

1 September

SUBMISSION TO CITY OF HOBART

TRANSPORT STRATEGY 2018-30

CONSULTATION PAPER 4: LOCAL AREA TRAFFIC MANAGEMENT

FROM:

BATTERY POINT COMMUNITY ASSOCIATION

August 2017

**PO Box 26
Battery Point, 7004
Tasmania**

Contact: Dr Neil Cranston (Secretary - nc.cranston@gmail.com)

Members of the Battery Point Community Association were surveyed via email seeking their views on traffic matters. The following is based on that data together with comments received earlier from members.

1. Background

- a. Transport matters (for simplicity taken here as traffic, parking and pedestrianism) have been contested in Battery Point for many years.
- b. The Association is firmly of the view that transport decisions impacting on 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. The Association has adopted a number of principles that reflect the unique nature of the area, and which should underpin decisions and actions (including transport) taken in the area.
- c. Residents, tourists, visitors and businesses should be given priority in decisions - over, for example, commuters seeking free all-day parking and others using some streets as a “rat run” to avoid more congested streets elsewhere (e.g. Sandy Bay Road).
- d. Recently, there has been an increase in transport 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 property uses (such as visitor accommodation) in Battery Point. There has also been a noticeable increase in bus traffic (small and large) as a result of visiting cruise ships and the like. Clearly, many of the streets were never designed for the nature and volume of current use.
- e. It is acknowledged like other suburbs within the Hobart City Council area, Battery Point is impacted by the actions of those living outside this area, such as commuters driving to the city for work and recreation purposes.
- f. 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. To address some of the larger scale traffic issues impacting more broadly on Hobart as well as Battery Point, it is clear that Hobart City Council must seek alliances with, and the financial support of the State and Federal governments as well as neighbouring local councils.
- g. It is important that responses to transport issues in Battery Point need to be both technical and people-focussed in nature. For example, 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 lack of suitability of almost all streets for such purpose, and the large number of people using/visiting the area particularly at peak tourist times, people issues must be given at least equal acknowledgment as cars/traffic flow in any decisions.

- h. Given the increasing transport pressures in Battery Point, decisions must accommodate more immediate as well as longer term planning issues. These 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.
- i. Some particular matters of importance raised by Association members include the following:
 - a. Vehicle access and use in the area seems to have priority over pedestrian use, despite the large number of pedestrian tourists and visitors. Hampden Road and Kelly Street can be particularly dangerous for pedestrians at peak times.
 - b. There is a plethora of different regulations and conditions, such as allowed parking time lengths – the rationale for many of these is unclear.
 - c. As a result there is a large number of (often confusing) unattractive signs posted throughout Battery Point.
 - d. The signs not only have a negative visual impact, but in places also impeded the smooth flow of pedestrians using some footpaths.
 - e. A key pressure points is that many residents do not have off-street parking – such households, even with permits, often have difficulty even parking in their own street due to commuter parking, whether this be in all-day parking areas or where motorists move their cars within restricted areas to extend their stay time. It might be possible for such residents to have a designated parking space outside their house.
 - f. All-day parking, where it is permitted, seems (at least on week days and market Saturday) to be extensively used by CBD, Salamanca and local business workers – this results in cluttered streets and works against the interests of local residents, visitors and business needs.
 - g. Allocation of resident parking permissions seems to be haphazard and inequitable. For example, some residents with off-street parking hold resident parking permits.
 - h. Additional parking spaces might be possible in some of the wider streets (such as De Witt Street, Cromwell) by using angle parking rather than the present arrangements.
 - i. The pressure on parking creates difficulties for: businesses, frailer residents requiring care/support (such as the elderly) and St Georges church attendees (for events such as weddings).
 - j. A small number of large commercial vehicles are parked in the area at night, week-ends and some days – these are unsightly as well as

potentially hazardous for other road users and pedestrians due to their size and subsequent impact on visibility.

- k. A number of streets have been identified with particular traffic issues, including: Quayle Street (current allowed parking makes this a difficult and dangerous area); De Witt Street (regularly used as a “rat run” with vehicles exceeding local speed limits); corner Sloane and Colville Streets (a sharp partially blind turn at the top here is an accident waiting to happen); other “rat run” streets such as Napoleon, Colville and St Georges Terrace.
- l. Parking is often done in a haphazard manner, such that cars are taking up more space than they need to. Designated painted parking spaces may be an option in this regard.

The Association requests that Hobart City Council take note of the above issues and consider the following recommendations regarding the City of Hobart Transport Strategy.

b. Recommendations

It is recommended that:

- a. *The unique nature of Battery Point must 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. *Both shorter and longer-term responses are required, with the support of State and Federal governments and neighbouring councils required for the more strategic matters.*
- c. *A strategic review of car, motor bike and bicycle parking and traffic flow 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, the potential to facilitate cycling through the area should be investigated.*
- d. *In the more immediate term, consistent and sensible parking arrangements in Battery Point be developed – options here include having no all-day parking but a general Battery Point blanket parking limit (say 2 or 3 hours). If managed by (environmentally friendly) parking meters, many of the current signage would not be necessary. At the least, consideration needs to be given to clearer definition of parking spaces (e.g. painted on the road) such that the available parking spaces are maximised. 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 or 30 minutes) might be appropriate (e.g. outside the Post Office in Hampden Road).*

- e. The speed limit on some streets might need to be lowered to 30 km/hr to enhance pedestrian amenity and to discourage “rat run” use. Pedestrian crossings may also be necessary for some streets (such as Hampden Road).*
- f. Consideration may also need to be given to making some streets one-way to enhance safety and traffic flow, such as Kelly Street, Sloane Street.*
- g. A revised and equitable policy for allocation of residential, visitor and business parking permits be developed. 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*
- h. Consideration be given to revision/ extension of traffic calming with development of a suitable Battery Point-wide policy that addresses high need in areas such as Hampden Road, Colville Street, De Witt Street and Napoleon Street.*