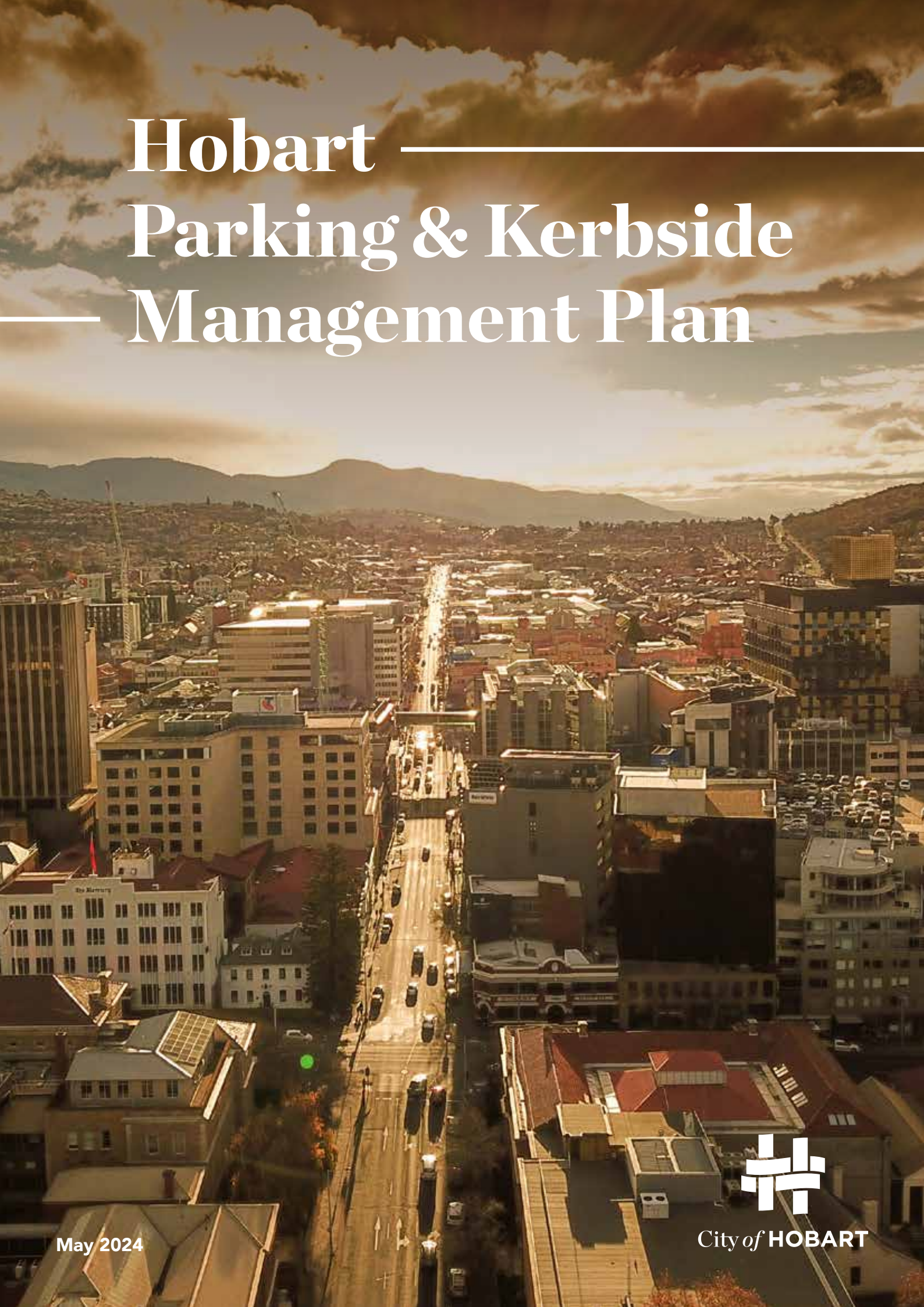
Hobart Parking & Kerbside Management Plan



May 2024

City of HOBART

Contents

1.0 Introduction **9**

2.0 Challenges **14**

3.0 Principles for parking and kerbside management **18**

4.0 Managing parking and the kerbside in Hobart **24**

5.0 Kerbside access **32**

6.0 Transport user experience **48**

7.0 On-street and off-street parking **54**

8.0 Parking finance: revenue, pricing, and the role of Council **62**

9.0 Evidence-based decision-making **70**

10.0 Implementing the Parking and Kerbside Management Plan **74**

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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.

Introduction

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1.0 Introduction

Planning for future growth that maintains Hobart's liveability will require well-considered, integrated and sustainable transport solutions. Transport is one of the most important considerations for a growing city to facilitate access and movement that will support us socially, economically and environmentally.

Parking is a key part of the transport network for the City of Hobart. Its availability strongly influences the decision to drive compared to other transport choices. The provision of car parking also influences the quality of other transport modes as well as city services and places.

The Purpose of this Plan

This document responds to the identified priorities of the **Parking and Kerbside Management** theme in the Hobart Transport Strategy 2024. It is a Plan which supports the City of Hobart in their role in the management of our streets, including kerbside space and off-street parking. It guides decisions related to parking supply, demand management and optimisation of this important yet limited space.

The Plan outlines actions to help us deliver a simpler, fairer, and more reliable approach to managing parking provision and the allocation of our city's kerbside space, with each end user in mind and our shared public space – our streets.

The implementation of the Parking and Kerbside Management Plan will align with other City of Hobart Strategies and Plans, especially when allocating space for a range of city activities.

Strategic context and governance

Hobart Transport Strategy 2024

The Hobart Transport Strategy 2024 aims to support the development and implementation of an integrated, sustainable and efficient transport system for Hobart. The vision of the Strategy aligns with Pillar 5: Movement and Connectivity from our community vision:

We are a city where everyone has effective, safe, healthy and environmentally-friendly ways to move and connect, with people, information and goods, and to and through spaces and the natural environment.

Providing transport choice is the central pillar of the Hobart Transport Strategy 2024, with **Choice in How we Move** underpinning all themes and implementation actions of the strategy. The strategy includes the following focus areas:

1. Overarching Strategy Themes: represent core values to underpin this strategy and guide our work towards the City's vision.

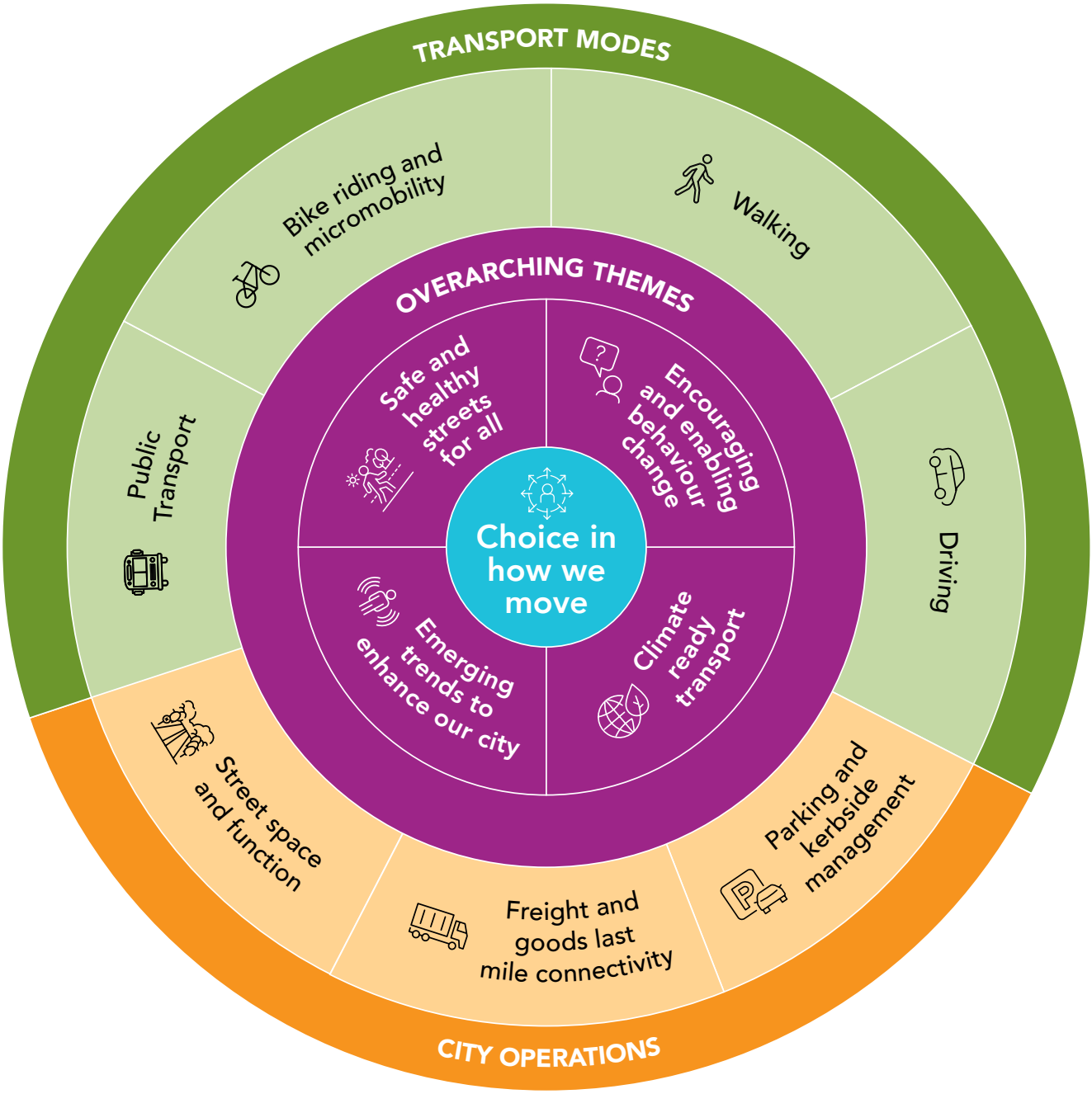
- Encouraging and enabling behaviour change
- Safe and healthy streets
- Climate ready transport
- Emerging trends to enhance our city

2. Transport Modes: represent the main ways we move around the city and help to organise initiatives for particular transport modes.

