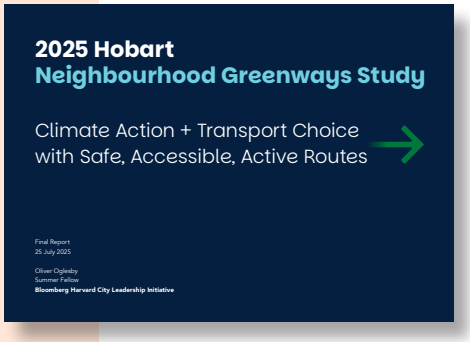


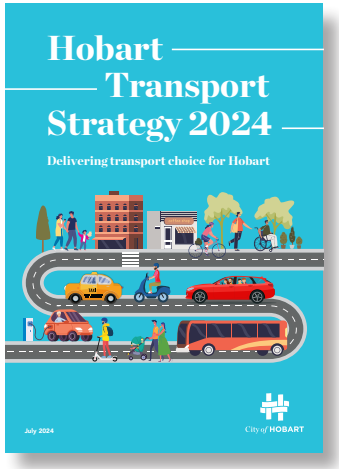


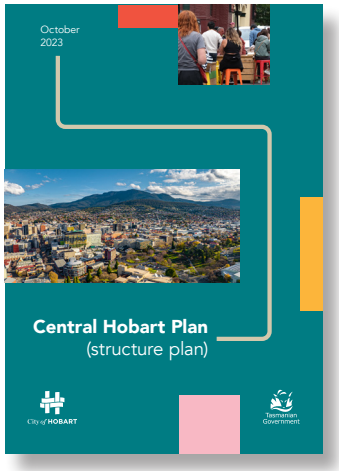
Build upon Hobart's strategies and plans

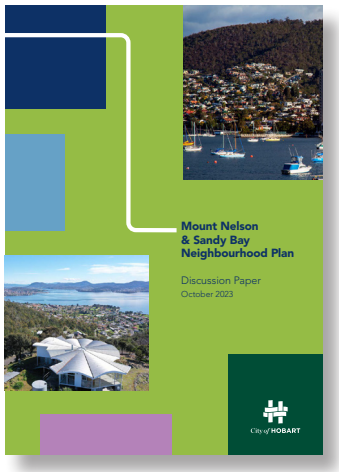
Since Gehl diagnosed an "incoherent cycling environment" in Hobart's CBD that is "only for the brave," the City of Hobart has made great progress in building out its Principal Bicycle Network, most recently with the Collins Street Transformation, Argyle and Campbell Street bike lanes, and hard-fought speed limit reductions. Now Hobart must invest in its finer grain network to connect people from where they live to local destinations—**where small investments can drive the greatest impact**. Therefore, the Neighbourhood Greenways Study synthesizes and furthers the cycling dimension of existing City documents:

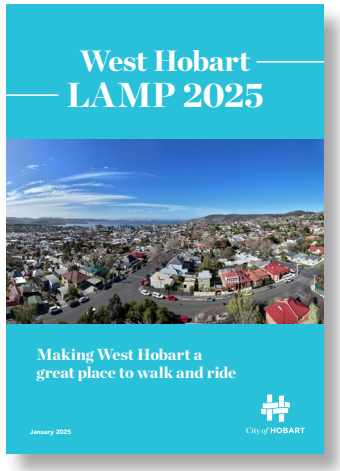
1. Climate Ready Hobart Strategy
2. Hobart Transport Strategy
3. Inner City Development Plan
4. Neighbourhood Structure Plans
5. Local Area Mobility Plans
6. School Access Travel Plans

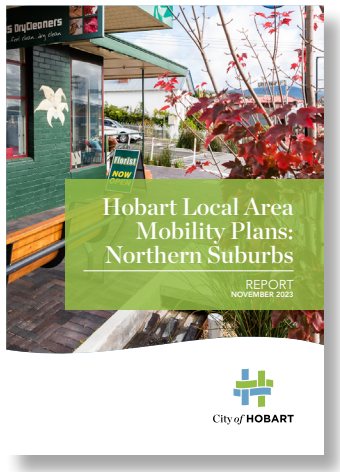


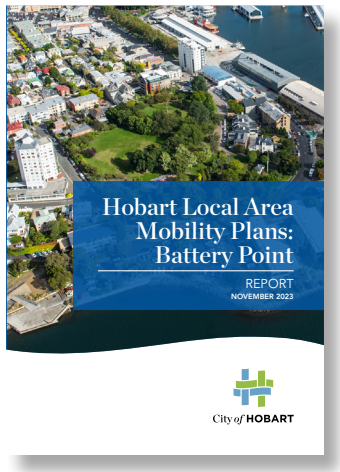


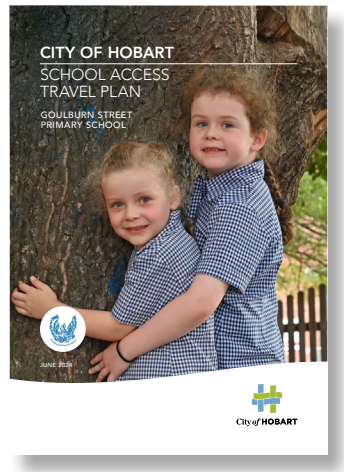




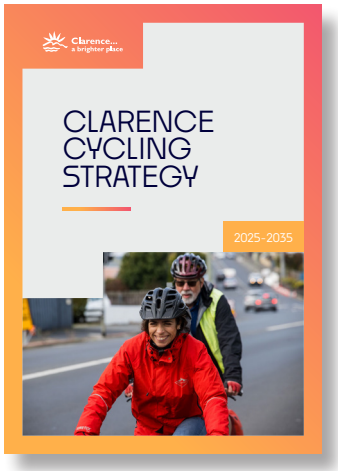


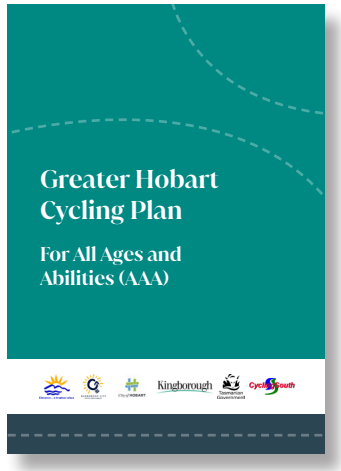






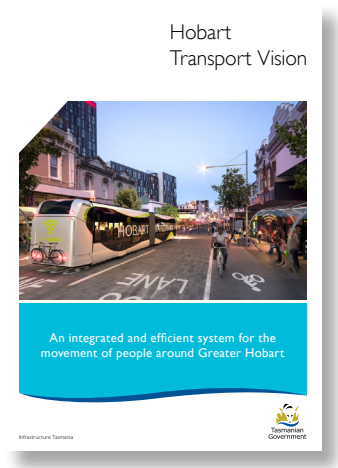
Align with bike planning efforts beyond Hobart

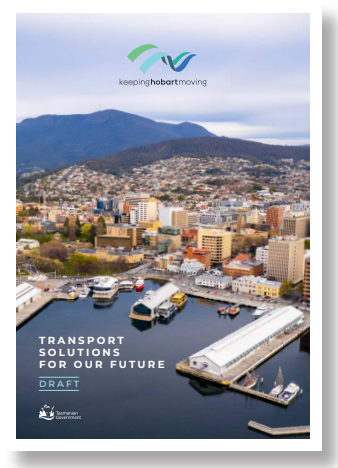


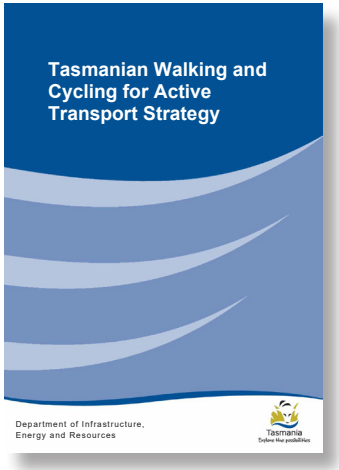


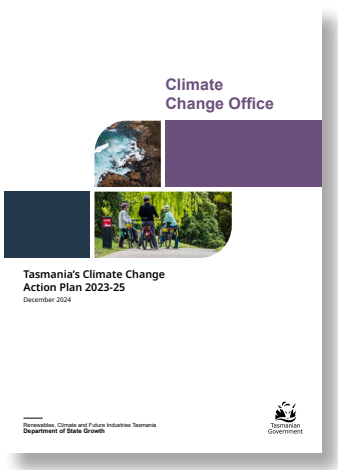
Cycling is a key ingredient to shape a dense, liveable, and well-connected capital city region. According to the 2023 Greater Hobart Household Travel Survey, two out of three trips within Hobart are less than five kilometers, yet 53% of these short trips are made by car. This study expands on the consensus established by the Greater Hobart Cycling Plan, which developed a framework to promote active transport. Now, the Neighbourhood Greenways Study coordinates with existing and ongoing transport and climate initiatives across local government boundaries:

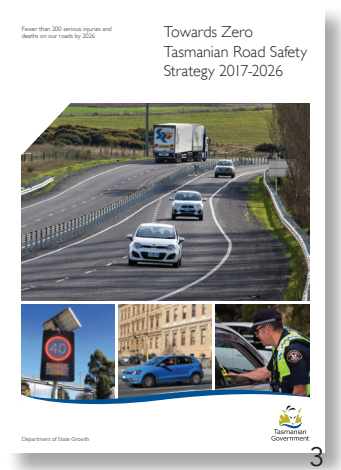
1. Adjacent Council Bike Plans
2. Regional Transport Plans
3. State Plans and Strategies









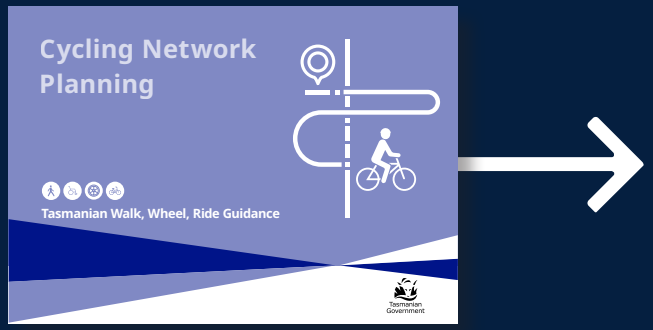


A cohesive system of routes meet the diverse needs of all cyclists

Tasmanian Cycling Scheme

The route hierarchy offers cycling street typologies that bring Hobart's bike infrastructure into alignment with the *Tasmanian Cycling Network Planning Guide*, while composing a system of routes that is uniquely suited to Hobart's urban fabric.

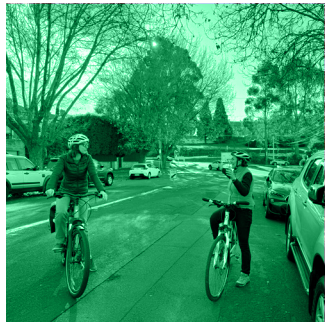
E-Rideable Routes are considered overlays, streets that have slopes steeper than 10% within any of the four route classes. These short and steep segments provide more direct links for people with e-rideable micromobility devices, such as e-bikes and e-scooters, or a desire to ride up steep hills.



