

Engagement Summary Report

Battery Point Local Area Mobility Plan

City of Hobart, 2023



Illustration by Kylie Dunn

Document Purpose

This document summarises the findings of Stage 2 engagement on the draft Local Area Mobility Plan for Battery Point. This is a public facing document intended to report back to engagement participants and provide feedback on what was heard and how their input was used.

This report does not include specific mention of every concept we heard; however, care has been taken not to over-generalise. This report does not make assumptions about the reasons why respondents feel the way they do or provide recommendations for the project. This report has been prepared by the project team on the basis of raw data of all feedback and responses, and analysis undertaken by Complete Streets.

Contents

1	Overview	3
2	What we knew before engagement	4
3	How we communicated	5
4	Who we heard from	6
5	What we heard	7
6	How we're responding	9

1

Overview

1.1 Project Scope

The Battery Point Local Area Mobility Plan aims to identify a network of connected, safe and convenient walking and cycling routes to and from common destinations within Battery Point. These destinations include shopping precincts, parks and recreation areas, and public transport.

In 2021 Council resolved that Local Area Mobility Plans be prepared for Battery Point and the Northern Suburbs in consultation with these local communities. The draft Battery Point Local Area Mobility Plan was informed by:

- Hobart: A Community Vision for our Island Capital
- Capital City Strategic Plan
- Local Retail Precinct Plans
- Draft City of Hobart Transport Strategy (2018)
- Stage 1 community engagement (undertaken 2022)

The final Battery Point Local Area Mobility Plan has been informed by:

- Stage 2 community engagement (undertaken 2023)

The Battery Point Local Area Mobility plan identifies key projects for future infrastructure investment to improve mobility, accessibility and walkability in Battery Point, and will guide the City of Hobart on prioritisation of streetscape and mobility projects in Battery Point.

The projects identified will require further planning, community consultation and detailed design prior to implementation. Implementation will occur over a number of years as budget becomes available, beginning with those projects identified in the Plan as short term.

1.2 Engagement Scope

Stage 2 community engagement sought feedback on the Draft Local Area Mobility Plan. The objectives were to:

- Report back to the community and stakeholders on 'what was heard' during stage 1 engagement;
- Understand the level of support for the identified priority projects;
- Provide an opportunity for the community to provide feedback to inform the final version of the document.

2

What we knew before engagement

Battery Point is a unique neighbourhood and is well-loved by locals and visitors

Walking is the most fundamental mode of transport

Transport and access conflicts in the local street network have adverse impacts on amenity and safety in Battery Point

A Local Area Mobility Plan will guide future investment to improve mobility, accessibility and walkability

3

How we communicated

We adopted a range of different communication channels to reach as many people as possible about the opportunity to have their say.

**SOCIAL MEDIA:**

Targeted Facebook posts promoting the online engagement opportunity.

**ON SITE:**

Flyers promoting the online engagement opportunity were placed in local businesses in Battery Point

**IN PERSON CONVERSATIONS:**

City of Hobart project team members held a community information session in Battery Point

**EMAIL:**

Registered users of Your Say Hobart were sent emails promoting the online engagement opportunity

**YOUR SAY HOBART:**

The project was published on the Your Say Hobart website

4 Who we heard from

Key stakeholders

The key stakeholders we heard from during Stage 2 community engagement:

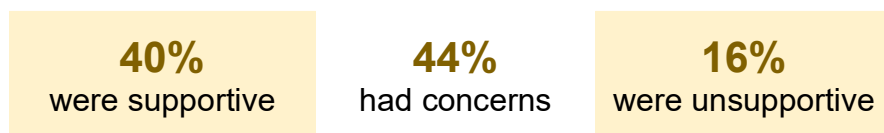
- Department of State Growth
- Tasmanian Active Living Coalition
- Bicycle Network Tasmania
- Office of Hon Ella Haddad MP
- Battery Point Community Association

Engagement overview

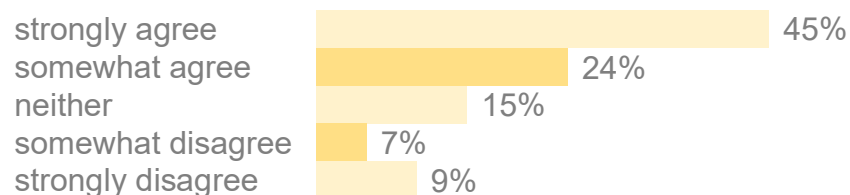
1,600 project page visits	278 report downloads	18 email or direct mail responses
78 survey responses online	13 interactive map contributors	52 interactive map pins

5 What we heard

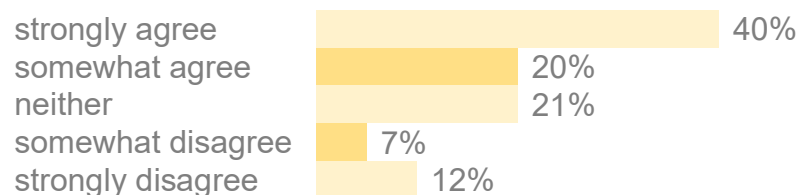
The majority of those surveyed generally supported the Local Area Mobility Plan:



“The Local Area Mobility Plan will improve walking in Battery Point”

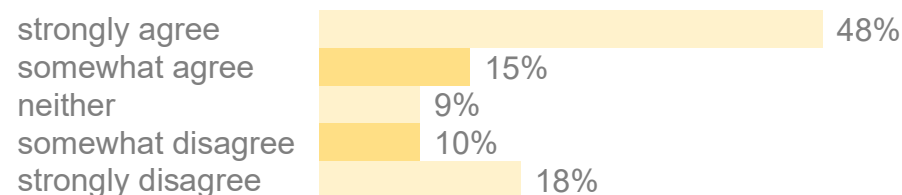


“The Local Area Mobility Plan will improve bike riding in Battery Point”