- Walking
- Bike riding and micromobility
- Public transport
- Driving

3. City Operations: represent how key aspects of the transport system support the city's economy, environment and liveability and contribute to our vision.

- Street space, function and management
- Freight and goods last mile connectivity
- Parking and kerbside management (this Plan).



What is parking and kerbside space?

Parking

For the purposes of this Plan, the term "parking" refers to the provision of all on-street and off-street, private and publicly owned space that is made available for the short- or long-term storage of private vehicles, including cars, delivery vehicles, micromobility devices, scooters, motorcycles and bicycles.

Kerbside space in Hobart

Kerbside space is popular and a useful part of the street. It is important for the transfer of people and goods into and out of the city and for the economy of Hobart.

Kerbside space includes the edges of the roadway, the footpath side of the kerb, and can also include usable space in the centre of roads or other areas depending on the street design.

The kerbside is frequently used for parking and storage of cars, trucks, bicycles and motorbikes. The kerbside is often home to the most highly sought-after and convenient parking spaces. There are far fewer on-street parking spaces compared to off-street spaces, particularly in the CBD.

The kerbside is also used for other important city functions such as on-street dining, tree planting, public transport priority, in order to meet other city planning or transport objectives.

This space needs to support many different city functions. As Hobart grows, this space needs to be allocated accordingly to improve the accessibility and liveability of Hobart for the most people.

Use of the kerbside

People regularly use different modes of transport across any given journey, day, week, or month. Similarly, people have a range of needs to access the kerbside. This varies in both the short and long term as people's needs and priorities change.

At different times of the day demand for kerbside space can vary to support the economy of the city. For example, a space that is in high demand during the day could be free to use after hours. A space that is a busy car park during the week is converted to a street market on Saturday mornings.

One common factor however is that people with more transport options available will have greater access to goods, services and activities. Likewise, streets that accommodate wider forms of kerbside access will be more vibrant, useful and resilient. Streets with fewer kerbside options will have fewer opportunities to thrive.

A highly functional city is one where all people can access the kerbside to meet their specific needs.The aim of this plan is to set out how we will ensure fair and efficient management of access to parking and the kerbside for the most people, to increase the accessibility and liveability of Hobart.

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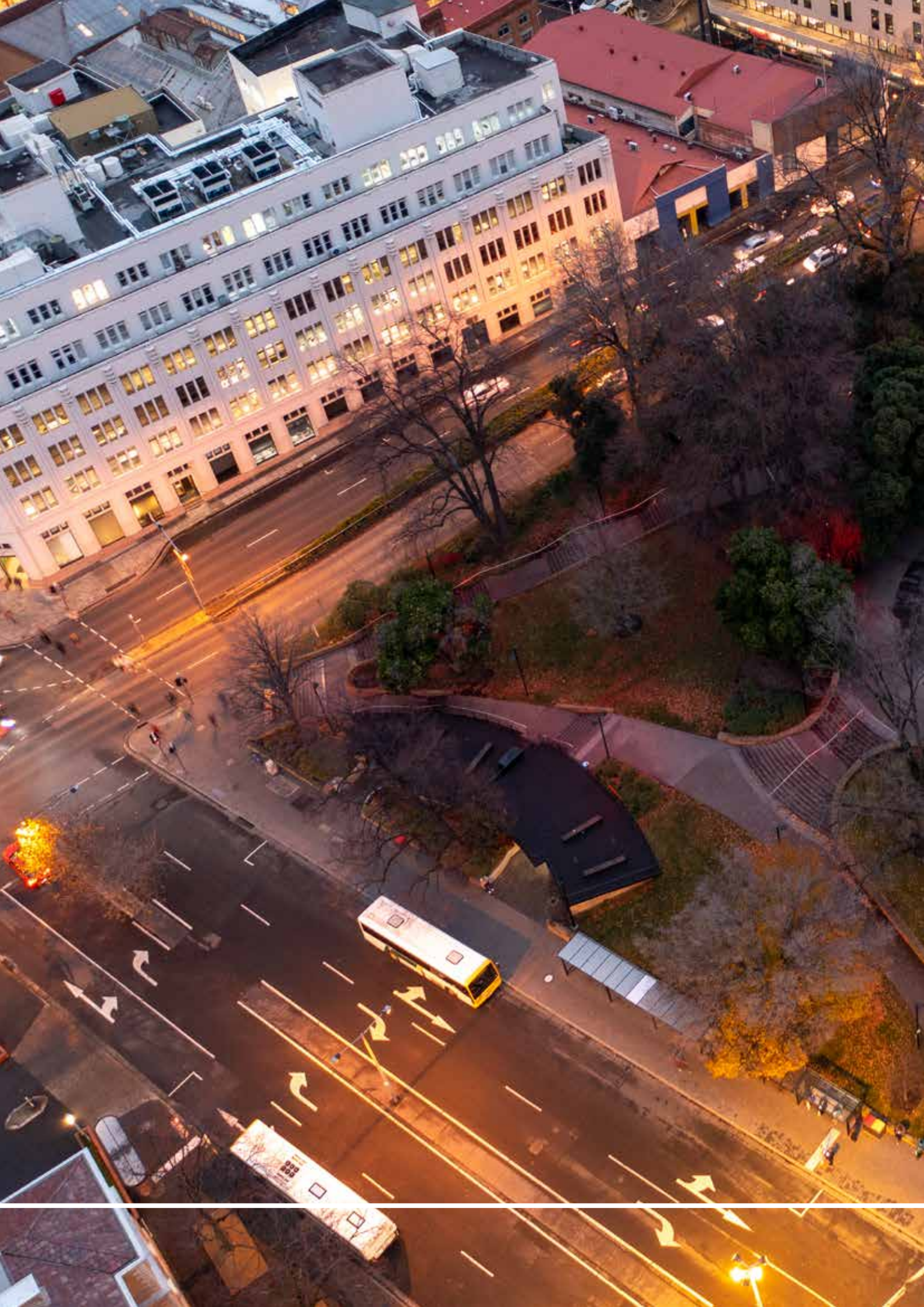


Challenges

2.0 Challenges

Managing our kerbside and competing demands for access is complex. This section outlines a number of the challenges we face in finding the balance of uses that are essential to a transport network which works for everyone.

There is increasing demand and competition for kerbside space

As Hobart has grown it is becoming more difficult for people to find car parking where they were previously able to park. This creates more circulating traffic with people seeking available parking in peak times. Where parking occupancy is high, parking availability is reduced.

The user experience for people driving and parking in the city can be frustrating and confusing for some

People travelling into Hobart often report difficulty in finding parking spaces at certain times. Controls differ in nearby streets and time limits are sometimes too short for appointments, even if people are willing to pay to stay longer. There are currently over 70 different controls and instructions on signs and parking meters, creating confusion and making it difficult for people to do the right thing.

Parking in Hobart is undervalued

Parking is a valuable resource that we often take for granted. There is significant investment into parking infrastructure and the kerbside and its value is not appreciated or understood by all. As a result of this, it can sometimes appear to be used wastefully or inefficiently leading to suboptimal outcomes. We have a situation where a small amount of parking is overused and the majority of parking is underused leading to congestion and frustration.

Increasing parking supply does not increase availability

Although it may seem obvious, increasing the supply of car parking alone does not increase parking availability. Without properly managing the existing supply of parking, any additional supply is quickly occupied by low value low turnover parking trips. This is especially the case if the time limits or price are not adjusted for the area. As a general rule, if parking is full then the price is set too low for the area and time of day. Conversely, if the amount of available parking is high, then the price or supply of parking is too high.

The majority of car parking in the city is located off street and includes parking in private ownership

There are many different types of car parks in the City of Hobart including:

- City of Hobart owned car parks
- Privately owned car parks available to the public
- Private retail car parks available only to shoppers
- Private car parks attached to property such as apartments or hotels

There is an opportunity to better understand this resource in its entirety. This will allow for better coordination and reduced competition between on-street and off-street spaces.

Privately-owned commercial car parks, as well as parking allocated to businesses and their customers, form the majority of parking available within the CBD and surrounding commercially zoned areas. The locations of these car parks are spread widely and will be a significant factor in measuring the supply available for commuters to the City.