Sources: Draft Tasmanian Cycling Network Planning Guide (2025)

All Ages & Abilities Cycling Network Route Classification

Primary Routes	Secondary Routes	Neighbourhood Routes	Recreational Routes
Directness: ●●●	Directness: ●●○	Directness: ●●○	Directness: ●○○
Capacity: ●●●	Capacity: ●●○	Capacity: ●○○	Capacity: ●●○
Function: Connect to activity centers & regional destinations	**Function:** Connect to primary routes & city attractors	**Function:** Connect to higher order routes & local destinations	**Function:** Connect to scenic destinations & leisure experiences
Form: Off-road paths Protected bike lanes	**Form:** Protected bike lanes Riding streets	**Form:** Riding streets Calm streets	**Form:** Calm streets Off-road paths/trails
Example: Intercity Cycleway	**Example:** Forster & Giblin Streets	**Example:** Fitzroy Place	**Example:** Clarence Foreshore Trail



Prioritise people by reimagining streets as a neighbourhood greenway

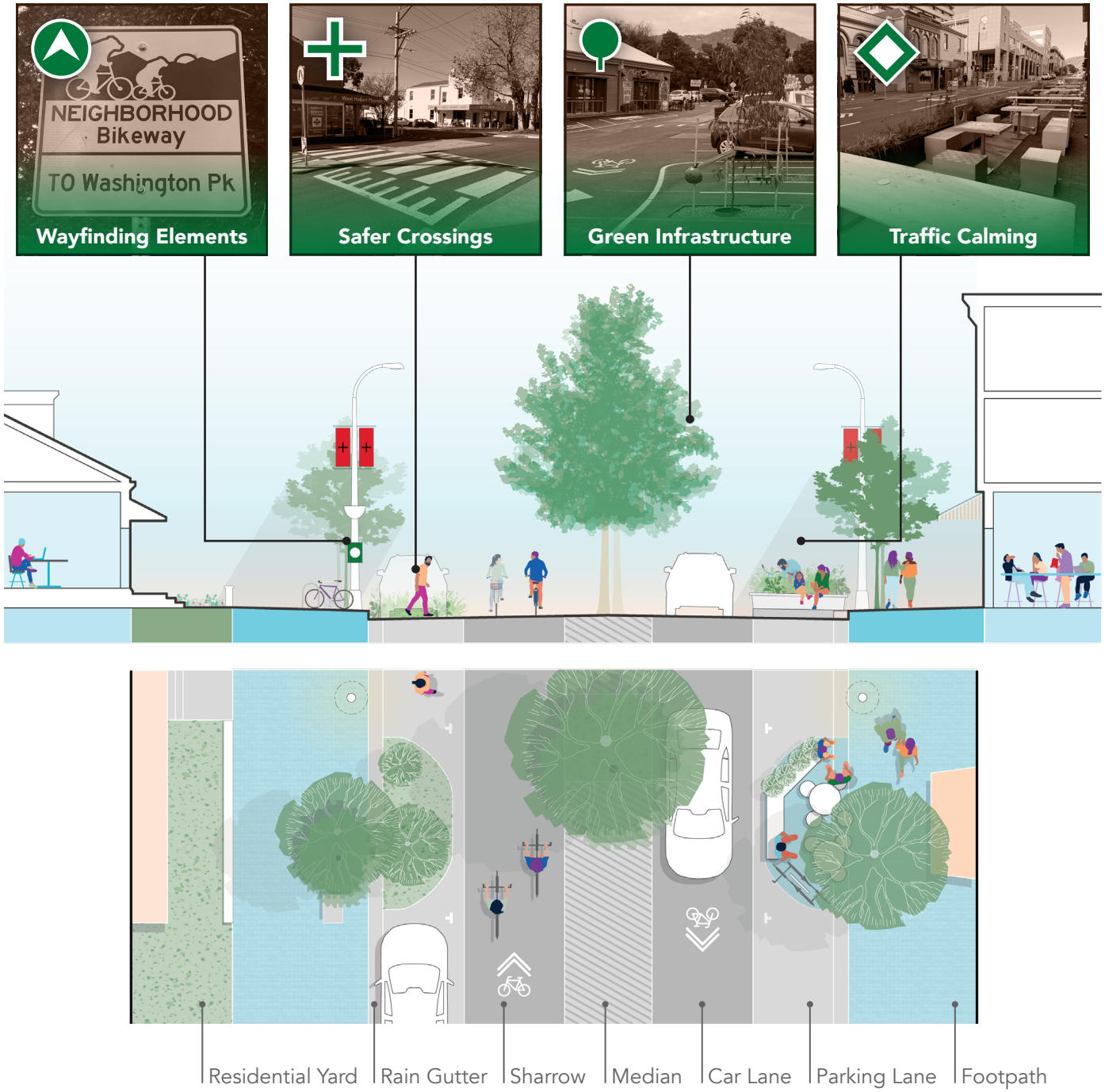
Tactical Design Toolkit

What are Neighbourhood Greenways?

- Existing, quiet, slow residential streets
- Routes that prioritise people of all ages and abilities cycling, rolling, and walking
- Safe links between neighbourhoods, schools, parks, and local businesses

A toolkit of tactical interventions, including wayfinding elements, safer crossings, green infrastructure, and traffic calming devices, can transform a designated neighbourhood route into a Neighbourhood Greenway.

While this study proposes Neighbourhood Greenways as the first step of the City of Hobart Bike Plan, what benefits cyclists also tends to improve conditions for pedestrians. **Neighbourhood Greenways enable choice in how people cycle and walk**, offering calmer routes to and from homes. Hence, Neighbourhood Greenways are not only for those who choose to cycle, they are about **safer, accessible, active streets for all.**



Cycling is key to achieve zero emissions by 2040

Mode Shift Analysis

Hobart community emissions (FY 2020):

50% Road Transport

31% Other 8% Gas 11% Waste 20% Electricity

432 Total kt CO_2

−245 Transport kt CO_2

−187 Other kt CO_2

−57% Transport emissions target

0 Total kt CO_2

Hobart community target (2040)

Sources:

1. Institute for Sensible Transport, City of Melbourne Transport Strategy Refresh: Transport, Greenhouse Gas Emissions, and Air Quality, 2018.
2. Australian National Transport Commission, "Light Vehicle Emissions Intensity in Australia: Trends over Time," 2024.
3. Greater Hobart Household Travel Survey, 2023.
4. Australian Bureau of Statistics (ABS) Census, 2021.

Shifting short driving trips to cycling reduces Hobart's car dependency and CO_2 emissions. On average, **a cycling or micromobility trip saves 32–194× more CO_2 emissions** compared to a driving trip. *Keeping Hobart Moving* aims to increase Greater Hobart's share of public transport trips to 10% by 2030, and **double the number of people cycling**, wheeling, and walking by 2033. With a much greater share of people using active transport than other Australian capital cities, Hobart must aim to exceed these targets, thereby preserving Tasmania's cleanest air in the world.

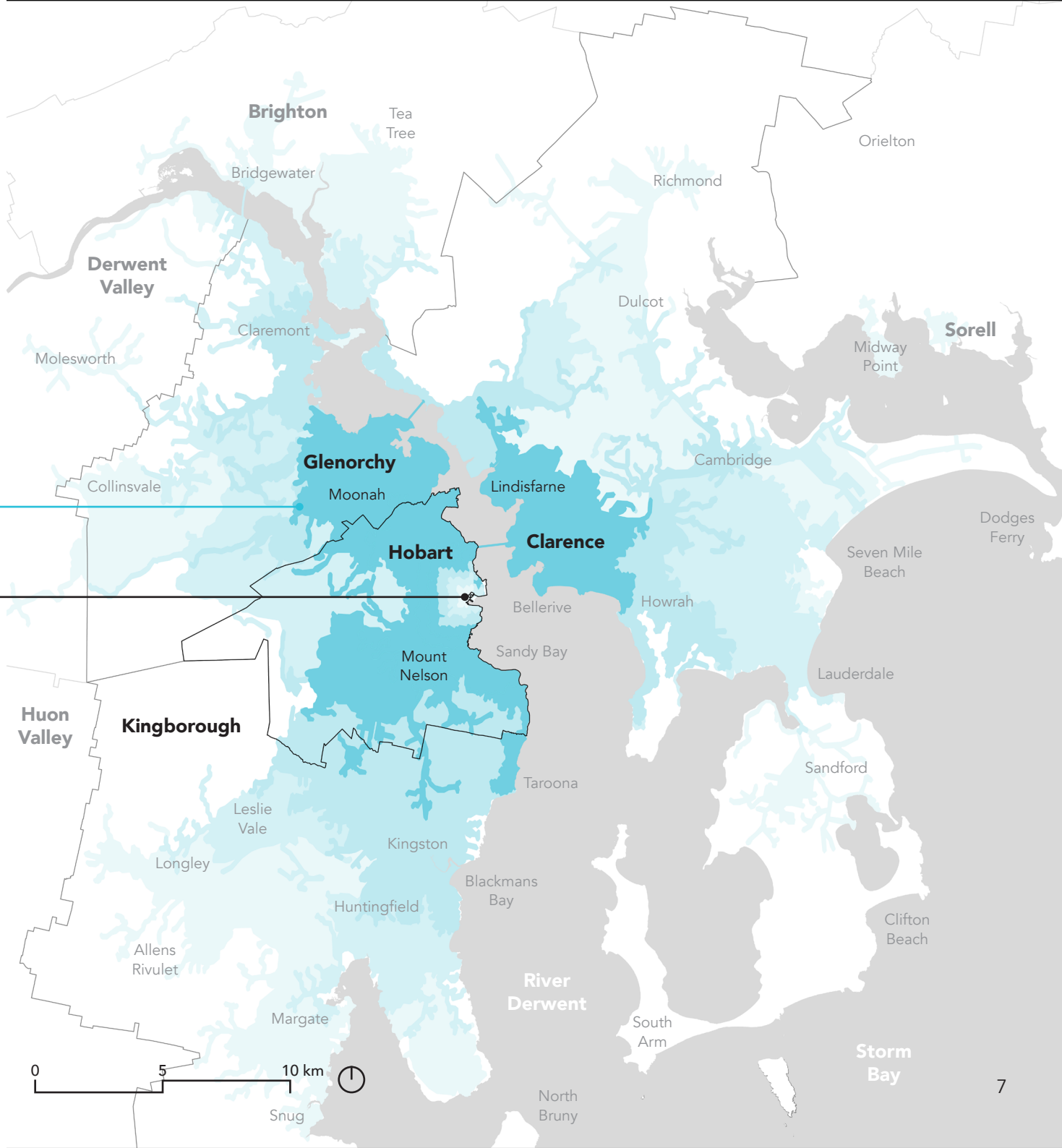
0g CO_2 per km	**0–6g** CO_2 per km	**18g** CO_2 per km	**194g** CO_2 per km
Walking	**Cycling and Micromobility**	**Public Transport**	**Driving**
27% of weekday trips	**3%** of weekday trips	**4%** of weekday trips	**66%** of weekday trips
Compared to:	Compared to:	Compared to:	Compared to:
16% in Greater Hobart	**1%** in Greater Hobart	**4%** in Greater Hobart	**78%** in Greater Hobart
3% in Australian capital cities	**1%** in Australian capital cities	**15%** in Australian capital cities	**63%** in Australian capital cities

Bikeable streets serve the people of Greater Hobart

Regional Bikeshed Analysis

83% of Hobart,*
60% of Glenorchy,
44% of Clarence,
& **6%** of Kingborough
live within a bikeable distance of the CBD.
* (17% of Hobart lives within a walkable distance)

65% of Hobart workers
commute from outside the City each day.



Bikeshed Distance and Suitable Mode

- 0–0.5 km
- 0.5–1 km
- 1–1.5 km

Walk

- **1.5–10 km**

Cycle (+ Public Transport)

- 10–15 km
- 15–20 km
- 20–25 km

Drive (+ Public Transport)

Sources: ABS Census (2021), Esri

Bikeability Analyses

Source: Strava Metro Heatmap

How is bikeability defined?

