

*Draft 1 - 9 March*

**SUBMISSION TO CITY OF HOBART  
TRANSPORT STRATEGY 2018-30  
CONSULTATION PAPER 2: PRIVATE TRANSPORT**

**FROM:**

**BATTERY POINT COMMUNITY ASSOCIATION**

**MARCH 2017**

## 1. Background and key issues

- a. Transport matters (for simplicity taken here as traffic, parking and pedestrianism) have been contested in Battery Point for many years.
- b. Recently, there has been an increase in traffic and parking pressures in the area – reasons for this include greater visitor/tourist numbers, increased flow of commuting traffic (vehicle, pedestrian, bicycle) and a gradual change in the demographics of Battery Point. Notably is the increased bus traffic as a result of visiting cruise ships and the like – many of the streets are not designed for such use.
- c. A small number of Battery Point residents have been vocal in the past making representations on various issues to Hobart City Council (HCC). Often, responses to these very “local” issues simply remove the “problem” in one place only for a “knock-on” impact somewhere else. As such, the Association is keen to support a more strategic approach to traffic and parking issues – the City of Hobart Transport Strategy offers such an opportunity.
- d. Traffic and parking issues in Battery Point must take into account the unique nature of Battery Point – it is not just another suburb of Hobart, rather a distinct historical area of significance locally, nationally and internationally. Many streets are narrow and “unfriendly” for large traffic flows.
- e. Parking issues must be considered along with decisions about traffic in Battery Point. Traffic is taken to include vehicles, pedestrians and bicycles - there is a significant flow of people on foot through the area, particularly as a result of recent surges in tourist numbers in Tasmania and Hobart in particular.
- f. Residents, tourists, visitors and businesses should be given priority in decisions - over, for example, CBD workers seeking free all-day parking.
- g. Responses to traffic and parking issues need to be both technical and people-focussed in nature. While acknowledging that the area is a traffic flow-through link for many commuters (e.g. from Salamanca out of the CBD, from Sandy Bay and beyond into the CBD), given the poor design of almost all streets for such purpose, and the large number of people using/visiting the area, people issues must be given at least equal acknowledgment as cars/traffic flow in any decisions.
- h. Decisions must accommodate more immediate as well as longer term planning issues.
- i. Decisions need to be strategic with clear and accountable timelines for actions – pushing decisions out to the future will only lead to significant dissatisfaction for residents and others using the area.

- j. Some particular issues regarding transport (parking) in Battery Point include:
  - i. A plethora of different regulations and conditions, such as allowed parking time lengths – many without any obvious rationale.
  - ii. An associated large number of (often confusing) unattractive signs posted throughout Battery Point.
  - iii. All-day parking, where it is permitted, seems (at least on week days) to be almost exclusively used by CBD, Salamanca and local business workers – this results in cluttered streets and works against the interests of local residents, visitor and business needs.
  - iv. Allocation of resident parking permissions seems to be haphazard and inequitable.
  - v. Vehicle access and use in the area seems to have priority over pedestrian use, despite the large number of pedestrian tourists and visitors.

Given the above, the Association makes the following recommendations regarding the City of Hobart Transport Strategy.

## **2. Recommendations**

### **It is recommended that:**

- a. the unique nature of Battery Point be carefully considered in any future decisions regarding transport impacting in and on the area – consultation with bodies such as the Battery Point Community Association is essential in this regard.
- b. Waiting until 2018 and beyond will lead to worsening problems in the shorter term – thus, both shorter and longer term responses are required.
- c. a strategic review of car, motor bike and bicycle parking in Battery Point be undertaken, with due account of the high pedestrian activity. An enhanced focus on, and improvements to facilitate walking in Battery Point should be part of this review. Similarly, a revisiting of the river-front walk/bicycle way may lead to less vehicle use and greater walking/cycling by commuters.
- d. consistent and sensible parking arrangements in Battery Point be developed – options here include having a general Battery Point parking limit (say 3 hours), managed by (environmentally friendly) parking meters. Different arrangements may need to be established for peak times, such as Saturdays and for some limited areas where very short-term parking (e.g. 15 minutes) might be appropriate (e.g. outside the Post Office in Hampden Road).

This would be complemented by:

- i. development of a revised policy for allocation of residential, visitor and business parking permits – these might be low-fee vouchers able to be purchased by residents and businesses and allocated by them as needed – policies in other similar suburbs elsewhere may be helpful for ideas in this regard
- ii. revision of existing current traffic calming (e.g. Napoleon Street) with development of suitable Battery Point-wide policy that addresses high need in areas such as Hampden Road, Colville Street, DeWitt Street and Napoleon Street.