Further understanding of private commercial parking will be key to understanding the current usage of the various parking options that are available to commuters, as well as the impacts that the comparatively cheaper on-street short term parking has on visitor decision making when choosing to commute and park by vehicle in the City.

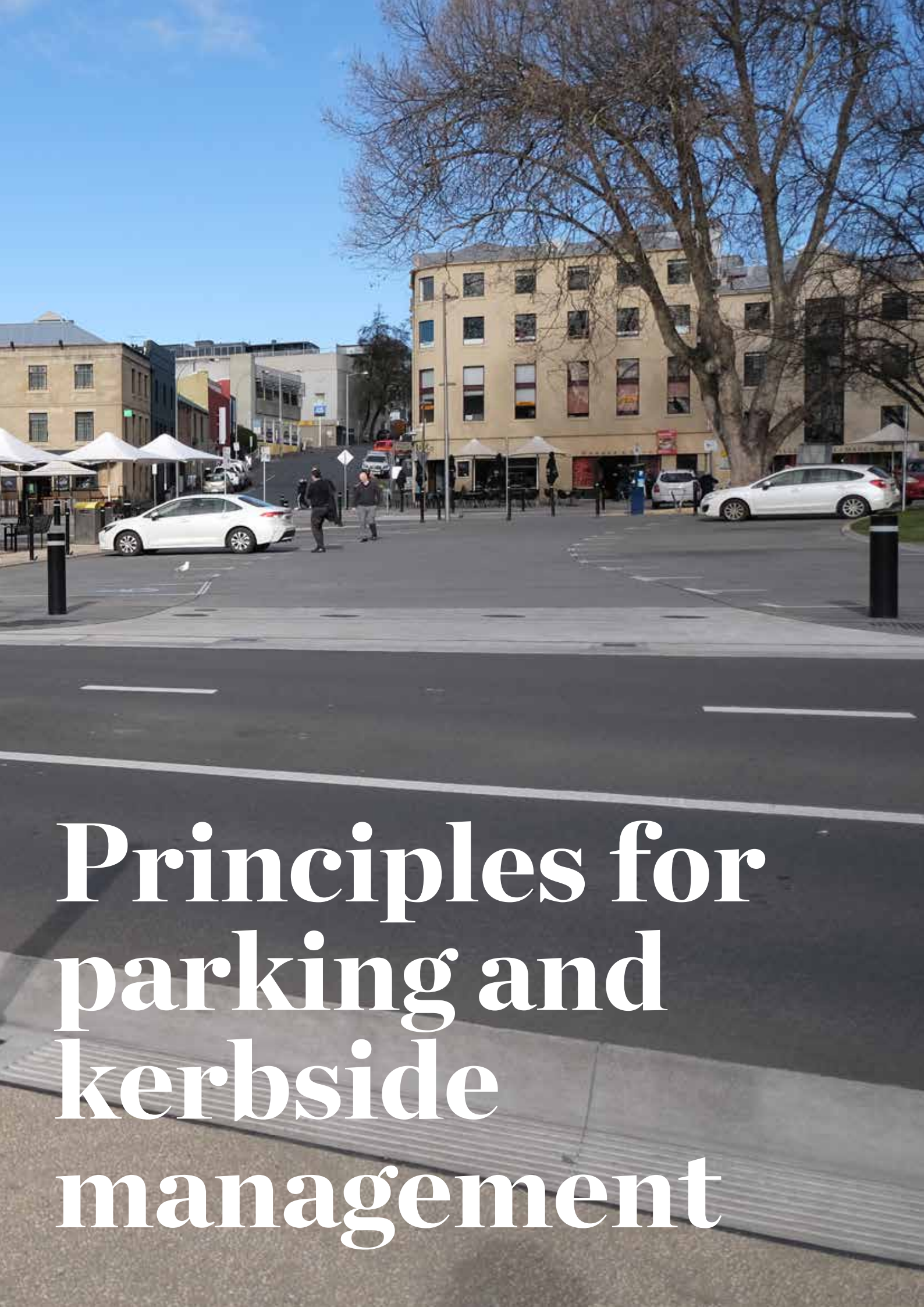
Allocating city space efficiently, equitably and fairly

The City of Hobart has the highest rates of active and public transport usage in greater Hobart but there is still significant unmet demand. These modes of transport also need access to the kerbside and kerbside space to better meet people's needs.

With so many uses needing kerbside space, and limited widths from kerb to kerb, the City faces a difficult task to efficiently and fairly allocate this space for the overall benefit of the city.

Measures that improve the management of cars in the city must be balanced with other modes to avoid inducing unnecessary car trips. This includes improvements to cycling routes and end-of-trip facilities, improvements to bus services, and increasing access to car sharing.

All-day city parking located away from the kerbside will continue to support those who work in the city and commute from out of the area, including people with complex journeys and multiple drop-offs, such as at childcare centres or schools.



Principles for parking and kerbside management

3.0 Principles for parking and kerbside management

The following principles have been identified to guide the Parking and Kerbside Management Plan. These principles set the strategic direction for the future of kerbside space in the City of Hobart.

Transport Choice

People can access the city through a range of transport modes, are aware of their options and are able to select a mode that suits them for each trip. Drivers are able to find a space to park that meets their needs.

Provide parking and kerbside access that maximises transport mode choice for Hobart.

There are multiple **uses of the kerbside** that must be considered.

People and goods access the city through a range of transport **modes** and need access to the kerbside to **arrive** in the city or **complete** their journey.

The kerbside also needs to meet multiple needs for different modes of transport and across different times of the day, depending on the street.

Outcome: People will have a range of transport choices available to access the city and everything it has to offer.

Reliability and Availability

The available supply of car parking needs to be dependable and reliable for people to plan trips and do business in the city. If the availability of parking is uncertain and varies from day to day in unexpected ways, it can create frustration and mistrust in the supply of car parking.

Ensure the availability and type of parking and kerbside access is reliable to meet community needs and expectations.

Reliability and availability of parking and access will be prioritised in decision making to ensure that people can expect and plan to make journeys and access the city.

Drivers are able to find a space to park that meets their needs, within 200-300 metres of their destination.

Outcome: Reliability and availability of parking and access will be prioritised in decision making to ensure that people can expect and plan to make journeys and access the city. This will reduce uncertainty and frustration around parking and access.

Transport User and Customer Experience

The way we manage our transport network, including parking and the use of the kerbside space, can have a direct influence on how people experience our city.

The experience of accessing kerbside space should be reliable and simple for all users. This includes better understanding people's needs and expectations and communicating information clearly.

Many factors can make the user experience good or poor. From information to locate a park, understanding controls, price, and the ease of payment systems.

Outcome: People are put first in planning for the city and feel valued and welcomed to the city.

Value of Parking and Kerbside Access

Understanding the value of parking and kerbside access for Hobart streets to people and the city.

The relative value of city space, on-street parking, off-street parking and kerbside access, and other uses of city space will be recognised in planning and decision making. This includes the benefits it brings and the cost to provide it.

Parking space generates important income for the City of Hobart, which needs to be balanced against the access needs of all users and against other transport, place and liveability objectives.

Parking and kerb space in the busiest parts of the city will be valued more highly than other places or at off peak times.

Outcome: Parking and kerbside access will be financially sustainable for network users and the City of Hobart, and add overall value to city access and liveability. This will also lead to benefits such as reliability and availability when it is needed most.

Demand

Increasing parking availability and reducing driver frustration can be achieved by managing demand. This involves making decisions based on evidence and data.

Applying controls on use and time can manage parking demand. If this is not sufficient then price should also be applied.

With the right controls in place, parking use will be optimised ensuring availability and reducing user frustration.

If demand is high, but the price is too low, then parking availability will not be reliable at peak times, leading to a poor user experience and inefficient use of a valuable resource.

Outcome: Parking availability and reliability will be maintained, and the user experience of parking will be improved.

Efficiency and Equity

Efficiency and equity are important principles for the Plan as well as the Transport Strategy.

This relates to the proper application of all other principles to achieve the most efficient and equitable outcomes for the street and the city.

For example, on-street loading zones and short-term spaces would be prioritised in an area of high demand where off-street parking is also available.

This includes perceived fairness of enforcement of parking offences. From minor to significant, and infrequent to habitual.

We can now treat drivers as return paying customers with user accounts. Likewise, it is possible with technology to identify and target repeat offenders who have the biggest impact on the parking system.

Outcome: City streets will become more efficient for people when they are driving and when they choose to travel by other modes as well. People will feel like they are being treated fairly by the parking system.

