

CITY OF HOBART

Liverpool Street bicycle lanes and return of parking



Artist impression.

Frequently Asked Questions

Why are we doing this?

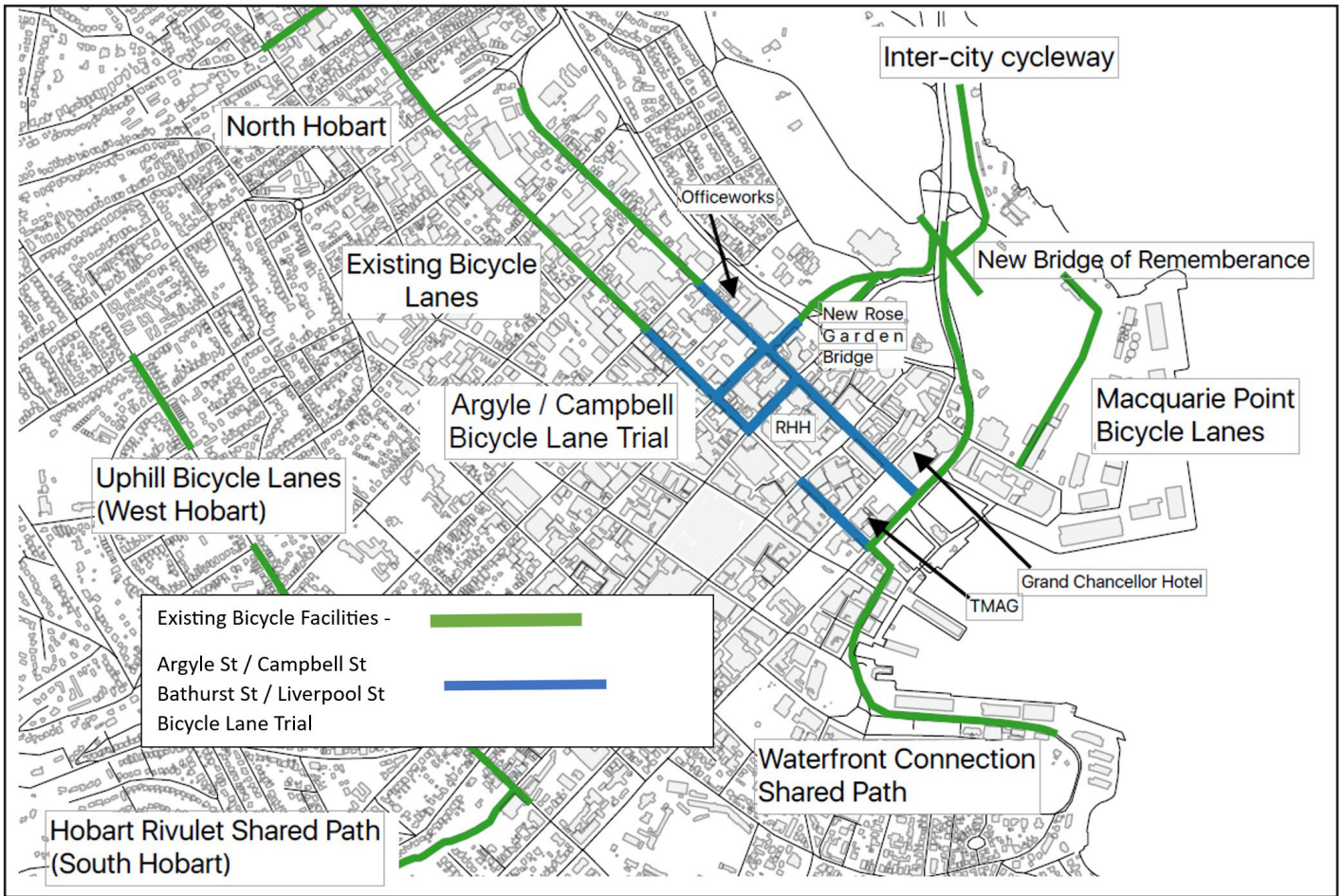
The Royal Hobart Hospital (RHH) redevelopment contractor has advised the City of Hobart that they do not currently require the work zone on Liverpool Street in front of the Royal Hobart Hospital as of January 2025.

Following the Council's decision on the Argyle Street and Campbell Street bike lane project, the approved bike lane is being installed on this section of Liverpool Street. Parking is also being reinstated on the Police Station side of the street. In the future, the street might

need to return to a work zone for the RHH refurbishment.