Human Experience &

Ground Truth at Street Level

Data-Driven Mapping of Hobart's Cycling Network

Ridership

Suitability

Propensity

Equity

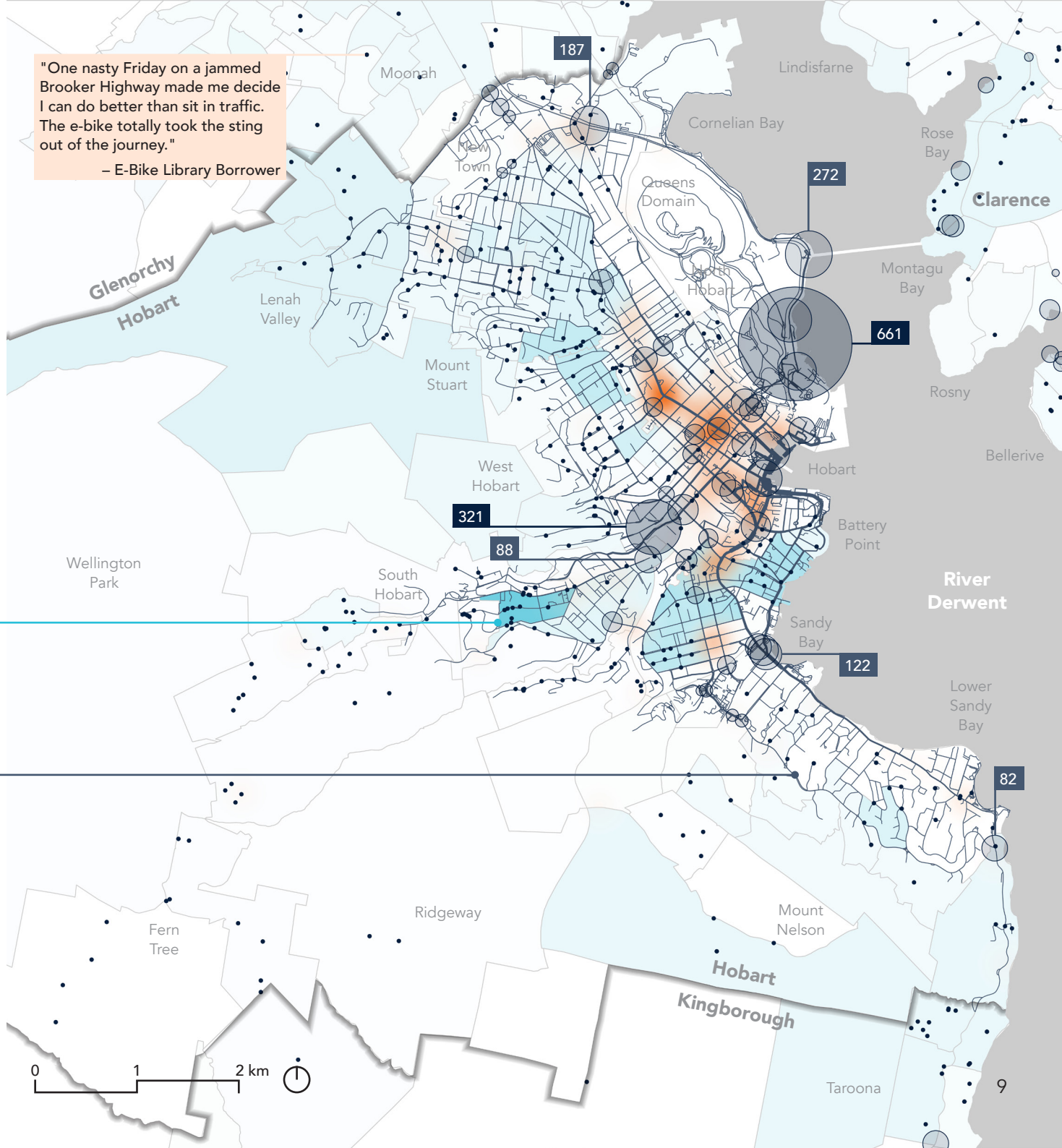
Where are people currently cycling?

Bike Ridership Analysis

The Greater Hobart Household Travel Survey (2023) found only **31% of trips less than 5km are made by active transport**, indicating many driving trips could be replaced by cycling trips if neighbourhood connections improve.

South Hobart resident cycle-to-work rates grew from **2% to 7%** **in 20 years** (2001–21), thanks to investments in the Hobart Rivulet Track, which are expected to further increase in the 2026 Census due to new Collins Street bike lanes connecting to the CBD.

Hobart sees **900** micro-mobility trips each day, yielding **3 trips** each day per 1,000 people, compared to **14 trips** in Greater Melbourne.



Bike Ridership Indicators: Synthesizing Historic Data

- Constant Daily Bike Counts (2025 avg)
- Super Tuesday Bike Counts (2010–25 avg)
- Bicycle Network Members
- Bike Crashes (2020–24)
- E-Scooter & E-Bike Trip Density (2021–25)
- Bike Commuter Density (2011, 2016, 2021 avg)

Sources: ABS Census, City of Hobart, Bicycle Network, Ride Report, Esri

Where are streets best for cycling?

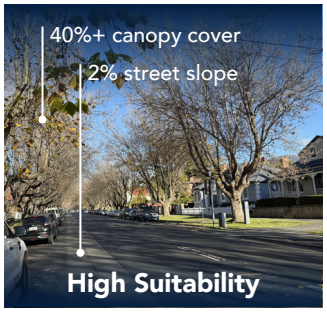
Bike Suitability Analysis

83% of Hobart's 373km street network has **bike-friendly slopes**
under 10%, comfortable for cycling, while steeper streets serve as e-rideable routes.

+16% canopy cover of road assets would meet Hobart's **40% target**
by 2046, a new progress metric for Hobart's Urban Tree Strategy where Neighbourhood Greenways can drive urban heat mitigation.

Bike Suitability Indicators: Safety & Comfort

- Street Slope (flat to steep, >10%)
- Street Class (slow to fast)
- Street Tree Planting Priority (high to low, <40%)



Sources: City of Hobart (2022 canopy cover analysis), OSM, Esri

Where are people likely to shift from a car to cycling?

Bike Propensity Analysis

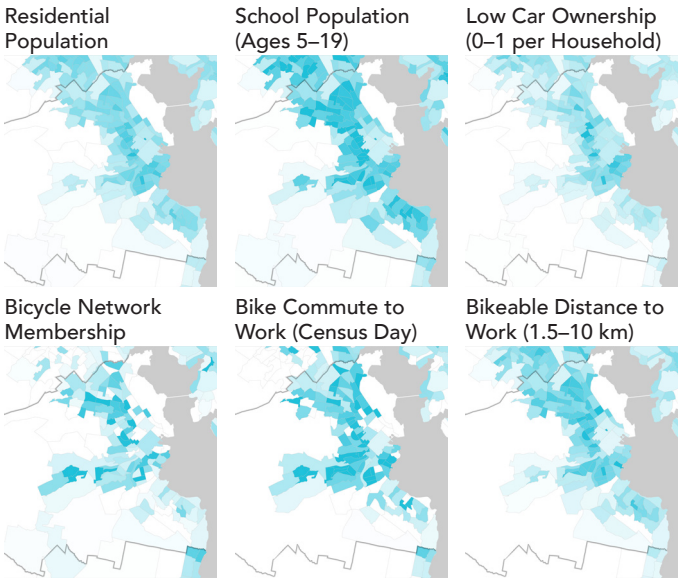
55% of Hobart lives in high propensity areas for ridership growth

(75th+ percentile), even though only **3%** of Hobart cycled to work on Census Day in 2021.

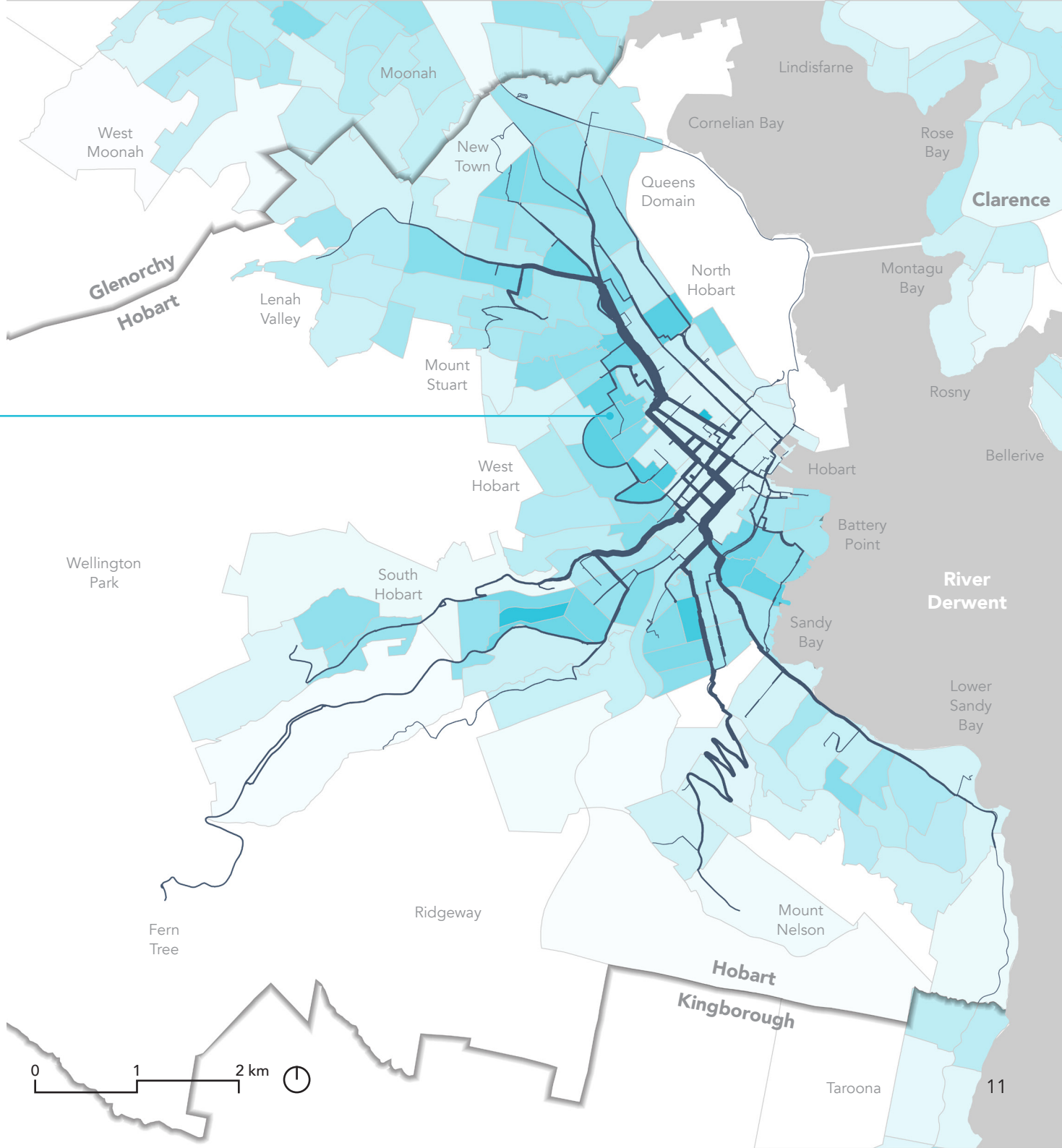
Bike Propensity Indicators: Journeys & Demographics

Potential Cycling Trips (most efficient routes)

Potential Cyclist Index (density, equal weight)



Sources: ABS Census (2021), Bicycle Network, WSP, OSM, Esri



Where are people likely to face barriers to cycling?

Bike Equity Analysis

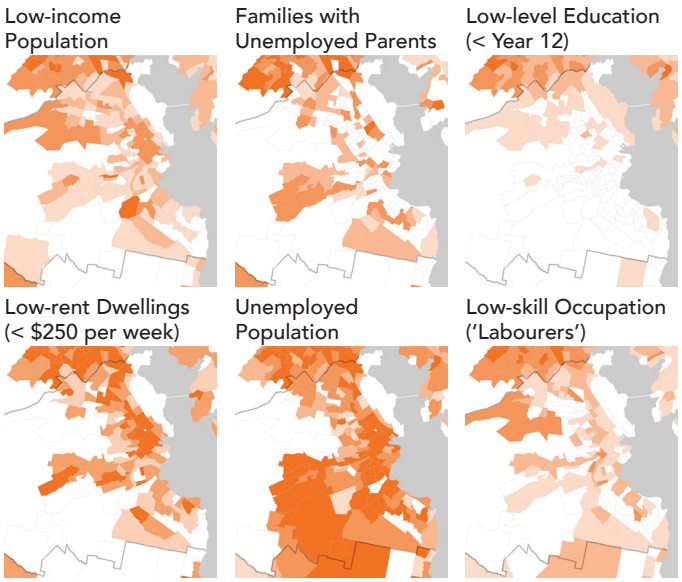
34% of Hobart lives within a 300m walk of a dedicated bikeway

compared to **38%** of Greater Melbourne (1st nationally) & **82%** of Greater Copenhagen (1st globally) living near protected bikeways.