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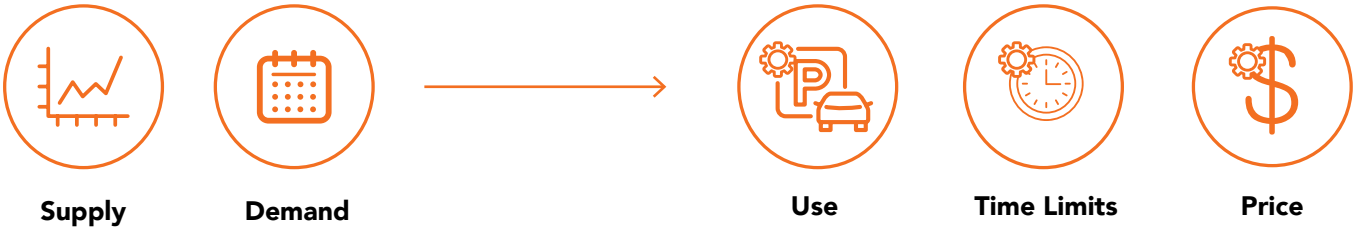
Managing parking and the kerbside in Hobart

4.0 Managing parking and the kerbside in Hobart

Parking Settings

The City of Hobart controls pressure on the parking system by adjusting the amount of parking available, the price to the user, and time limits for parking spaces. Each of these settings can be adjusted so that parking is available for those who need it, but not too available, too cheap or too time unlimited that it becomes overloaded or oversupplied.



Parking is valuable

Like other land uses in a capital city, parking space is a valuable resource. In the past the City of Hobart has provided parking at little or no cost to the user. Often this is much less than what the parking space is actually worth. This can be counted in a number of ways:

Calculating value	Description
Land value	Land has value and this can be determined by the value of other land nearby.
Asset cost	The cost that Council or the landowner must pay to maintain the land should be taken into account, this can include construction, line marking, cleaning, maintenance, utilities and rates.
Opportunity cost	The opportunity cost of a parking space considers how the same amount of space would be valued if it was used for another purpose.
Market value	The value of a parking space can be compared to what people pay to use privately owned car parking spaces nearby.

Mode choice suggests that if parking is too cheap or oversupplied people will drive unreasonably short distances for non-essential trips, increasing traffic congestion and reducing parking availability for others. The challenge is to make the travel time and cost of transport modes more comparable so that those who are able to, can switch to public transport.

Parking issues are not restricted to the large, publicly-accessible car parks. There are many private lots that sell parking, as well as private car parks providing employee parking – estimated to be about 12 000 spaces.

How we choose to travel has impacts on the city's economy and vibrancy. People spend money, meet others and interact with our city when they are outside of their car.

The management of parking is also a key strategy to supporting economic sustainability, with cities that have a lower car use seeing greater economic benefits (Susan Handy, 2020 and Geraldine Herbert, 2023). By managing parking more efficiently we can encourage use of public transport and active transport while also prioritising limited space for people who do need to drive and reducing traffic congestion. This will increase liveability and boost locally owned small businesses and our city's financial sustainability.

Parking demand and supply

In busy activity centres, such as the city centre, demand for car parking is higher than what most people are used to across greater Hobart. Time controls alone are not effective at managing the demand for car parking so in some locations fees are required to ensure that the most in demand parking is available for those who need it and not used inefficiently.

Off-street parking has been developed in these areas, including commercial off-street parking, demonstrating parking is a valuable and sought-after resource. If the price for on-street parking is set too low then two things happen:

- On-street parking will remain overloaded
- Drivers will not choose to park off-street, even when it is best to do so.

Studies have shown consistently that over 30% of cars in congested CBD traffic are drivers searching for an on-street park[1]. Increasing the supply of parking alone does not solve the problem if demand is not managed appropriately.

Price and cost of parking

The City of Hobart generates parking revenue, 75% of which comes from our off-street car parks and on-street meters, however providing and maintaining this parking, including infrastructure, also comes at significant capital and operational cost to the City. There is also an 'opportunity cost' associated with providing land and street space for parking, where we forgo other opportunities for our City.

Provision of cheap parking and extension of the parking provision through construction of additional large-scale car parks or additional private parking incentivises people to drive cars into the city as their primary mode of choice.

Councils charge fees to manage the demand for parking. This ensures the availability of car parking spaces and recovers the costs required to provide the parking. Fines are issued by Councils to enforce compliance with the parking controls so that the transport network, including parking, operates fairly for all users.

[1] Shoup, Donald. The High Cost of Free Parking. 2005, p. 291.

Parking and kerbside user needs

There are many different uses for the kerbside and different people need access depending on their trips. The needs of different trips and users must be balanced, considering the space available and competing needs.

User trip type	Needs
People with accessibility needs	DDA compliant bays (if possible) that are near to destinations, with enough time to be useful for the destination.
Local businesses	Access for goods to be delivered or collected. Customer access for parking, drop off, pickup, etc. Option to use kerbside space to support businesses in other ways (e.g. seating, displays, events, street activation).
Local residents	Space to park vehicles in inner city suburbs where limited off-street parking is available for residents. Access for visitors who need to drive. Option to use kerbside space in other ways (e.g., local events).
Deliveries	Reliable access for shorter term parking to make or collect deliveries to nearby destinations.
Trades and services	Useful access for longer periods than deliveries would require, e.g. vehicles and specialist equipment to service climate control, elevators and machinery or undertake construction activity, planned or emergency.
Private car drivers	Spaces that are easy to identify, access and appropriate for the circumstances such as location, time of day etc. Signage and payment systems that are fair and easy to understand.
Car share users and operators	Locations that are useful and accessible to support efficient car share services. Vehicles available in locations where and when people need to use them.
People riding bicycles	Parking that is conveniently located with opportunities to lock bicycles to racks.
People riding motorcycles	Parking that is flat and level and easy to access, protected from fast moving vehicles.
Public transport users and operators	Stops and layover spaces that are appropriately located and support the efficient operation of services.
Emergency vehicles	Unimpeded access to space across the city to meet operational needs.
Taxis, app booked ride services and chartered buses etc.	Space that is easy and safe to access in appropriate locations aligned to demand.
Events, construction, or other planned temporary needs	Management systems that allow for flexibility to support city activities.

How to read this plan

The following sections of the Parking and Kerbside Management Plan address the many elements of parking in Hobart including kerbside access, transport user experience, on and off-street parking and evidence-based decision making.

Kerbside Access

Street space allocation

Public transport

Accessible parking

Active transport

City operations

Motorcycles and scooters

Emerging trends / tech

Transport User Experience

Visual clutter

Physical clutter

Parking information, signage and meters

On-Street & Off-Street Parking

Off-street management

Parking controls

Enforcement

Parking Finance

Permits

Residential access

Planning system

Evidence Based Decision Making

Regular consultation and review

Customer service charter

Transparency and open data

Each section focuses on an element of the management of parking and kerbside space and outlines the current and future states, opportunities, and policies and actions for implementation.

Approach

Our approach to applying the principles for parking and kerbside management in operational and strategic decision-making.

Actions

Key projects, programs, policies, and plans the City will undertake over the next 5 years to deliver on the principles for parking and kerbside management.

Section 10 sets out the implementation plan of all actions contained in this plan.

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Kerbside access

5.0 Kerbside access

Kerb space allocation

Our transport network has a number of competing needs, and these can vary according to the hour, day and even time of year. Currently, our street network is primarily focused on efficient car access and journeys ahead of walking, bike riding and public transport. This is reflected through the allocation of our public street space.

Ensuring that access to the kerbside is efficiently and fairly allocated is an ongoing process that requires regular review. This includes locating bus stops, loading zones, short- and longer-term car parking and other city street uses such as outdoor seating, kerb extensions, new pedestrian crossings as well as kerbside bicycle lanes and bus lanes.

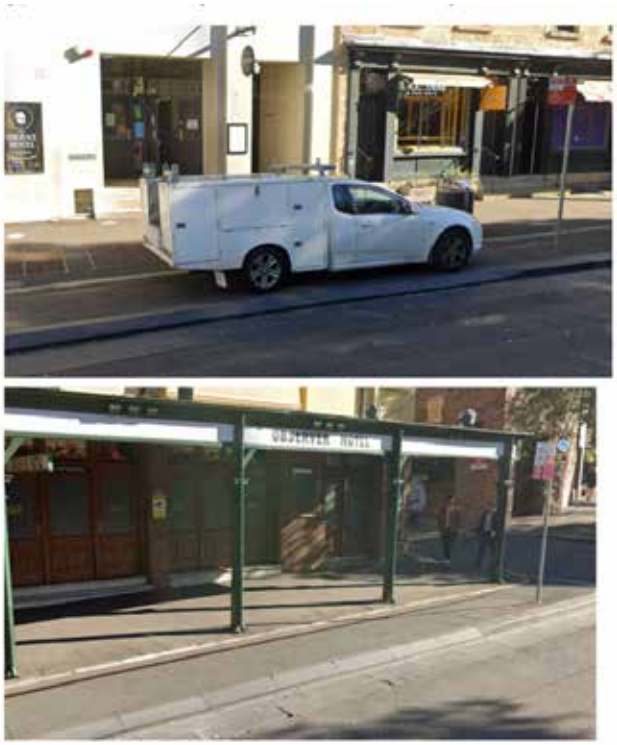
The use of street space for functions other than car parking is important where there is a strategic need to do so. Kerbside space is also needed to provide for city infrastructure such as urban greening, wider footpaths, bus stops, dining areas and additional open space or parking for a range of vehicle types like motorcycles, scooters or bicycles. This will also help to declutter footpaths.