These lanes provide an important link in the City's bicycle lane network and provide more options for people travelling to, through and around the city. They will be particularly useful for bicycle riders accessing the RHH or the City from the Campbell Street Bicycle Facilities or the recently completed Rose Garden Bridge.

They connect with existing on-road bicycle lanes on Campbell Street and Liverpool Street.



How was this project funded?

The project was funded by the Tasmanian and Australian Governments through a \$1.725 million Vulnerable Road User Program grant.

How do the separated lanes work?

Separated bicycle lanes are positioned between the kerb and parking spaces or travel lanes. They significantly increase the perception of safety and comfort for bicycle riders and vehicle drivers in busier traffic. The trial lanes in Liverpool Street, as with the ones installed last year on both Campbell Street and Argyle Street, will use line marking and flexible bollards to delineate the space.

The lanes may also be used by micromobility devices such as e-scooters.

Signs and other treatments at signalised intersections have been added to help road users understand and comply with the changes.

What are the project benefits?

The project reinstates parking for Police and emergency services outside the City Police Station and some general access short stay parking along with a loading zone along the right-hand side of Liverpool Street (in the direction of travel).

The bicycle lane will connect the Campbell Street bicycle facilities to both the RHH staff and public bicycle parking area and to the central CBD blocks and to the Argyle Street bicycle lanes.

Will people use this bicycle lane?

Providing safer separated cycle lane connections make cycling more accessible to a broader range of the community that would otherwise be intimidated by cycling amongst vehicle traffic. It is therefore expected that more people will utilise these lanes accordingly and will increasingly as an overall connected network across the city is developed. It is anticipated that more people will make use of these lanes, especially as the development of a fully connected network across the city progresses.

Will any parking be removed?

No, in fact parking is being reinstated as part of this project. The parking on the Tasmania Police side of the Liverpool Street comprises of a 12m length of Loading zone, eight (8) metered parking spaces and a space for five (5) police vehicles outside the City Police Station.

How will access to the Royal Hobart Hospital be affected?

There will be no impacts on access to the RHH for motor vehicles. In fact, access for bicycles to the RHH will be improved.

What does this project strategically align to?

This is part of the Greater Hobart Cycling Plan.

Will adding these bicycle lanes increase traffic congestion?

There is no change in lane capacity on this block as part of these changes, therefore there will be no increase in congestion.

When and how will the effectiveness of the bike lanes be evaluated?

A report on the Argyle Street and Campbell Street bicycle lane trial, of which this Liverpool Street component is part of, will be provided to the Council after a year of operation. This is planned for the later part of 2025.

When will these works commence and conclude?

The Liverpool Street works are programmed to occur in the week commencing Sunday 12 January 2025. It is anticipated that the works (weather permitting) will be concluded within the week.

Why are these bike lanes a trial?

The Argyle Street, Campbell Street, Liverpool Street and Bathurst Street bicycle lanes have been installed as a trial with reporting to occur after a year of operation to understand what further enhancements and improvements might be required.

The trial also recognises that in some parts of the City, especially around the RHH, ongoing building and redevelopment work may require changes to street infrastructure to accommodate our evolving City.

Background and consultation

In December 2019, Council resolved to consult on a possible bicycle lane trial with adjacent property owners and occupiers.

Consultation was carried out in June 2020. Owners and occupiers of adjacent properties were asked to provide feedback on concept design. We also engaged with:

- University of Tasmania
- RACT
- Tasmanian Bus Association
- Bus companies including Metro, RedDecker, Skybus, O'Driscoll, Redline, Gilbert Coaches, TassieLink
- Tasmanian Museum and Art Gallery
- Tasmanian Fire Service
- TasPolice
- Ambulance Tasmania
- TasPorts
- Department of State Growth – Passenger Transport
- Tasmanian Health Service.

Stakeholders were given the opportunity to ask questions and were encouraged to provide comment on the project by completing a feedback form.

The engagement provided some useful feedback used to help refine the design including some suggestions to improve safety.

During 2020, and in collaboration with officers of the Department of State Growth (Transport Division), further work was undertaken to refine the traffic modelling and concept design.

An Engagement Report detailing the comments received, and design responses was presented to the 28 April 2021 City Infrastructure Committee.

The Committee recommended the proposed bicycle facilities be installed subject to a successful grant funding proposal and this was endorsed by the Council at its 10 May 2021 Council Meeting.

The Tasmanian Government approved a Vulnerable Road User grant to fund the project in November 2021.

Detailed designs were finalised and a Development Application was submitted in May 2023. Council in its role as planning authority considered and approved the Development Application at its 14 June Planning Committee meeting.