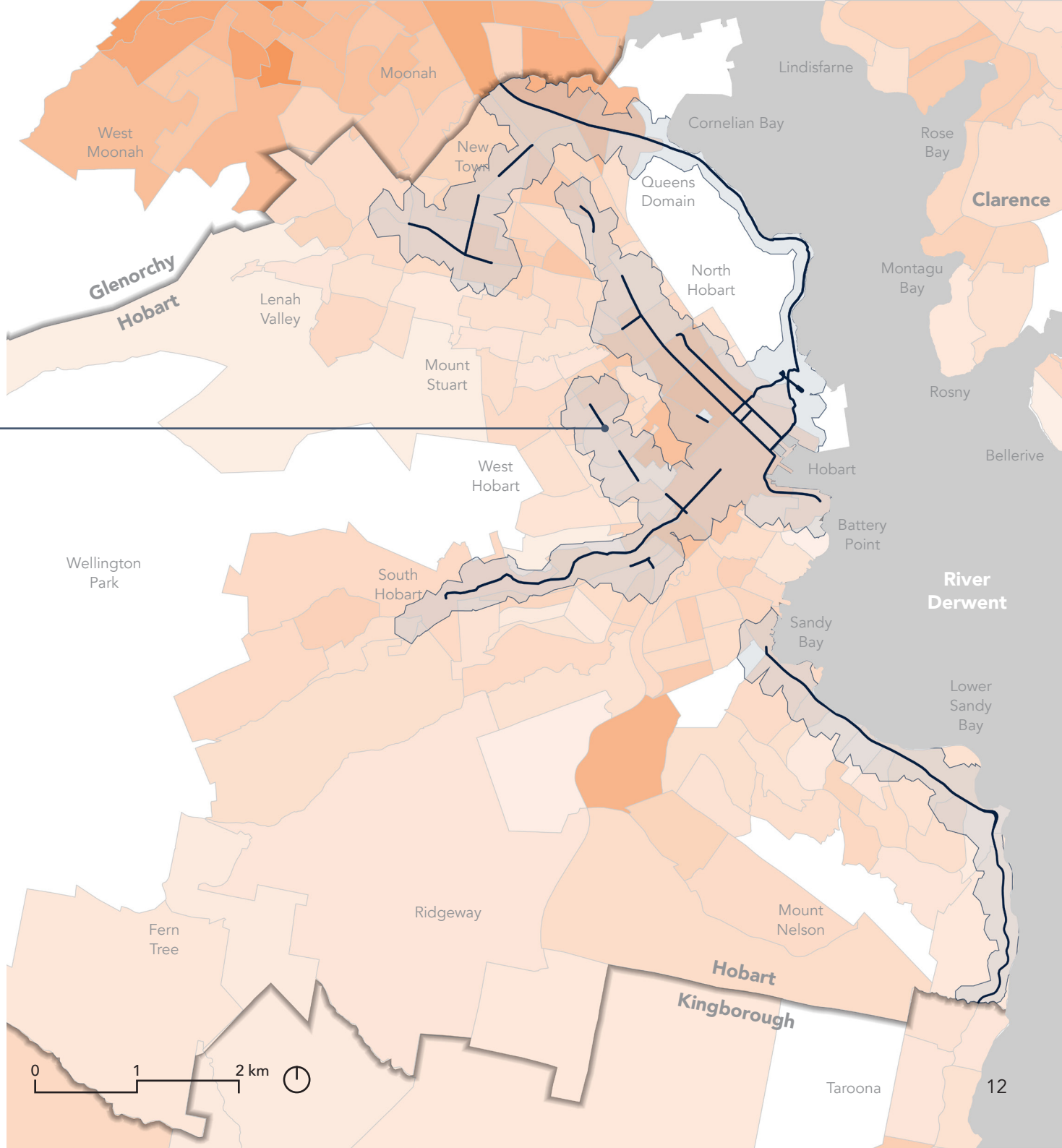
Bike Equity Indicators: Access & Disparity

300m Walkshed from a Dedicated Bikeway

Socio-economic Disadvantage Index (%)



Sources: ITDP Atlas of Sustainable Transport, ABS Census (2021), Esri

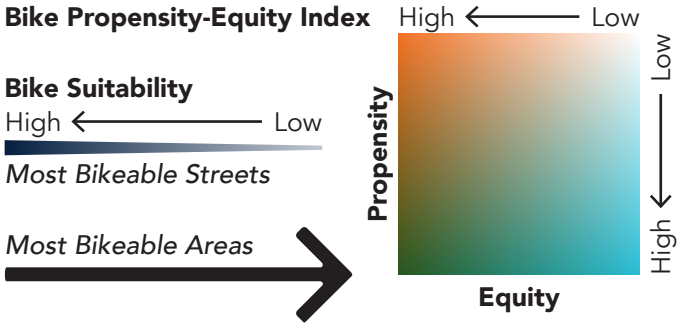


Bike suitability, propensity, and equity reveal the most bikeable streets and areas

Composite Bikeability

Synthesizing current cycling ridership data, along with spatially analysing the suitability of Hobart's streets for cycling, the proclivity of people to shift from car to cycling, and where people are more disadvantaged accessing cycling composes a full picture of bikeability. Since distinct lenses highlight different areas, planning must **balance propensity and equity.**

Given that Hobart City Council has a citywide representation system, translating the bikeability analyses to the neighbourhood scale builds a prioritisation framework that allows for greater neighbourhood-based considerations **to ensure no neighbourhood is left behind.**



Sources: ABS Census (2021), Bicycle Network, OSM, Esri

Bikeability analyses form a framework to prioritise 10 neighbourhood greenways

Bike Route Prioritisation

Neighbourhood Route	Propensity	Equity
1. Battery Point	●●●	●○○
2. Lenah Valley	●○○	●●○
3. Lower Sandy Bay	●○○	●○○
4. Mount Nelson	●○○	●●●
5. Mount Stuart	●●○	●○○
6. New Town	●●○	●●●
7. North Hobart	●●●	●●●
8. Sandy Bay	●●○	●●○
9. South Hobart	●●●	●●○
10. West Hobart	●●●	●○○

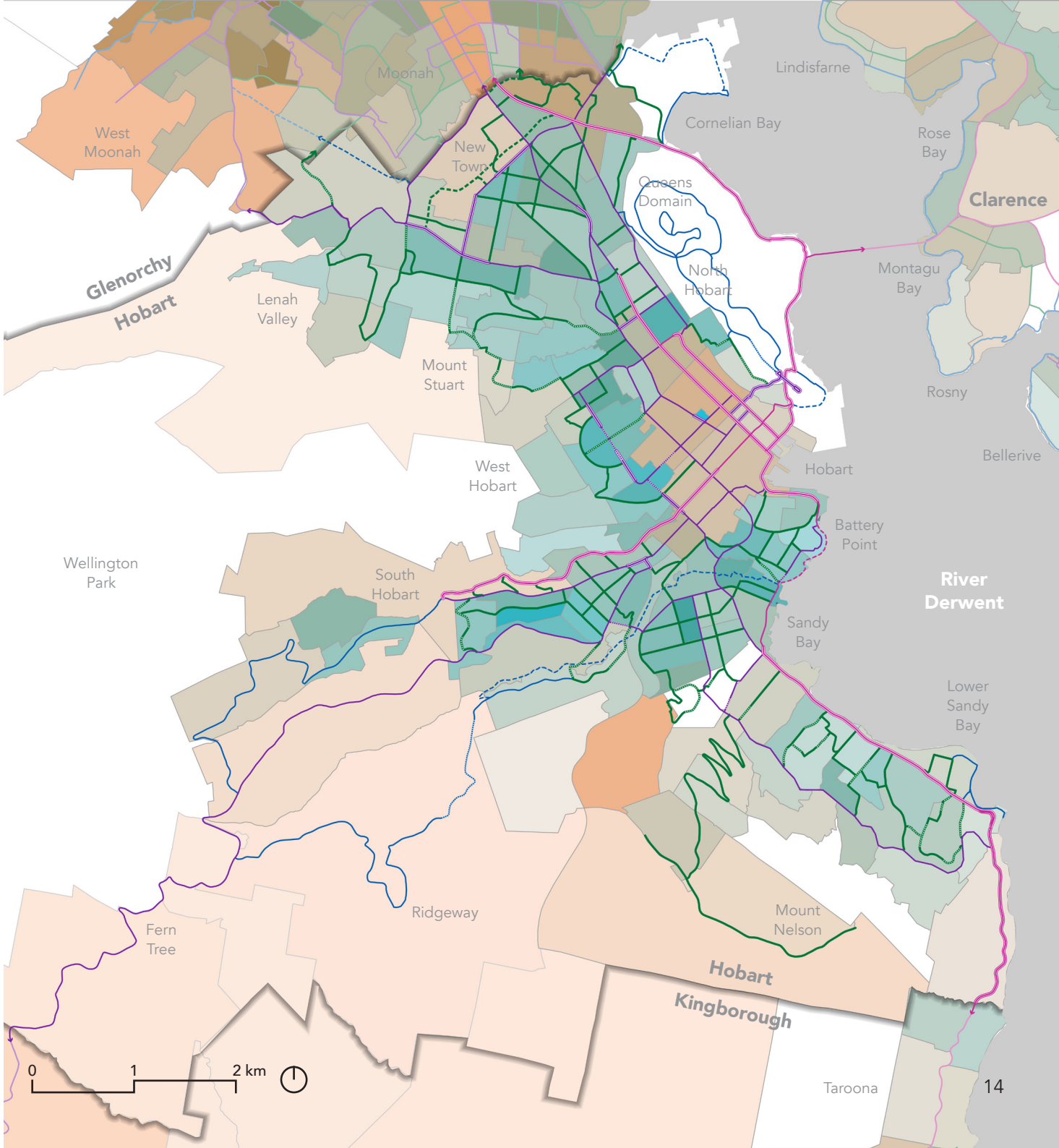
Route Classification

- Primary
- Secondary
- Neighbourhood
- Recreational

Route Overlays

- Existing Treatment
- Proposed Study
- E-Rideable Hill (>10% Slope)

Sources: ABS Census (2021), City of Hobart, OSM, Esri



Cycling Routes

How do bikeable streets serve all Hobart's neighbourhoods?

Hobart Bike Plan

1 Network

Battery Point	Lenah Valley	Lower Sandy Bay	Mount Nelson	Mount Stuart
New Town	North Hobart	Sandy Bay	South Hobart	West Hobart

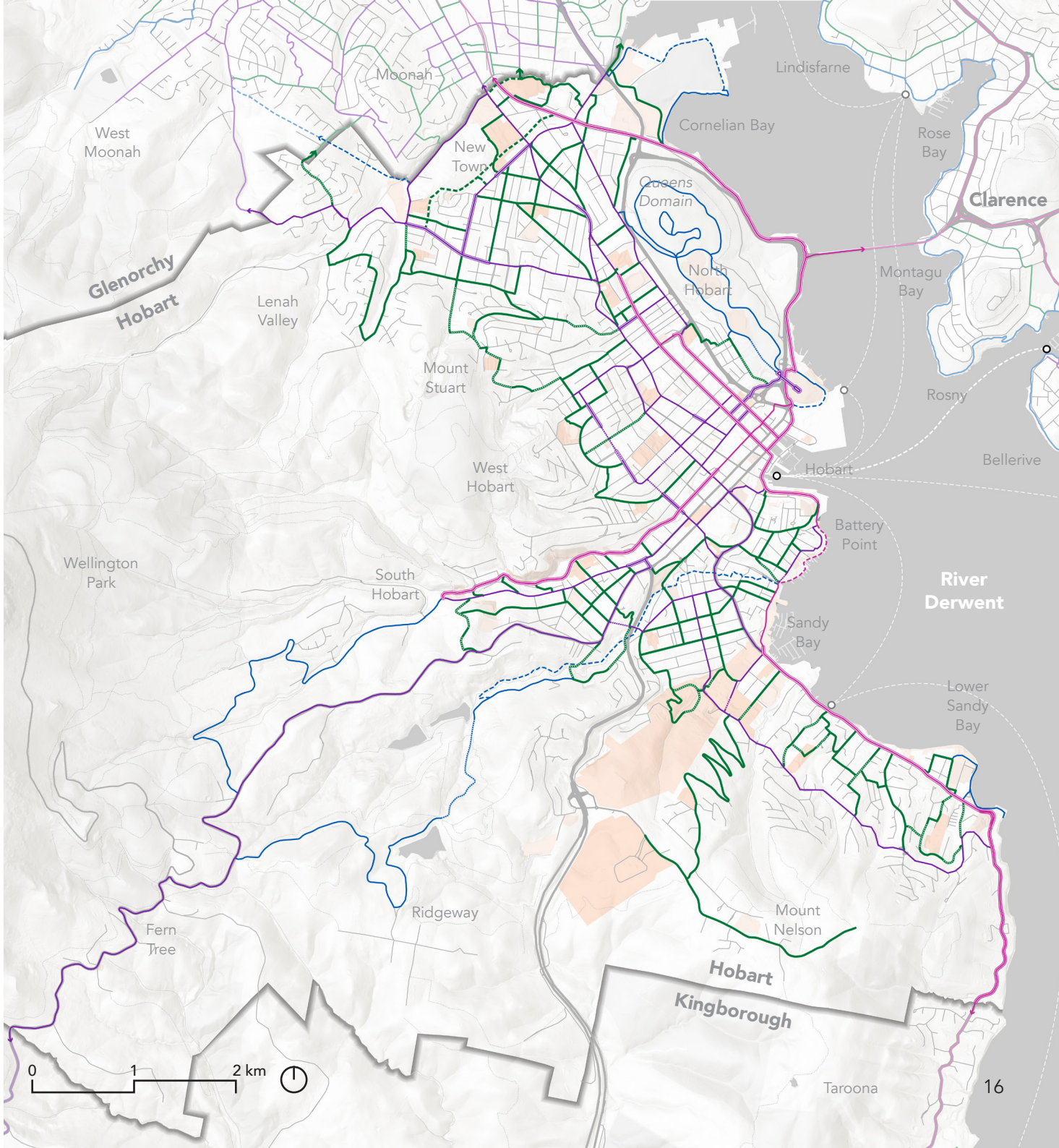
10 Greenways

A comprehensive vision for safe, accessible, active routes through Hobart

Bike Plan Network

Bikeability analyses inform where bike-friendly routes should be planned and implemented throughout the Hobart local government area. **The resulting network forms the basis for a City of Hobart Bike Map**, which can guide cyclists safely and efficiently from their neighbourhoods to a variety of destinations.