The majority of those surveyed supported the identified priority projects:

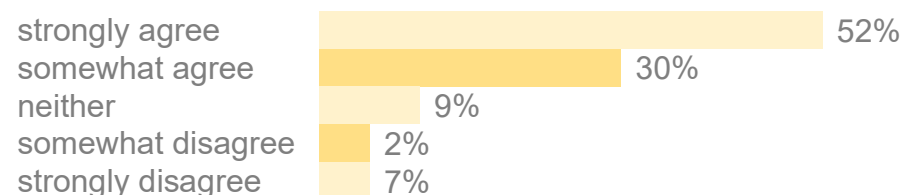
“Developing a streetscape improvement plan for Hampden Road is a high priority”



“Hampden Road is narrow but functions well enough for residents and tourists if parking restrictions are enforced.”

“The option to have Hampden Road as a one-way with parking retained would enhance our lifestyle and the viability of the businesses.”

“Developing a streetscape improvement plan for Montpelier Retreat is a high priority”



“Improvements to Montpelier Retreat are critical – it has very little amenity and could easily have bike lanes.”

Support for several identified projects was mixed:

Kelly Street:

Commendation we heard:

*"I live in **Kelly Street** Battery Point. I feel that if Kelly Street is one way traffic, it will be easier on both car + cycles to navigate. I also would like parking to be on western kerb only and 'no stopping' the entire length of Kelly Street on eastern kerb to Kelly steps.."*



Concerns we heard:

*"Making **Kelly Street** narrower and one-way is completely unnecessary and will lead to more problems for us on the street who do not have off-street parking."*



On the basis of the feedback received, the City has given additional consideration to the costs and benefits of the proposed one-way treatment to Kelly Street. Given the significant constraints on Kelly Street it was considered that the benefits to pedestrians that may be achieved by making Kelly Street one-way would not outweigh the cost and potential negative impacts of the change. The final document instead identifies improvements to Kelly Street to retain two-way access, but operate as a shared street environment.

De Witt Street:

Commendation we heard:

*"**De Witt Street** is plenty wide enough to provide a fully separated bike path."*



Concerns we heard:

*"**De Witt Street** is the main access way for cars to the area so I would be opposed to plans to disrupt through traffic for cars."*



De Witt Street is one of a number of possible routes for cyclists traveling to and through Battery Point. In response to community feedback on the draft LAMP which identified a number of other possible routes to and through the suburb, the LAMP has been amended to note a number of alternative options to improve cycling within Battery Point.

6

How we're responding

Suggestions we heard to improve the Plan

Sandy Bay / Battery Point waterfront shared path
31 comments (out of 78 survey responses)

"Providing a bike path that connects the footpath along the water front at Sandy Bay to Salamanca via Battery Point would be great. Whether it's through bike lanes in Battery Point or if there is a potential to add a walkway from Short Beach around to the CSIRO building"

Review of residential parking permit system
20 comments (out of 78 survey responses)

"The report acknowledges problems with parking but other than suggesting adjustments to the permit system does not indicate any real solutions"

Management of e-scooters
<10 comments (out of 78 survey responses)

"If we are to have better pedestrian facilities, it makes little sense to me to allow bikes and scooters to share footpaths. I'd prefer to see a 'drop zone' for scooters at the 'entrances' to the suburb so that people are obliged to then continue on foot, or else share the road with other motorised vehicles."

City of Hobart response

The Battery Point walkway would be a transformational project for Battery Point and the region and was raised by a number of respondents despite not being included in the draft LAMP. The project would provide a superior alternative for those traveling from Sandy Bay to the City, and reduce through-movement within Battery Point.

The project has been included in the final document, reflecting the City's commitment of \$100,000 for further planning of this project.

A review of the current residential parking permit system and other changes to address parking in Battery Point will be coordinated citywide as part of a Parking Management Plan.

Despite significant discussion of e-scooters at face-to-face engagement sessions, these did not generate a significant number of comments via Your Say or email correspondence during the engagement period.

E-scooters will continue to form part of the transport mix in Hobart into the future, and streetscape enhancements including dedicated bicycle lanes will reduce conflict with pedestrians.

	The City will continue to work with providers to ensure effective management of streetscape space.
Tourist buses <10 comments (out of 78 survey responses) <i>“Large tourist buses and coaches should be left out of Salamanca Place, Castray Esplanade and Battery Point completely. Use small busses which drop people off at one end of the street and pick them up at the other. This would work well for Hampden Road.”</i>	Tourist buses circulating/stopping in Battery Point was not raised in the Your Say survey responses, however was raised in several email responses. The City is aware of the issues the community has raised regarding tourist buses in Battery Point. Engagement with tourist bus operators to determine appropriate behaviour, frequency and route choice is ongoing but is not a focus for the LAMP project which seeks to enhance walkability and cyclability within Battery Point.

On the basis of the generally high level of support for the identified priority projects (Hampden Road and Montpelier Retreat), these projects will be prioritised for action when funding becomes available. Montpelier Retreat streetscape improvement has been identified as the priority project for a staged implementation, with the first stage involving tactical approaches as a low-cost way to demonstrate the project's outcomes. We will seek further community input as these projects progress and prior to detailed design. On the basis of feedback received during Stage 2 engagement, the project summary page has been amended, with an integrated map showing the spread of projects across the locality.