This plan will be used alongside the Hobart Transport Strategy 2024 and other transport documents and frameworks including the Transport Network Operations Plan, Healthy Streets and Movement and Place, to review the allocation of street space in Hobart.

We will maximise space for the most efficient forms of movement through an integrated approach: balancing the needs of different user groups now and into the future. Increasing and improving the space allocated to people on our streets enhances safety, improves health outcomes, increases commercial activity and builds local community engagement.

Opportunities

- Use the parking and kerbside user needs hierarchy and principles from Hobart Transport Strategy 2024, the Transport Network Operations Plan, Healthy Streets and Movement and Place frameworks to assess street space allocation
- Increase the amount of space allocated to people to boost social, economic, health and cultural outcomes within the City of Hobart
- Maintain the provision of space for car access, including business access to goods and services and accessible parking.



Kerbside in the Rocks (Sydney) is a loading zone from 6am-10am and footpath for the rest of the day

Approach
We will use the Hobart Transport Strategy 2024 and the principles in this plan to guide how we allocate kerbside space.
We will consider ways to align the current street space allocation to support aspirational mode share for Hobart and Movement and Place principles (until a national framework is available) and implement changes where this does not align.
We will allocate kerbside space to strategic uses including new public spaces, urban greening, sustainable transport and economic activity.

Actions
We will establish the baseline of the current street space allocation throughout the city and communicate this with our community and stakeholders.
Use the established baseline of street space allocation to identify and prioritise city improvement projects.
We will develop a kerbside management strategy for key routes in and around the city such as Elizabeth Street, Campbell Street, Argyle Street, Collins Street, Macquarie Street, Davey Street and Sandy Bay Road, noting future changes in kerbside use for the provision of bike and bus lanes.

Public transport

Public transport is critical to ensuring access to Hobart for people of all ages and abilities. City planning and decision making of the past ha traditionally concentrated on facilitating car trips, but making some changes to allow more people to choose public transport is achievable and will contribute to greater transport choice and equity.

Delivery and operation of the public transport network is the responsibility of the Tasmanian Government, however the City of Hobart will continue to advocate for and support future investment in public transport including the Keeping Hobart Moving plan for network optimisation.

City street space and kerb space is valuable. Optimal bus services should touch the edge of the central city on the way past and terminate outside of the city to turn around and restart their run. This reduces delays to the routes overall and means that the same number of vehicles can deliver more frequent services and more services per day and minimise the need for bus layover space.

Bus stops are a critical element to the efficiency and success of the public transport network and have a high priority for kerbside space based on the range of users, equity considerations and the volume of users public transport services attract.

The City of Hobart has a key role in supporting a contemporary network by allocating our street and kerb space to efficient modes like buses, including bus stops. We will allow for bus use of kerbside space on the city centre fringe for the proposed rapid transit bus corridors including bus ready streets like Argyle, Campbell, Harrington, Barrack, Macquarie, and Davey streets.

Opportunities

- Allow for bus use of kerbside space on the city centre fringe for the proposed rapid transit bus corridors including bus ready streets like Argyle, Campbell, Harrington, Barrack, Macquarie and Davey streets
- Support the Tasmanian Government to review public transport in Greater Hobart and the development of a system that offers people a safe, convenient, reliable and attractive mass transit option, including high quality stations in walkable precincts.

Approach
Ensure that public transport stops are in locations that are appropriate for both customers and operators to ensure the street and kerbside can be used safely.
Public transport kerbside access is a priority. However, it is generally desirable to locate key nodes on the edge of the city centre, as per our transport strategy. We will work with the Tasmanian Government to consolidate or relocate stops and routes where appropriate through network planning.
Support designated transit corridors for high frequency bus services with allocation of kerb space for bus stops.

Actions
Continue to support the Tasmanian Government to take responsibility for bus stop infrastructure/shelters (Road Management Legislation Review).
Continue to improve service visibility e.g. quality bus stops, real-time timetabling, accessibility, amenity/greening across the network. Target key public transport routes for priority improvements.
Work with the Tasmanian Government to identify further key bus facility nodes with improved user experience including by way of amenity/greening, to service land use developments and new service routes associated with the Northern Suburbs Transit Corridor.

Accessible parking

Accessible parking, which are facilities that enable disabled people access to services, are essential. About 32 000 Tasmanians have full permits for disability-approved access and 60% are in the south.

It is important that careful consideration is given to the number, location and design of accessible parking spaces. These are not only needed in car parks but also in convenient locations, close to everyday facilities and medical services.

Usually, these spaces are located in the last space on the approach to an intersection or next to a mid-block crossing point, to allow for the shortest travel distance to a kerbside ramp and signalised intersection.

The primary mechanism that is used to support accessible parking is through the Australian Disability Parking Scheme. This provides permits for people with permanent disability which severely impacts mobility for at least six months or more. Accessibility permits entitles users to access certain parking locations as well as providing for extended duration of stay and exemption from payment requirements in other public parking spaces.

We know that not all accessible parking spaces are in the optimal locations or to standard. We also recognise that often these spaces are obstructed and used by drivers without the appropriate permits.

We will review the location and accessibility of these parking spaces to ensure that they are clearly and intuitively located, and reliable to support journey planning.

Opportunities

- Review accessible parking in consultation with our community to ensure we have the right number of spaces in the right locations so that spaces are consistently positioned in streets and easy to find.
- Investigate clearer signage and line marking of accessible parking spaces to support ease of identification and to improve compliant use of accessible spaces.
- Ensure that footpath obstacles near accessible parking spaces are removed.
- Use data to provide people with a disability better information to support journey planning. This can include up-to-date, map based information about location and type of accessible parking bays, restrictions, street gradients, and location of pick up / drop off spaces, taxi ranks and off-street accessible parking options.

Approach
Our signage and line marking will be clear to support ease of identification and to improve compliant use of accessible spaces.

Actions
We will review accessible parking in consultation with our community to ensure we have the right number of spaces in the right locations.
We will undertake a baseline study of all current signage controls, to review and analyse where changes are needed to support ease of identification and understanding.
We will investigate the use of dynamic data to support journey planning for people with a disability.

Active transport

Bike riding and micromobility

We know that the concern for personal safety is a primary barrier which prevents people from riding. The type of infrastructure provided for people riding improves their level of comfort and feelings of safety. Potential bike riders feel most confident using physically separated infrastructure[2]. This type of infrastructure not only reduces conflicts with cars, but also with people using our footpaths.

The connectivity of bike riding infrastructure is also a consideration, with gaps in a route being another potential barrier to riding: creating detours / delays and safety concerns.

We know that in order to support more people riding to more places, we need a network of safer and connected cycleways.

The City of Hobart will work to remove the barriers by making bike riding and micromobility safer and comfortable for people of all ages and abilities and deliver a connected network of protected infrastructure as outlined in the Greater Hobart Cycling Plan. This includes using kerbside space for safe and protected infrastructure within our city as well as access to conveniently located bicycle parking.

Walking

Footpaths are a fundamental part of our city. Our footpaths are more than space for people walking and using mobility devices to get from A to B. They are vital forms of public space and home to a flurry of social, commercial and recreational use.

[2] City of Melbourne, 2019

As the future growth of the City of Hobart results in more density across our city, footpaths will play a vital role in the success of streets and places. Density can also lead to more shared uses of footpaths, with planning and management central to minimising conflicts. By considering footpaths in our city planning and design, we can ensure that they contribute to the quality of our city: allowing for a variety of users and interaction between people.

Small changes can make a big impact. Implementing Healthy Streets design principles to the kerbside space such as continuous footpath treatment, urban greening, and shortened and additional crossing opportunities, significantly help to improve conditions for people walking and bike riding.

Opportunities

- Encouraging people to consider alternatives to driving and parking on street, such as using active transport modes, where possible will deliver multiple benefits. This will increase availability of parking spaces for other users at times when they need it most.
- Programs can help identify and address barriers experienced by individuals to use multiple modes of transport.

Approach
We will deliver programs to increase transport choice and encourage greater use of space efficient, active and public transport.
We will continue to support people to consider their transport options, including public transport, walking, bike riding, micromobility, park and ride.

Actions
We will provide additional opportunities to park bikes and micromobility devices, including charging infrastructure.
We will continue to support active transport as a mode of choice for more Hobartians through our transport strategy.

City operations

Deliveries and loading zones, taxi ranks and pick up and drop off zones, events and construction access are all essential parts of the operations of our city.

Many of these operations are shifting to on-demand access: moving away from the need for all day zones within the CBD but still requiring efficient access at convenient locations instead of during specific time periods. We can be more dynamic and flexible with the use of our city's kerbside space.

Loading zones and deliveries

The term "last mile freight" refers to the last stage of the journey to supply deliveries to shops and businesses via delivery processes, technologies, people and vehicles. Last mile freight is crucial to the functioning of the economy of the City of Hobart. It is the last leg of the long journey for all of the supplies and stock that are required for Hobart to prosper. This is important for both retail destinations, hospitality venues and other sectors.

Planning for freight and deliveries must balance priorities and ensure the central city is able to function efficiently as well as remain a great place to live and work. Planning for the future of our city must include planning for future growth in city activity, including a growing number of deliveries.