To ensure that all residents are well connected, each neighbourhood route was studied in detail with its own concept plan. All ten greenway plans propose where a tactical toolkit of recommendations can be best deployed by starting with priority schools and along priority corridors to activate existing residential streets as Neighbourhood Greenways for cycling, rolling, and walking.



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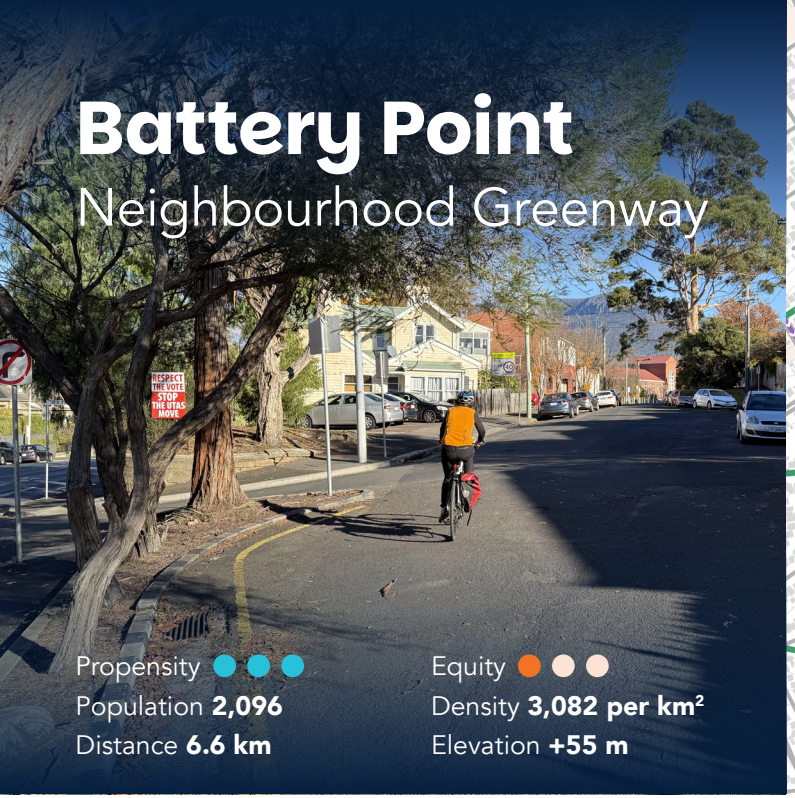
Sources: ABS Census (2021), City of Hobart, OSM, Esri



Battery Point
Neighbourhood Greenway

Propensity ●●●
Population **2,096**
Distance **6.6 km**

Equity ●●●
Density **3,082 per km²**
Elevation **+55 m**

The Battery Point Neighbourhood Greenway connects residents to primary and secondary routes, Salamanca Place, and centers safe links to Albuera Street Primary School at its heart.

Tactical Toolkit

- Wayfinding Element
- Green Infrastructure
- Safer Crossing
- Traffic Calming

Route Classification

- Primary
- Secondary
- Neighbourhood
- Recreational

Route Overlays

- Existing Treatment
- Proposed Study
- E-Rideable Hill (>10% Slope)

Sources: ABS Census (2021), City of Hobart, WSP, OSM, Esri

Lenah Valley
Neighbourhood Greenway

Propensity ● ● ●
Population **6,522**
Distance **8.7 km**

Equity ● ● ●
Density **783 per km²**
Elevation **+125 m**

The Lenah Valley Neighbourhood Greenway connects residents to key secondary routes like Augusta Road, and prioritises access to Lenah Valley Primary School and local destinations.

Tactical Toolkit

- Wayfinding Element
- Green Infrastructure
- Safer Crossing
- Traffic Calming

Route Classification

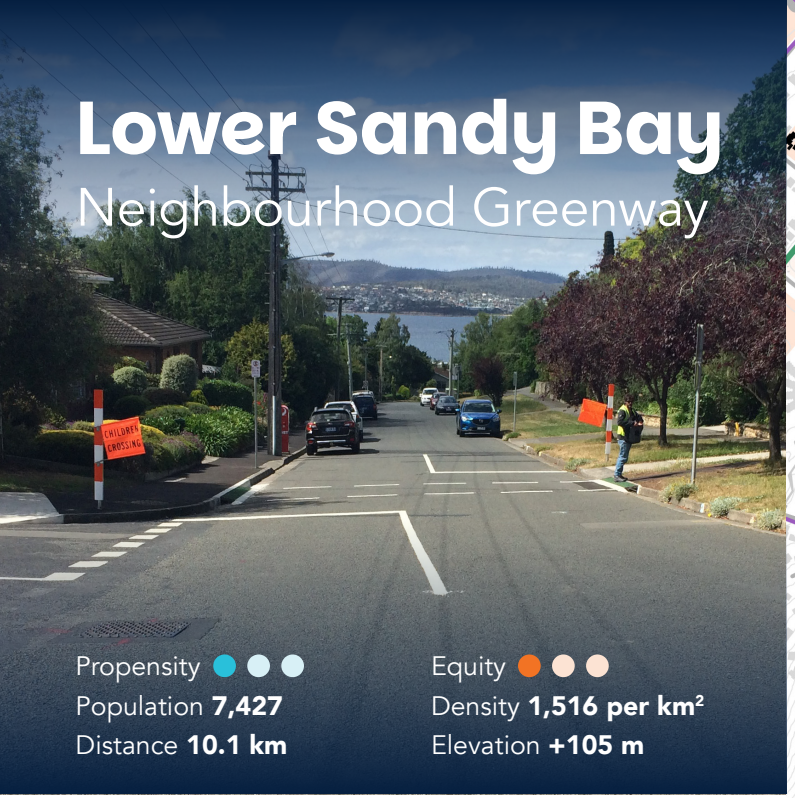
- Primary
- Secondary
- Neighbourhood
- Recreational

Route Overlays

- Existing Treatment
- Proposed Study
- E-Rideable Hill (>10% Slope)

Sources: ABS Census (2021), City of Hobart, WSP, OSM, Esri

Lower Sandy Bay
Neighbourhood Greenway



Propensity ● ● ●
Population **7,427**
Distance **10.1 km**

Equity ● ● ●
Density **1,516 per km²**
Elevation **+105 m**

The Lower Sandy Bay Neighbourhood Greenway connects residents between Sandy Bay Road and Churchill Avenue, prioritising school access on the flattest streets of the hilly neighborhood.

Tactical Toolkit

- Wayfinding Element
- Green Infrastructure
- Safer Crossing
- Traffic Calming

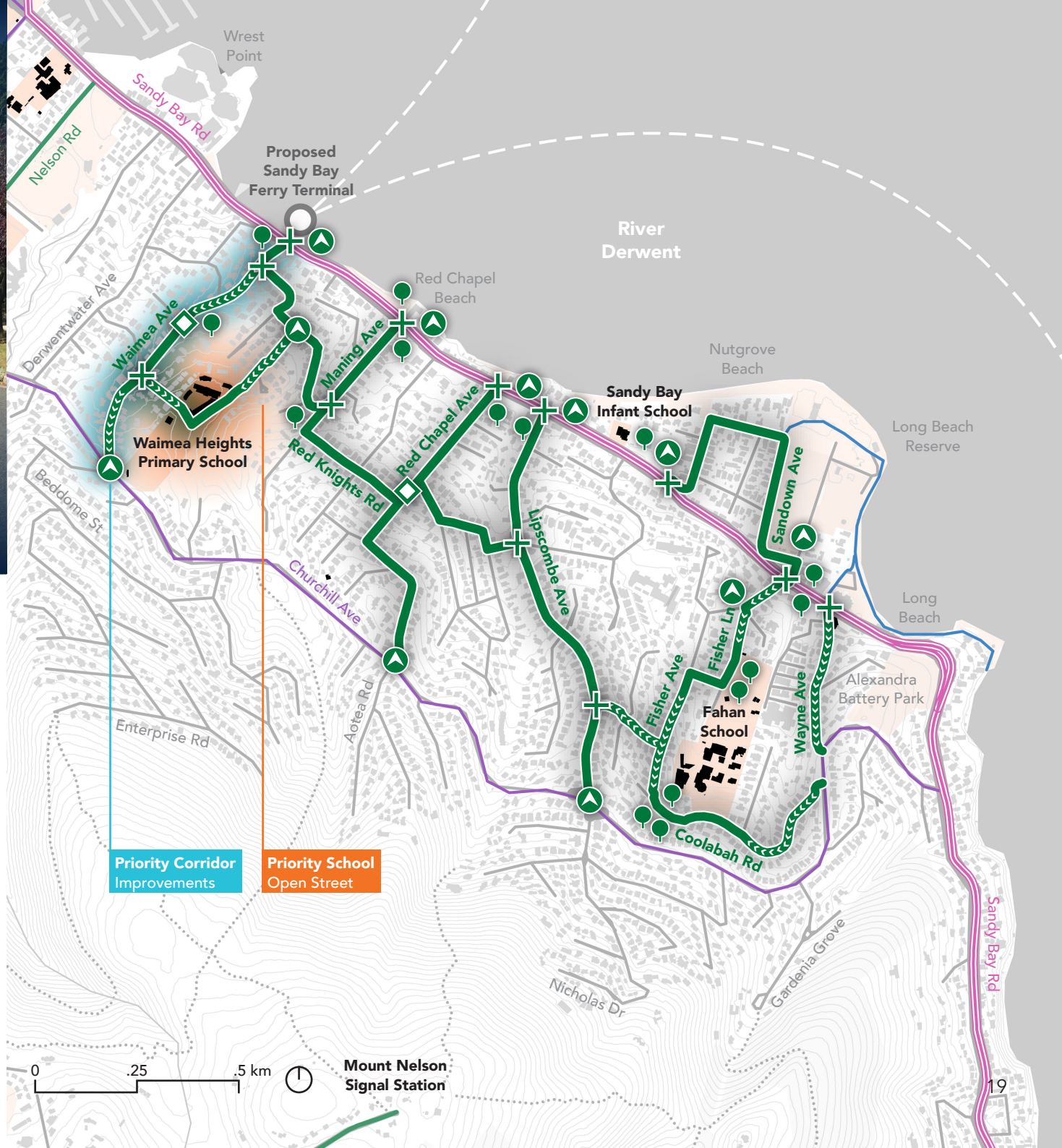
Route Classification

- Primary
- Secondary
- Neighbourhood
- Recreational

Route Overlays

- Existing Treatment
- Proposed Study
- E-Rideable Hill (>10% Slope)

Sources: ABS Census (2021), City of Hobart, WSP, OSM, Esri



Mount Nelson

Neighbourhood Greenway

Propensity
Population **2,749**
Distance **7.2 km**

Equity
Density **419 per km²**
Elevation **+295 m**

The Mount Nelson Neighbourhood Greenway connects residents from the hilltop safely up and down "The Bends" to Churchill Avenue, with a focus on Mount Nelson Primary School.

Tactical Toolkit

- Wayfinding Element
- Green Infrastructure
- Safer Crossing
- Traffic Calming

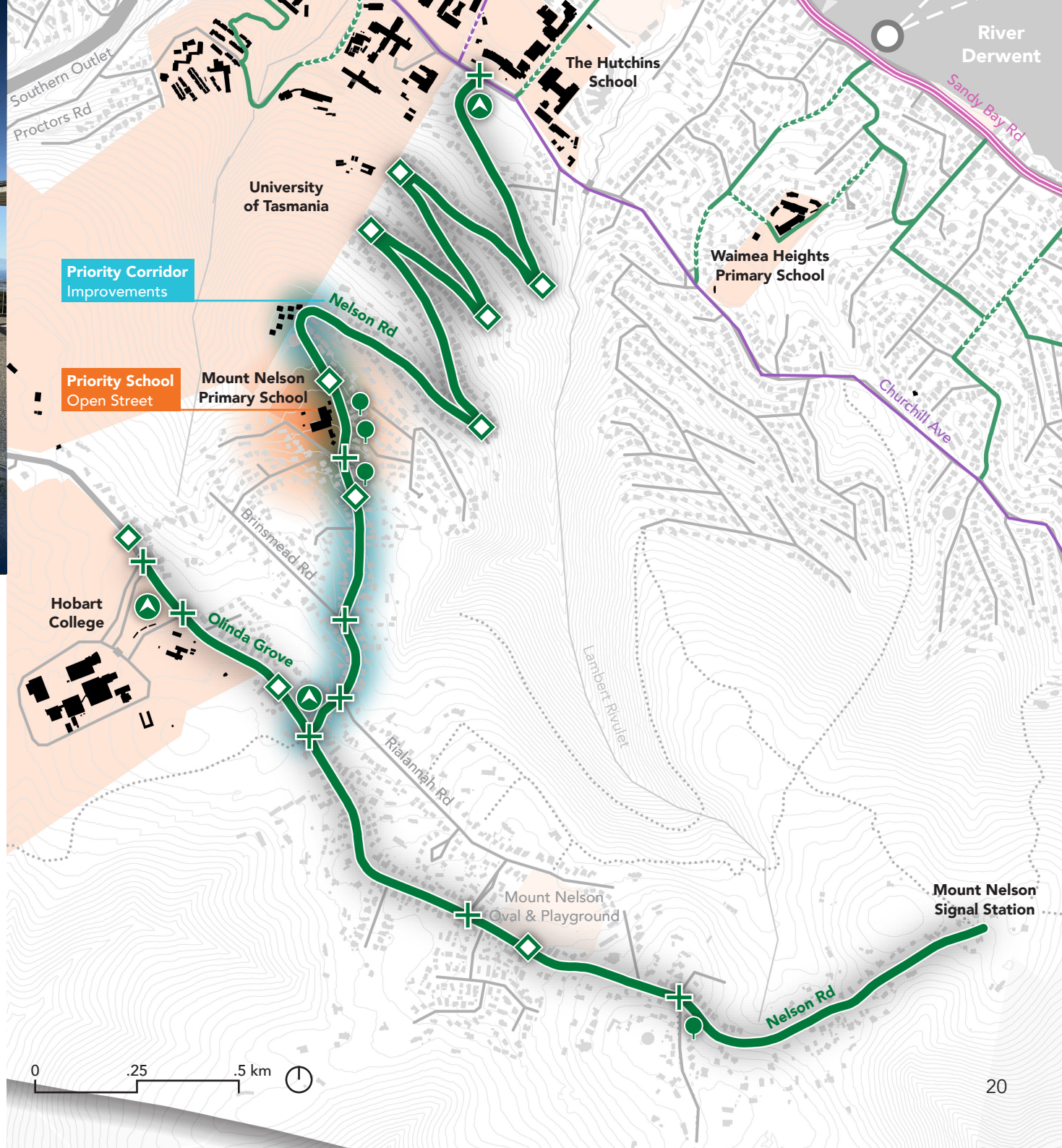
Route Classification

- Primary
- Secondary
- Neighbourhood
- Recreational

Route Overlays

- Existing Treatment
- Proposed Study
- E-Rideable Hill (>10% Slope)

Sources: ABS Census (2021), City of Hobart, OSM, Esri



Mount Stuart

Neighbourhood Greenway

Propensity ●●●
Population **2,444**
Distance **6.6 km**

Equity ●●●
Density **2,420 per km²**
Elevation **+140 m**

The Mount Stuart Neighbourhood Greenway connects residents to Mount Stuart Primary School and secondary routes, offering safe links and less steep rides up and down the hill.

Tactical Toolkit

- Wayfinding Element
- Green Infrastructure
- Safer Crossing
- Traffic Calming

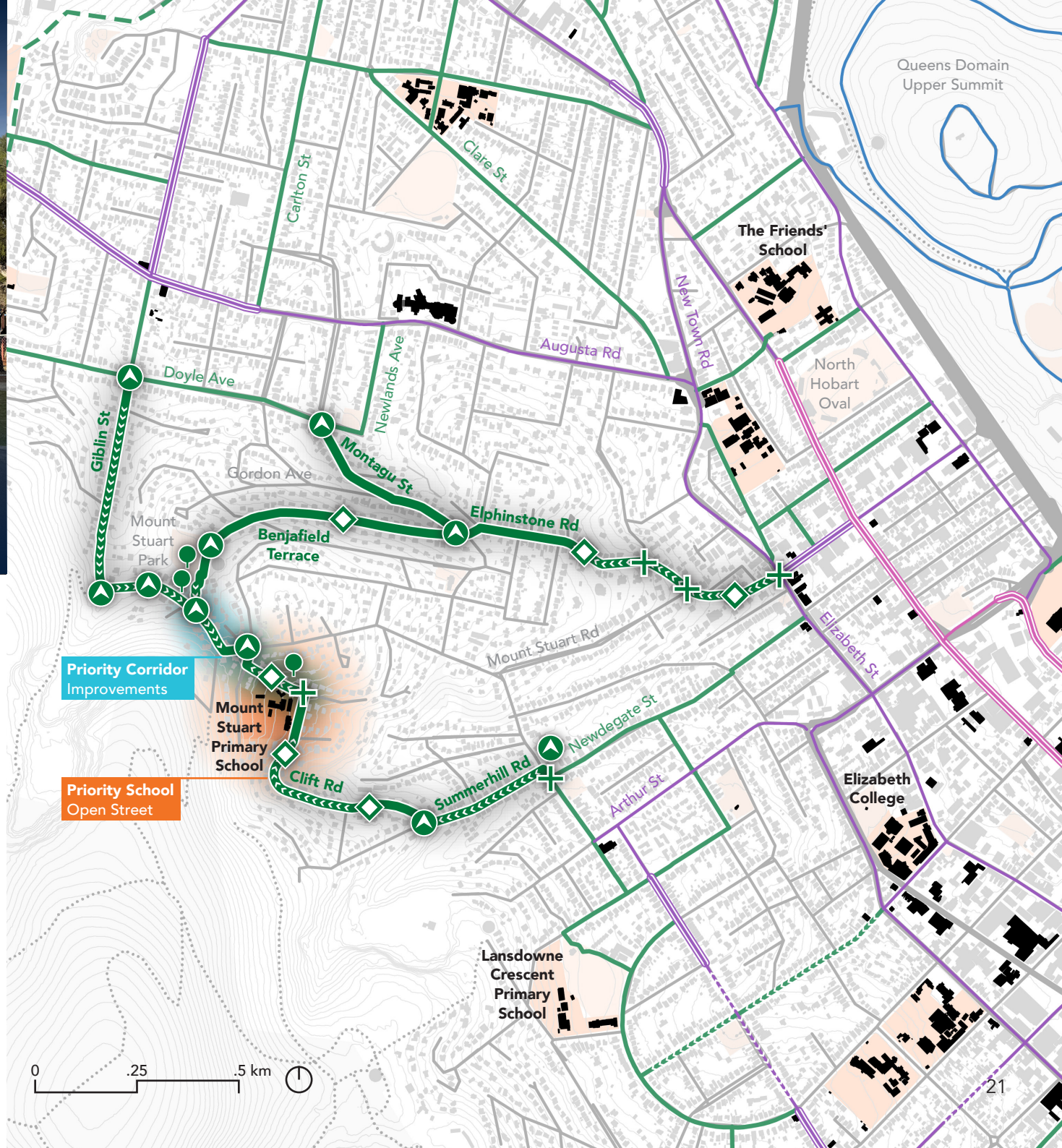
Route Classification

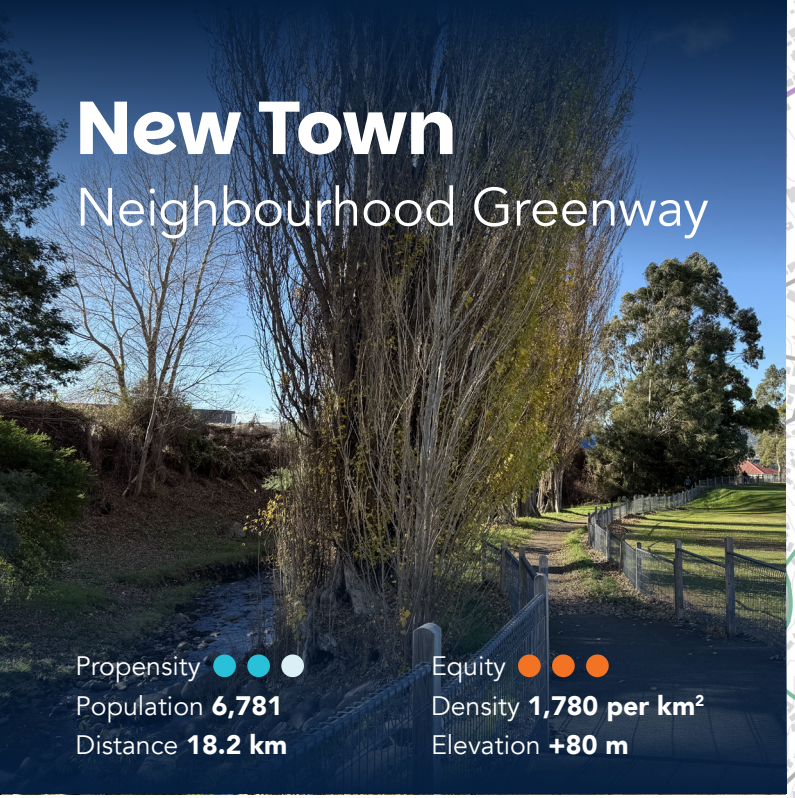
- Primary
- Secondary
- Neighbourhood
- Recreational

Route Overlays

- Existing Treatment
- Proposed Study
- E-Rideable Hill (>10% Slope)

Sources: ABS Census (2021), City of Hobart, WSP, OSM, Esri





New Town
Neighbourhood Greenway

Propensity ●●●
Population **6,781**
Distance **18.2 km**

Equity ●●●
Density **1,780 per km²**
Elevation **+80 m**

The New Town Neighbourhood Greenway connects residents to key secondary routes, the Intercity Cycleway primary route, and a variety of local schools and other destinations.

Tactical Toolkit

- Wayfinding Element
- Green Infrastructure
- Safer Crossing
- Traffic Calming

Route Classification

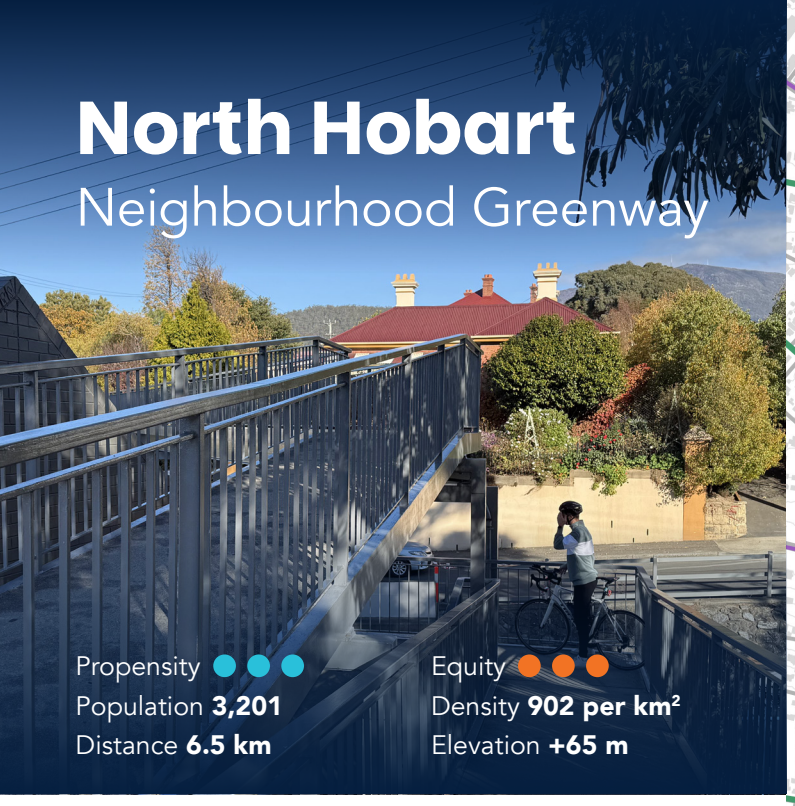
- Primary
- Secondary
- Neighbourhood
- Recreational

Route Overlays

- Existing Treatment
- Proposed Study
- E-Rideable Hill (>10% Slope)

Sources: ABS Census (2021), City of Hobart, WSP, OSM, Esri

North Hobart
Neighbourhood Greenway



Propensity ●●●
Population **3,201**
Distance **6.5 km**

Equity ●●●
Density **902 per km²**
Elevation **+65 m**

The North Hobart Neighbourhood Greenway connects residents to primary and secondary routes on low-stress streets for safe access to multiple schools, Glebe, and Queens Domain.