Currently, there are approximately 300 kerbside loading zones within the City of Hobart, with the majority (78%) located in the Hobart CBD. Figure 1 shows the distribution of loading zones across the City of Hobart and overall coverage of the city. This aligns with the distribution of commercial land uses within the city.

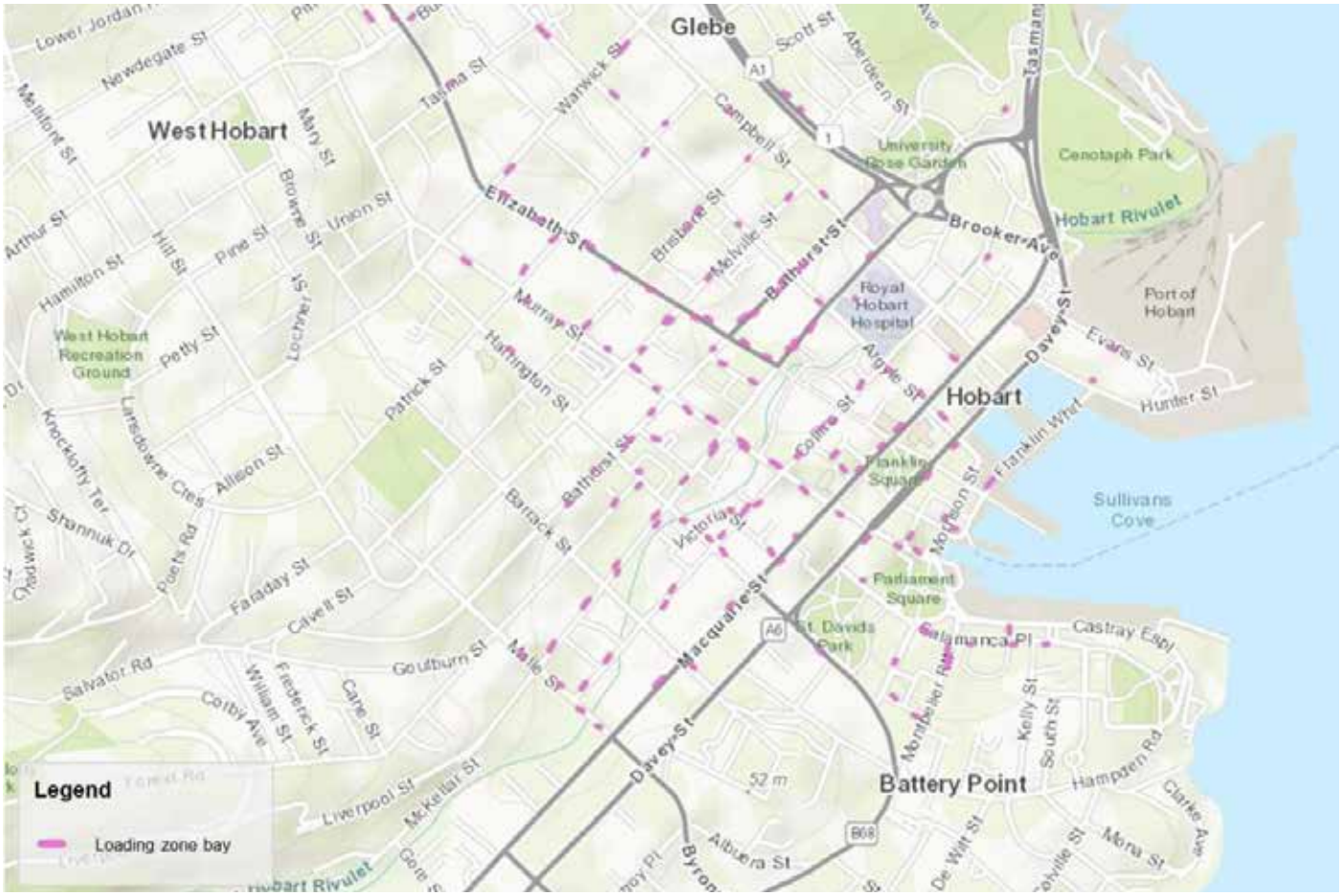


Figure 1. Distribution of loading zones within the City of Hobart. Source: City of Hobart 2024.

Demand is generally lower for loading zones for deliveries in the afternoon. We have the opportunity to be more dynamic with how we manage our kerbside space and prioritise loading during the morning period. For example, loading zones are in operation in George Street, Sydney between 6am and 10am with the space then returned to a footpath for pedestrians for the rest of the day. By ensuring that peak delivery times and peak city activity times do not adversely impact each other, we allow for the kerbside space to be used by more people.

Where practical, there may be opportunity for some loading activities to be moved to off-street facilities as our city continues to grow. This will streamline deliveries to key activity centres and free up the kerbside space for higher-value uses such as wider footpaths, cycleways and tree plantings.

We acknowledge the rapid growth of food delivery services within our city, particularly via powered two wheeled vehicles such as e-bikes and motorcycles. By being dynamic and adaptive in our management of the kerbside, key locations can be prioritised in the evening for food pick up services to ensure efficiency and safety of all users.

Pick-up and drop-off zones

Pick-up and drop-off zones allow for both rideshare services, charter and tourist buses, and private vehicle use of the kerbside. These zones consist of space that is easy and safe to access and are positioned in areas where there is high demand for pick up / drop off. This can be in close proximity to key city destinations, short stay accommodation and specific land uses.

With the growth of our city and an increase in population density, the demand for pick-up and drop-off will increase, particularly through on-demand transport services.

An advisory pick up and drop off sign added to a no parking sign in Melbourne to facilitate rideshare service access across the CBD.

We will continue to ensure that enough space is available for pick up / drop off in specific locations for quick access and turnover, and investigate the use of clear signage across our city to make sure the zones are visible.

Events access

Events within our city can vary in size and duration. They can be regular or less frequent and often can involve a significant change to the use of street and kerbside space. A great example of this is the Salamanca Market that takes place on a Saturday in a space that is predominantly on-street car parking on other days of the week.

The management of kerbside space is an important function to support the success of events. That is for both the physical space allocated to the event but also for access to and from it.

With an adaptive use of the kerbside, we can implement taxi ranks and pick up / drop off zones which are tailored to the type and location of an event. For example, the access needs of Dark Mofo are different to the Hobart Marathon.

Construction activity

As Hobart continues to grow, so will the construction activity within our city to deliver housing, employment opportunities and community infrastructure. Construction requires direct access to reach work sites via kerbside and footpath space. We can use temporary construction zones along the kerbside to enable timely and convenient use by vehicles with construction permits.

We understand that construction is often disruptive to the normal operation of a street. Construction activity can often disrupt walking and bike riding. Posted detours are not always suitable for the range of people of all ages and abilities in our city. We know that planned disruptions that are communicated well are preferred and tolerated much better than unexpected disruptions.

Opportunities

- Be more flexible and dynamic in the way we use kerbside space to meet different city operational needs at different times of the day, week or year.
- Respond to increasing on-demand services in how we manage the use of our kerbside space.

Approach
We will monitor the demand for loading zones and manage supply and demand to ensure availability.
We will continue to monitor and investigate dynamic controls and use of loading zones to enable optimal use of spaces throughout the day.
We will use data and engagement with businesses to inform the ongoing review of supply and location of loading zones.
We will support the use of cargo bikes for deliveries and will investigate the allocation of on-street and kerbside space for this.

Actions
Investigate app-based bookings of kerbside parking spaces for city operational requirements to allow businesses to book parking bays for commercial use, for example through EasyPark.
We will investigate electronic dynamic signage for parking control signage.
We will designate areas of the city for the parking of larger tourist vehicles to support tourism and manage city space.
We will develop a Parking and Access Policy for events to manage access and parking needs for events.

Motorcycle and scooter parking

Motorcycles and scooters are part of the multi modal mix of vehicles in Hobart that need to be accommodated. They are much more space efficient than private cars when parked.

The space required to park motorcycles is much less than for cars. Three to four motorcycles can park in the same space as a single car.

Many people in Hobart already choose to use motorcycles for transport and they are becoming increasingly popular for food delivery and trips where car parking availability is a challenge. There are simple things that can be done to improve the safety and user experience of people when they choose to travel by motorcycle. For example, lockers at CBD destinations would allow people to store protective equipment including helmets and abrasion resistant jackets and pants. This would increase their use and as a result, road safety outcomes too. Additionally, providing designated motorcycle and scooter parking that is flat, level and easy to get in and out of away from busy roads.

When considering emerging transport technology, future development of electric motorcycles will address noise which is one of the biggest amenity impacts of petrol motorcycles. Charging opportunities for electric motorcycles may be a future consideration as technology improves and we see these types of vehicles entering the market.

Opportunities

- A shift from cars to motorcycles would increase the parking available to serve commercial, residential, and other land uses in some areas. The unused areas of off-street parking facilities in residential and commercial buildings, could be used to accommodate motorcycles. This would improve motorcycle use, without taking space from other road users.
- Accommodating motorcycles would make this a convenient choice for more people, promoting space efficient transport.
- Motorcycle and scooter riders should have convenient access to both on-street and off-street parking.