Tactical Toolkit

- Wayfinding Element
- Green Infrastructure
- Safer Crossing
- Traffic Calming

Route Classification

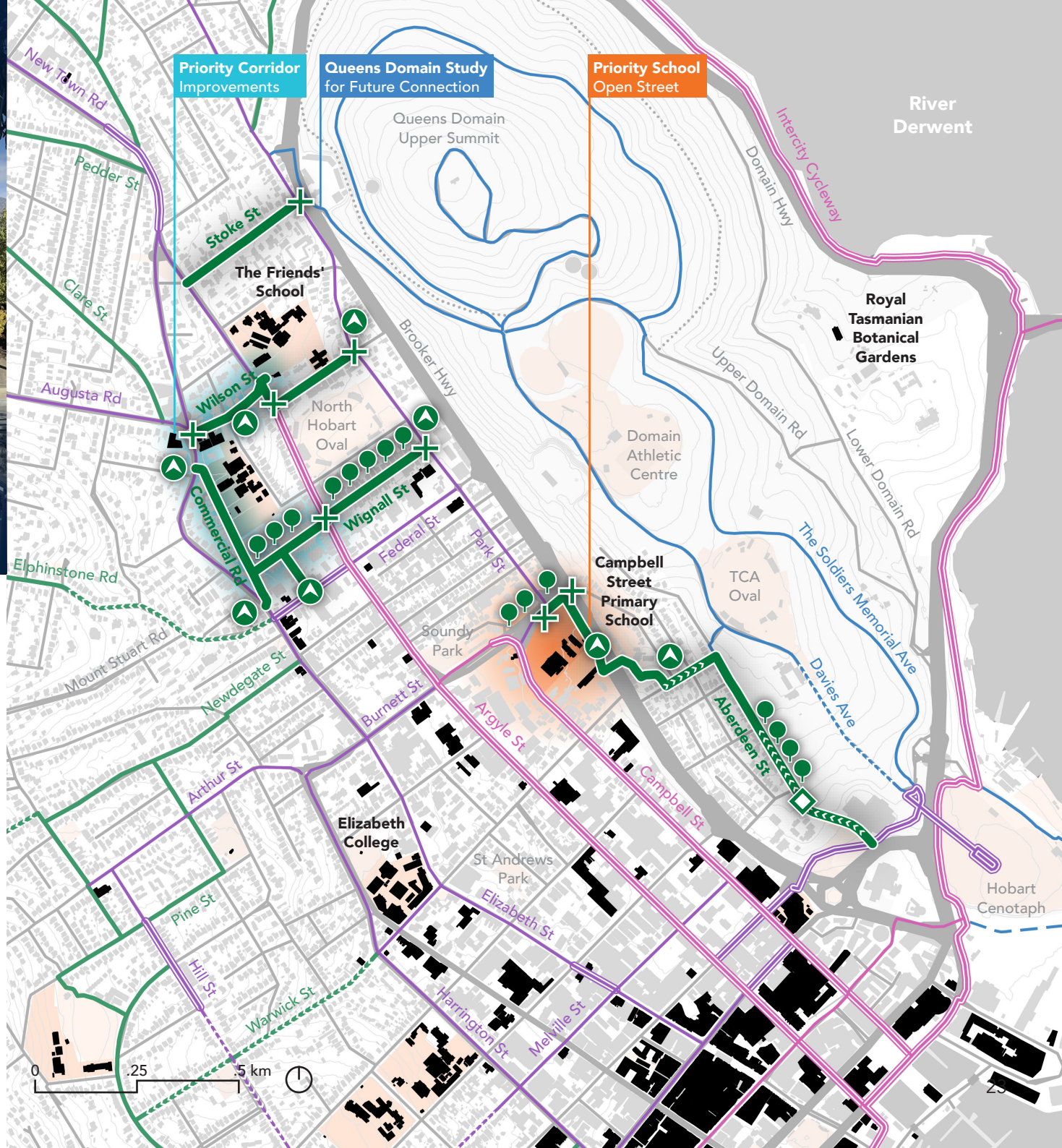
- Primary
- Secondary
- Neighbourhood
- Recreational

Route Overlays

- Existing Treatment
- Proposed Study
- E-Rideable Hill (>10% Slope)

Sources: ABS Census (2021), City of Hobart, WSP, OSM, Esri

2025 Hobart **Neighbourhood Greenways Study**



Sandy Bay
Neighbourhood Greenway

Propensity ●●●
Population **4,888**
Distance **11.2 km**

Equity ●●●
Density **2,420 per km²**
Elevation **+95 m**

The Sandy Bay Neighbourhood Greenway connects residents to primary and secondary routes, University of Tasmania, Princes Street Primary School, and other local destinations.

Tactical Toolkit

- Wayfinding Element
- Green Infrastructure
- Safer Crossing
- Traffic Calming

Route Classification

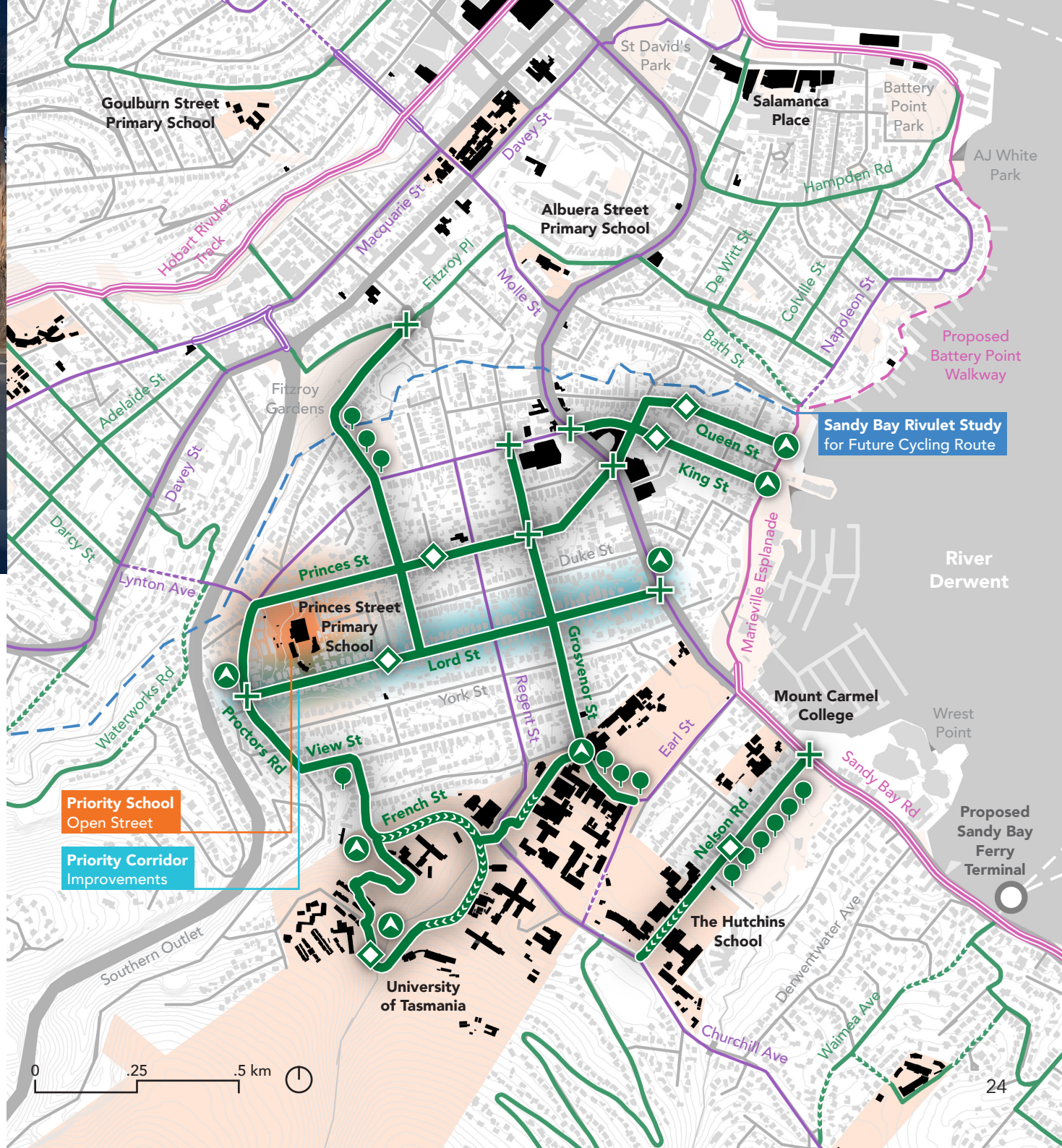
- Primary
- Secondary
- Neighbourhood
- Recreational

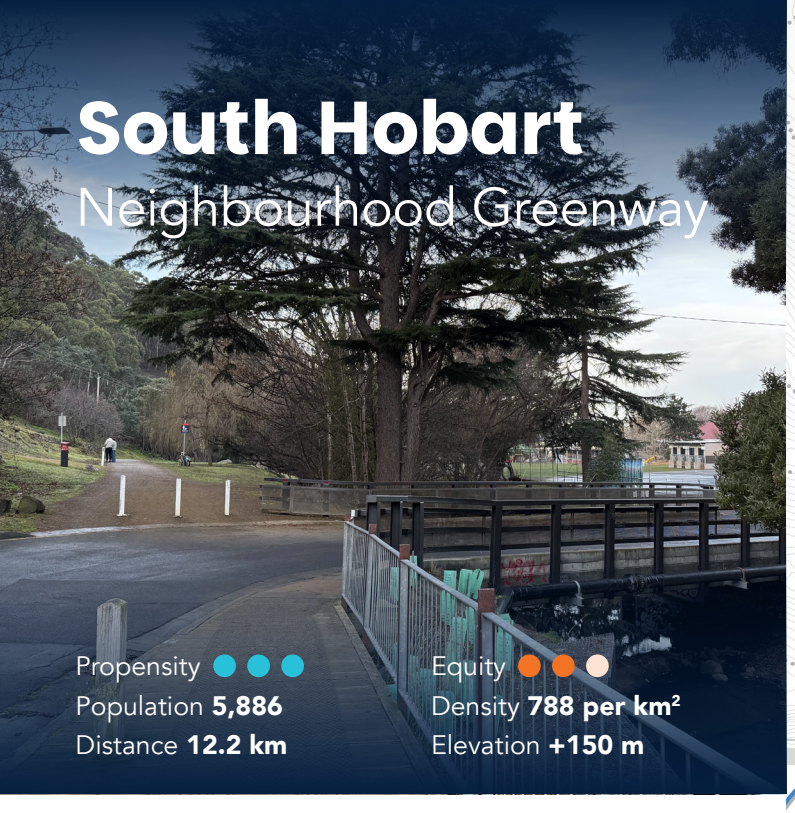
Route Overlays

- Existing Treatment
- Proposed Study
- E-Rideable Hill (>10% Slope)

Sources: ABS Census (2021), City of Hobart, WSP, OSM, Esri

2025 Hobart **Neighbourhood Greenways Study**





South Hobart
Neighbourhood Greenway

Propensity ●●●
Population **5,886**
Distance **12.2 km**

Equity ●●○
Density **788 per km²**
Elevation **+150 m**

The South Hobart Neighbourhood Greenway connects residents to the Hobart Rivulet Track primary route and secondary routes, centered on safe travel to South Hobart Primary School.

Tactical Toolkit

- Wayfinding Element
- Green Infrastructure
- Safer Crossing
- Traffic Calming

Route Classification

- Primary
- Secondary
- Neighbourhood
- Recreational

Route Overlays

- Existing Treatment
- Proposed Study
- E-Rideable Hill (>10% Slope)

Sources: ABS Census (2021), City of Hobart, WSP, OSM, Esri

2025 Hobart **Neighbourhood Greenways Study**

West Hobart

Neighbourhood Greenway

Propensity
Population **6,525**
Distance **6.6 km**

Equity
Density **1,603 per km²**
Elevation **+90 m**

The West Hobart Neighbourhood Greenway connects residents to key secondary routes, prioritising safe travel to primary schools on low-stress streets that avoid the toughest hills.

Tactical Toolkit

- Wayfinding Element
- Green Infrastructure
- Safer Crossing
- Traffic Calming

Route Classification

- Primary
- Secondary
- Neighbourhood
- Recreational

Route Overlays

- Existing Treatment
- Proposed Study
- E-Rideable Hill (>10% Slope)

Sources: ABS Census (2021), City of Hobart, WSP, OSM, Esri

2025 Hobart **Neighbourhood Greenways Study**

Greenway Activation

Source: Newdegate *My Street* event (Richard Howard)

How does Hobart start taking action?

Infrastructure Delivery

Behaviour Change

Activate Greenways starting with priority schools and corridors

Tactical Action Plan

Mount Nelson Local Area Mobility Plan & School Access Travel Plan pilot phase

Meets *Hobart Transport Strategy 2024* Action 7: **Trial a behaviour change event with one of our School Access Travel Plan partner schools.**

School Open Street Expression of Interest

Based on *My Streets* Events & Activations model

Priority School Open Street

Promote cycling and active transport with an equity focus on youth and safety

Temporary Trial

Permanent Install

Priority Corridor Improvements

Demonstrate how the tactical toolkit can be deployed to increase ridership

- Wayfinding Element
- Green Infrastructure
- Safer Crossing
- Traffic Calming

Merri-bek's **Ride & Stride School Open Streets**

School Case Study

Foregrounding equity by creating safer streets for students to walk, ride, and scoot, Ride & Stride is a behaviour change program designed to get 80% of all Merri-bek students travelling sustainably to school by 2030. Letting engaged schools lead the way, Merri-bek City Council helps understand barriers to cycling and deliver tailored programming.

Source: Ride & Stride Open Streets, City of Merri-bek, VIV, AU

Chicago's **Austin Neighbourhood Corridor**

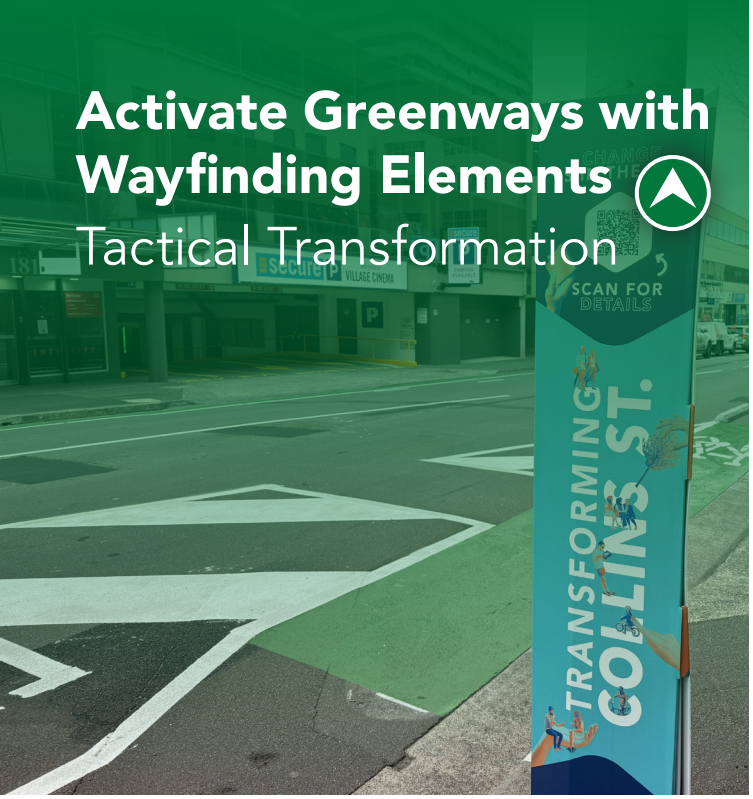
Corridor Case Study

Foregrounding propensity by shifting development from mega-projects to micro-districts, INVEST South/West is a commercial corridor revitalization initiative focused on ten disinvested Chicago neighbourhoods. The initiative led with catalytic activations, including pedestrian and cycling infrastructure improvements, to enhance public life.

Source: INVEST South/West, City of Chicago, IL, US

Activate Greenways with Wayfinding Elements

Tactical Transformation



13% of people likely to cycle more asked for **clear bicycle network signage** in the 2023 Greater Hobart Household Travel Survey.

Actions:

1. Develop a City of Hobart Cycling Map, messaging Neighbourhood Greenways.
2. **Paint shared lane markings** to guide cyclists along priority corridors within the routes.
3. **Create a robust identity for Neighbourhood Greenways** through custom street signs, yard signs, and/or public art as wayfinding.

Portland, OR, US (Source: City of Portland BOT)

Melbourne, VIC, AU (Source: Oliver Oglesby)

Portland, OR, US (Source: Jonathan Maus/BikePortland)

Temporary Trial

Merri-bek, VIC, AU (Source: Oliver Oglesby)

Permanent Install

Quick Win Case Study

In Portland, thoughtful wayfinding and communication is reducing psychological barriers to cycling by inviting new users.

Source: BikePortland, Bike Loud PDX

Slow Win Case Study

Merri-bek is implementing shared zones with new red asphalt, line markings, and art to deliver its *Streets for People* Plan.

Source: City of Merri-bek

Activate Greenways with Green Infrastructure

Tactical Transformation

52% of Hobart's streets lack trees & **23%** are fully paved, not managing stormwater,

a challenge noted in Hobart's 2017 Street Tree Strategy.

Merri-bek, VIC, AU (Source: Oliver Oglesby)

Seattle, WA, US (Source: City of Seattle DOT)

Merri-bek, VIC, AU (Source: Oliver Oglesby)

Temporary Trial

Sydney, NSW, AU (Source: Oliver Oglesby)

Permanent Install

Actions:

1. Integrate green infrastructure with traffic calming and safer crossings by de-paving medians, traffic circles, and kerb bumpouts.
2. Pilot bioretention tree pits to combine tree planting with stormwater management.
3. Focus tree planting on neighbourhood routes with low canopy coverage.

Quick Win Case Study

Leveraging street greening as traffic calming, Merri-bek integrates rain gardens into its "shimmy" routes.

Source: City of Merri-bek

Slow Win Case Study

In Sydney, the Zetland neighbourhood's green infrastructure uses natural systems to manage rainfall and reduce runoff.

Source: City of Sydney, Green Square Atlas of Water Stories

Activate Greenways with Safer Crossings

Tactical Transformation

12% of people likely to cycle more asked for **cyclist priority at intersections**

in the 2023 Greater Hobart Household Travel Survey.

Actions:

1. Partner with schools to deliver pop-up interventions as a pathway to formal trials.
2. Expand refuge islands, raised footpaths, and kerb extensions at key intersections.
3. Prioritise safe routes to school through ongoing School Access Travel Plans for investments toward safer crossings.

São Paulo, BR (Source: Global Designing Cities Initiative)

Melbourne, VIC, AU (Source: Oliver Oglesby)

St. Louis, MO, US (Source: Interboro Partners)

Temporary Trial

Portland, OR, US (Source: tdamaske/CC BY-NC-SA 2.0)

Permanent Install

Quick Win Case Study

São Paulo's Reduced Speed Areas use pop-up street transformations alongside metrics collection to engage residents.

Source: Global Designing Cities Initiative

Slow Win Case Study

Portland's greenways, spanning 112+ km, developed since the 1980s by prioritising cycling and walking on residential streets.

Source: City of Portland

Activate Greenways with Traffic Calming

Tactical Transformation

Kansas City, MO, US (Source: Bloomberg Philanthropies)

Merri-bek, VIC, AU (Source: Oliver Oglesby)

Brooklyn, NY, US (Source: NYC DOT)

Temporary Trial

Merri-bek, VIC, AU (Source: Oliver Oglesby)

Permanent Install

61+ pedestrians and cyclists have been in fatal or serious crashes on **40+ kph streets**

in Hobart since 2014, all involving high-speed car traffic.

Actions:

1. Engage schools in trialling traffic calming as play through priority Open Street events.
2. Collaborate with local artists and youth to co-create pavement designs that slow cars.
3. Make traffic calming devices multifunctional by integrating with wayfinding elements, green infrastructure, and safer crossings.

Quick Win Case Study

With a $25,000 *Asphalt Art Initiative* grant and a week's time, Kansas City employed artists and revived an unsafe intersection.

Source: Transportation Alternatives

Slow Win Case Study

Merri-bek's shared zones have been monitored as trials since 2021, which informed the permanent designs.

Source: City of Merri-bek

Track progress of tactical cycling investments with people-centered metrics

Implementation Checklist

			Toolkit Criteria			Evaluation Criteria		
Neighbourhood Route	Propensity	Equity	Cost	Carbon	Connections	Safety	Accessibility	Activity
1. Battery Point	●●●	●○○						
2. Lenah Valley	●○○	●●○						
3. Lower Sandy Bay	●○○	●○○						
4. Mount Nelson	●○○	●●●	*— / $50,000*	*— $kgCO_2e$*	*2025 LAMP*	*Yes, but...*	*I'd like to go...*	*Kids cycling...*
5. Mount Stuart	●●○	●○○						
6. New Town	●●○	●●●						
7. North Hobart	●●●	●●●						
8. Sandy Bay	●●○	●●○						
9. South Hobart	●●●	●●○						
10. West Hobart	●●●	●○○						
↑ Every neighbourhood has its own route to connect residents to Hobart's destinations.	↑ Is the route a propensity priority?	↑ Is the route an equity priority?	↑ How cost effective are the budgeted tactical tools?	↑ How impactful is the carbon footprint of the tactical tools? *	↑ How do the tactical tools integrate with ongoing work?	↑ Do you feel safer cycling and walking on the route?	↑ Can you access where you are going on the route?	↑ Have you seen more activity on the route?

Mount Nelson Neighbourhood Route highlighted for illustrative purposes only. Data-driven planning decisions should be based on propensity and equity priorities, while applying toolkit and evaluation criteria.

* Climate Positive Design's Pathfinder tool assesses carbon footprint over project lifespans to help identify opportunities to achieve climate positive outcomes, effectively budgeting for carbon in addition to cost.

Conclusion

What's next for Hobart's streets?

Battery Point	Lenah Valley	Lower Sandy Bay	Mount Nelson	Mount Stuart
New Town	North Hobart	Sandy Bay	South Hobart	West Hobart

4 Tactical Tools

10 Greenway Plans

Hobart Bike Plan

Deliver climate action & transport choice with safe, accessible, active Neighbourhood Greenways for all

Summary Principles & Call to Action

Hobart Bike Plan

1. Decarbonise infrastructure with tactical toolkits.

2. Plan regionally for connections to and from Hobart.

3. Balance equity with propensity in decision-making.

4. Focus on youth to co-create better streets for all users.

5. Shift behaviour through greenway activation designs.

6. Track progress using people-first data and metrics.

Account for carbon and cut emissions with small yet impactful cycling investments.

Long term, the most sustainable action will be to embrace Hobart's position as a capital city and densify land use.

Bikeability studies should not cut off analysis at the borders of local government areas.

Beyond serving neighbourhoods, factor in the many more people who commute and see the capital city as a hub for public life.

Bike planning tends to prioritise advantaged areas with the greatest access to cycling.

Integrating equity addresses health disparities, safety, and fair access to active transport for disadvantaged populations too.

Centering youth participation forms strong coalitions and generational change capacity.

Always underscore how designing streets for walking and cycling with both children and caregivers in mind serves all of Hobart.

Recognise how infrastructure can function as communication and education.

Augment existing initiatives to build community enthusiasm and engagement by leveraging the tactical toolkits.

Concentrate on collecting relevant data to make the right moves and tell the right story.

User experience, demographics, and safety perceptions all matter along with mode shift targets for a liveable city.

Many thanks to everyone who has shared their knowledge of and love for cycling & Hobart

Process & Acknowledgements

This study was completed during a ten-week fellowship with the City of Hobart as part of the Bloomberg Harvard City Leadership Initiative. The effort advances the City's priorities of climate action and transport choice with a network of safe, accessible, active routes through Hobart. The fellowship was conceived around analysing and collecting data to help the City better understand where investments in the bike network can achieve the highest uptake of new bike trips. In promoting data-informed decision-making, the project aims to identify important changes to neighbourhood connections that can increase cycling for short trips—particularly for people who face transport inequity, such as youth. The final report delivers recommendations focused on developing a network of Neighbourhood Greenways, which will be further developed as part of the City of Hobart Bike Plan. Numerous individuals within and beyond the City of Hobart were invaluable to the research process, in addition to those noted at right.

All sources are cited on the relevant pages.

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Let's Ride!
Thank you.

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