Approach
We will continue to explore opportunities to provide appropriate motorcycle parking across the municipality.
We will provide motorcycle parking that is flat, easy to access and away from busy traffic with consideration to supply and demand.

Actions
We will undertake an audit of motorcycle parking provision and use this to better understand demand and supply and inform action.
We will apply designated parking for hire and ride micromobility in built up areas and use data and place information to inform appropriate locations.

Emerging trends and technology

There are many changes in global transport occurring because of emerging trends and technology. This includes new business models enabled by technology, as well as advances in vehicle and battery technology. This has also led to changing consumer trends and community expectations across multiple industries.

Many of these changes are 'disruptive' and are being felt at the kerbside in particular. This includes food deliveries by bike, electric cars that can be charged while parked and the declining role of taxi ranks for passengers to locate available vehicles.

Productive cities are dynamic and adaptive to new trends and technology but prioritise liveability and amenity when welcoming new technology. They are also agile and quick at responding to changes on the street and unburdened by inflexible regulations from previous generations of transport technology.

Hobart has a mix of old infrastructure and regulations for 20th century transport industries as well as trials of new transport technology. Hobart is not immune from global trends and many of these changes are being felt on our streets.

The City of Hobart has significantly upgraded parking technology including parking sensors, meters and app based payment systems and will continue to respond to new trends and technology consistent with the principles of this Plan and the Hobart Transport Strategy 2024.

Including electric vehicles in transport

EV (Electric vehicle) is often used to refer to an electric private car exclusively. However there are many types of electric vehicles including buses, trucks, trams, vans, bicycles and scooters. Public electric vehicle charging facilities are expected to be used primarily by private cars with other types of electric vehicles expected to be charged privately or by their operators. Growth in electric vehicles other than private cars will need additional public support to establish operations and charging opportunities.

Charging and parking for electric cars

Electric car usage in Hobart is likely to grow because of high interest from the car industry and supportive government policies combined with an increased number of electric cars available as rental vehicles. One limitation however is that, in most cases, electric cars are required to be parked while they are being recharged. There is also pressure for this to occur in high demand areas where parking fees are also often required to manage parking demand.

Electric car chargers are not created equally. Some are much faster (and more expensive) than others, and there is not yet full interoperability across brands of cars and plug types. Care must be taken not to invest too heavily or too soon in one technology over another.

Charging technology and standards

Australia boasts a high number of public chargers compared to other countries, with approximately one charger per ten EVs. The provision of public charging is expanding rapidly, fuelled by investments from various sources, including government initiatives and private sector contributions.

Charging technology is improving rapidly. It is possible that charging speed will decrease and battery capacity will improve significantly before widespread adoption occurs in Australia. This will change the demand profile for charging locations.

Current electric cars have a range typically between 200km and 600km on a full charge, suggesting that most people will only need to refuel once or twice a week.

While a perceived lack of access to public charging is a barrier to electric car purchases – following a period of familiarisation most consumers are less reliant on public charging than expected.

Plug types and power levels

There is still no clear standard or one size fits all approach to charging technology.

Not all chargers are equally suitable for different situations. Chargers have multiple types (plugs) as well as different charging levels and currents. For example, L3 charging requires more power than a house and is recommended for petrol station operators, motorways, public charging, fleet vehicles and for certain commercial users.

Vehicle type	Charging opportunity
Private car	Home, work or public charging station
Hire car	Depot or public charging station
Public bus	Bus stop or depot
Motorcycles and scooters	Home, work or public charging station
Truck	Depot or specialised truck charging station
Van	Depot or public car charging station
E-scooter	Home, work, public station or any secure power outlet (or battery swap in the case of shared services)
E-bike	Home, work, public station or any secure power outlet (or battery swap in the case of shared services)

Off-street electric car charging

Electric car chargers should be shared amongst many users as they are a valuable resource. Electric car charging spaces should not be used for long term electric car parking when cars are not being recharged.

In certain locations electric car chargers should be able to be reserved to help address concerns around range anxiety. First come first served for electric car charging lessens predictability and reliability.

Unmonitored electric car charging runs the risk of electric cars being parked for extended periods of time in allocated parking spaces leading to low charger utilisation.

Electric car charging in new developments should be carefully considered. This will ensure that electric car parking spaces do not become over supplied and underutilised as has occurred in the case of minimum car parking requirements.

Large vehicles

In recent years, Australian cities have seen growth in sales of larger utility vehicles – SUVs made up more than 55% of new car sales in 2023[1]. This trend for larger vehicles has potential implications for our streets and people, including pedestrian and other road user safety, equitable use of street space, and challenges parking larger vehicles in our carparks and on our kerbsides. Cities around the world are responding to the climate and space implications of larger vehicles – such as Paris, which introduced higher parking fees for cars weighing 1.6 tonnes or more in 2023. In the Australian context, Local Governments must consider the impacts of these larger vehicles in balance with consumer choice and the broader state and national legislative frameworks which limit our ability to prevent vehicles of any particular type, either on our roads or in our car parks. We will continue to monitor vehicle size trends and assess their impacts against the vision and themes of the Transport Strategy.

[1] Federal Chamber of Automotive Industries, 2023

Opportunities

- We do not need to put a charger in every space to charge every electric car in the future. Without proper planning, we may see cities setting EV charging minimums. This runs the risk of electric car charging repeating the policy mistakes of general car parking. That is over investment, and poor management and low utilisation of valuable infrastructure and resources. This could slow efficient electric car uptake at the same time as well as increasing the cost of housing and other new developments.
- Electric car charging spaces should charge a fee for electricity to not induce unnecessary driving, and be appropriately controlled by time or fee to match demand and ensure fair access.

Approach
We will prioritise electric car charging off-street and ensure all types of EVs have appropriate charging opportunities.
We will continue to monitor new vehicle trends and assess their impacts against the vision and themes of the Transport Strategy, and monitor and adopt national or state government approaches in developing our response.

Actions
We will investigate, pilot and invest in technology that will support improved kerbside management outcomes while maintaining the liveability and amenity of Hobart.
We will develop a policy and clarify community expectations around future fuels and infrastructure for all transport modes, clearly defining City's role, broader strategy objectives & City vision.

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Transport user experience

6.0 Transport user experience

Visual and physical clutter

Kerbside obstacles can include street furniture such as a bench, pole, parking meters, signs on footpaths, phone boxes, dining tables and chairs, utilities or bike or e-scooter parking. Some obstacles are temporary while others may be fixed in place. These obstacles can be frustrating but can often present a safety hazard for footpath users. Visual additions designed to improve the environment can also reduce the amenity of our streets.

These small obstacles can reduce the experience of moving around the city. Visual and physical obstacles at intersections can also create unsafe situations for motorcycles. To manage this, the City of Hobart will adopt a strategic approach to footpath objects, ensuring the flow and safety of people while balancing the amenities within our public spaces.

The best spaces explain themselves. Keeping the number of signs and objects in a street to a minimum helps reduce visual and physical clutter and enhances the overall experience for users. This also increases the visual effectiveness of any signs that do remain.

Often requirements from guidelines, and bespoke solutions to individual complaints, leads to additional signage or items in streetscape and the kerbside. This is especially the case as cities grow and demands increase on city space. Often old signs or assets are not removed after their initial need has passed, unless the street is subject to a complete redesign.

Opportunities

There are some simple actions we can do quickly to improve comfort and safety:

- Decluttering streets creates opportunities for further improvements such as street greening, improved amenity and more space for people walking. This will also make it easier for people to move around our city with mobility devices such as wheelchairs, mobility scooters and prams.
- We will aim for smooth footpaths with defined areas that are free of clutter.
- There is the opportunity to audit street signs and furniture, to ensure the street remains fit for purpose and that duplications and unnecessary items are removed to create more street space.

Approach

We will manage clutter on our footpaths.
This means that we will carefully consider the need and impact of any signs or items that we add to the kerbside, and they will be as unobtrusive as possible.

We will ensure our maintenance systems prioritise footpath hazards and our local laws enforce our clutter free zones on footpaths.

We will also define, and enforce using geo-fencing technology[1], places for share scheme e-scooters to park so they don't block the path of travel. In locations where there is limited footpath space, it may include investigating on-street locations for e-scooter and bike parking.

Parking information, signage and meters

Simplify parking information and signage to improve the parking user experience and city amenity

Parking information and signage should be clear and easy to understand. This will also reduce visual and physical clutter resulting in better amenity for pedestrians and safer and less confusing road environment for vulnerable road users.

Parking wayfinding and signage is important for users to locate an available parking space and then to understand the controls that apply. Problems emerge when signs are static, parking is overloaded, and users are unable to find an available parking space. While the introduction of dynamic parking availability signage is tempting, this will not increase parking availability alone, unless the right controls and price settings are adjusted to meet demand levels for that area and time of the week.

Clear and consistent information can guide people to off-street parking more effectively and enhance the experience of accessing the city by car and other modes.

Parking information and signage should be clear, consistent and easy to understand.

When information is confusing or inconsistent, user frustration increases which can lead to delays and even unfair fines. Additionally, parking regulation signage must follow strict standards and it is not always possible for authorities to be as clear as they would like.

Confusing signage can also lead to a sense of unfairness, especially for some sections of the community. This can lead to lower compliance. Likewise, signs that do not comply with standards cannot be enforced.

[1] Geofencing is a digital tool that uses GPS or similar technology to remotely control the movement of vehicles, either in a pre-programmed way, or in real time.

On-street parking control signage must comply with regulatory standards but can still be communicated clearly by working within guidelines but keeping simplicity and clarity in mind. Simplified standard signage will also reduce the time and costs associated with sign replacement.

Opportunities

There are simple things that can be done to increase legibility of regulatory parking signs while adhering to Australian Standards:

1. Keep parking controls standard across larger areas of the city instead of small zones.
2. Use broad timeframes as consistently as possible (eg. adopt set times for peak/off peak, or, weekday and weekend.)
3. Start and end controls with whole hourly blocks instead of half hourly blocks. (eg, 3pm-7pm instead of 3:30pm – 6:30pm)
4. Reduce the number of panels that appear on signs and keep simplicity at front of mind when reviewing parking signs.
5. Use panels side by side when referring to parking spaces either side of the sign post.
6. More is less, keep the number of posts and signs to a minimum. Reducing visual clutter will increase the visibility of any signs present.
7. Resist the temptation to deviate from efforts to simplify signage by problem solving or "planning by complaint".

Information on parking meters

The amount of different information panels on parking meters can be confusing and overwhelming to people. This leads to user frustration and non-compliance, fines or complaints.

Opportunities

By reducing the amount of information panels on a parking meter to as few as possible, we can increase clarity and enhance the user experience. This will reduce frustration and increase trust in Council.

Approach
We will simplify the amount of information included on parking meters to ensure they are simple to use.

Actions
We will review and update our parking signage and associated controls to ensure they are standardised, simple, and intuitive.
We will develop a communications approach for parking so that our customers understand how we manage parking.
We will investigate the use of dynamic parking signage for wayfinding and availability as a customer communication method.

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On-street and off-street parking

7.0 On-street and off-street parking

Parking for cars in city settings can be provided in a number of ways. The space available for car parking and other uses becomes more valuable as demand increases. As Hobart has grown, more parking for cars has been provided. In particular, parking has been provided for cars in off-street car parks as it is not possible to increase the supply of car parking on-street. Car parking in off-street settings has been provided through redevelopment of land and is often made available to users in a commercial arrangement, regulated by the planning system. Paid off-street parking is now commonplace and in greater supply.

Parking on-street however is not provided by the planning system; rather it is made available through traffic engineering and street design, often at the expense of other city functions. On-street parking is also often made available at a cost significantly less than the price of off-street parking[3]. Each year the City of Hobart spends a considerable amount of its budget on the infrastructure and services that revolve around providing car parking[4].

These two separate systems that provide parking for users creates a range of choices for parking spaces. People are less willing to park off-street when presented with the possibility of cheaper on-street spaces, even if the chance of finding an available spot is low. This distorts community expectation and creates a frustrating user experience as vehicles circulate searching for parking.

Improving off-street car park management

In some cases, multi storey parking structures are owned by the city, available to the public, and the prices are indirectly subsidised by ratepayers. Data about these car parks is available, including their busiest times. Other privately owned car parks have higher prices, their occupancy or availability is not publicly available and their usage is sometimes subject to certain restrictions. There is a need to better understand the complete picture of off-street parking quantity, management, accessibility, demand and price to support our city functions.

Cities like San Francisco have aligned their on-street parking prices with the level of demand for peak and off-peak periods. This reduces the temptation of finding a cheap on-street parking space and increases the likelihood that a driver will drive directly to an off-street car park without creating additional CBD congestion.

Some off-street car park operators and apartment building owners are using apps like Wayledr and Parkade to better utilise their own off-street car parks. Additionally there is the opportunity to integrate privately owned off-street parking availability into apps like EasyPark that are already being used by the City of Hobart.

[3] City of Melbourne Parking and Kerbside Management Plan, 2024
[4] City of Hobart Annual Plan 2023

Opportunities

- There is the opportunity to better understand the total supply of off-street and on-street parking in the City of Hobart through initial research and regular review.
- The City of Hobart could assist owners of private off-street car parking including commercial and residential buildings to improve their own parking use to reduce parking pressure on the kerbside.

Approach
We will take account of and communicate the supply of off-street parking when managing demand for on-street parking. When making decisions about parking supply, we will consider the total parking supply, not just the on-street supply in an area.
We will work with off-street parking providers, businesses and stakeholders to promote off-street parking to our customers and the use of innovative solutions to better use the existing capacity.

Actions
We will map and regularly update the total supply of off-street parking in the City of Hobart to better understand this resource.
We will investigate assisting off-street parking owners to coordinate with EasyPark and other apps to make their parking availability more publicly known
We will review current publicly accessible off-street car parking locations and identify appropriate longer term locations for public short stay and long stay facilities.

Parking controls

Parking controls are used to ensure the safe and efficient use of streets for all road users and to achieve equitable and reliable access to kerbside space. By implementing parking controls and time limiting or charging for parking it encourages voluntary compliance amongst drivers. It also helps to manage the demand for parking spaces and prevent congestion.

In areas and times of high demand fees may be required. The purpose of parking fees is to ensure parking spaces are used efficiently, to encourage vehicle turnover and to return some revenue to the city.

Parking control	Description
No restriction	Low demand areas where parking availability remains high. This generally applies to non-urban low density areas.
Use based	The use of parking areas is limited to certain types when availability needs to be ensured for certain use types. This is a lower level of parking control starting in areas of low demand. It can be combined with time limits as demand increases. Use types include: • No stopping • General parking • Loading zones • Coach parking • Electric car charging
Time limited	Time limits are the primary mechanism that we use to ensure vehicle turnover and fairer use of limited parking spaces in areas of low to moderate demand. These apply in areas where longer stays by fewer vehicles would overload a parking area and reduce availability and efficiency. They are also useful to control long term vehicle storage in non-residential areas.
Fee parking	Fee or meter parking is introduced when time limits alone are not enough to manage demand, and to return some revenue to the city to cover the costs of providing parking. This ensures that parking availability is maintained and that premium parking areas remain productive to the city and do not become overloaded with lower value longer stays. The price for fee parking should be set so that some availability is maintained. If fee parking remains overloaded, then the price should be reviewed.

Best practice application of parking controls includes adopting a standard of controls across areas of the city to improve reliability and readability and meet user expectations. In areas where fee-based parking has been adjusted to match demand, the need for time limits to remain is being questioned or abandoned altogether in favour of incremental pricing. This also simplifies the parking controls that are in place.

A variety of parking controls exist across the City of Hobart. These are the result of years of adjustments made to suit the circumstances of each street and demand in previous years. There is an opportunity to be more consistent across broader areas to increase legibility and community understanding of parking controls and availability.

Opportunities

- Simplify and standardise controls for precincts and demand periods such as peak and off-peak, weekday and weekend.

Approach
We will manage on-street parking aligned with the principles of this Plan to ensure it achieves optimal occupancy and turnover to benefit the businesses and community of that precinct.
We will apply parking controls in the right order for the demand and circumstances.
Where parking availability is low, we will apply parking controls to increase availability, reliability and meet kerbside access needs.

Actions
We will conduct annual reviews of parking occupancy and develop appropriate parking control responses to manage use of space in accordance with the principles of this plan.
We will trial removing time limits for paid parking where price has been adjusted to demand.
We will refresh our parking controls to ensure they are standardised, simple, and intuitive and reflect the parking needs of the area.
We will undertake Local Area Parking Studies considering the demand, supply, availability and reliability of parking with the community within specific precincts.

Enforcement

Enforcing controls with parking fines

Parking fines are a tool available to cities to increase observation of parking rules and optimise use of valued parking space. Drivers may receive parking infringements for either exceeding a parking time limit or for not paying for parking.

For minor violations such as a first offence for a short overstay, a warning recorded against the vehicle number plate is appropriate. This also signifies that the City is genuinely trying to achieve compliance and not merely revenue raising.

Parking fines should be used alongside other enforcement measures to encourage compliance and not as a revenue raising mechanism alone.

Graduated parking fines involve the penalty for parking offences varying based on the severity or nature of the offense. Instead of a flat fee for any parking offence, fines increase with the seriousness and frequency of offences. For example, a first offense may incur a warning, a minor offence like overstaying by a few minutes might incur a relatively small fine, while more serious offenses such as parking in an accessible parking space without a permit would result in higher penalties. Additionally, the amount of the fine would increase for repeat offenders. This approach aims to more fairly penalise people for occasional minor offences and to more strongly discourage repeat offenses by escalating fines.

There is some scope to implement the principles of graduated fines within the current legislative framework in Tasmania, particularly issuing and recording warnings, as well as targeting enforcement activities towards repeat offenders. Further understanding of how to discourage repeat offences through increasing consequences could be shared with adjacent municipalities and the Tasmanian government to increase the effectiveness of parking enforcement.

Issuing and enforcing the payment of parking fines is resource intensive and the source of complaints to Council. It is more difficult for cities to enforce parking for overstaying time limits and to do this evenly across the city.

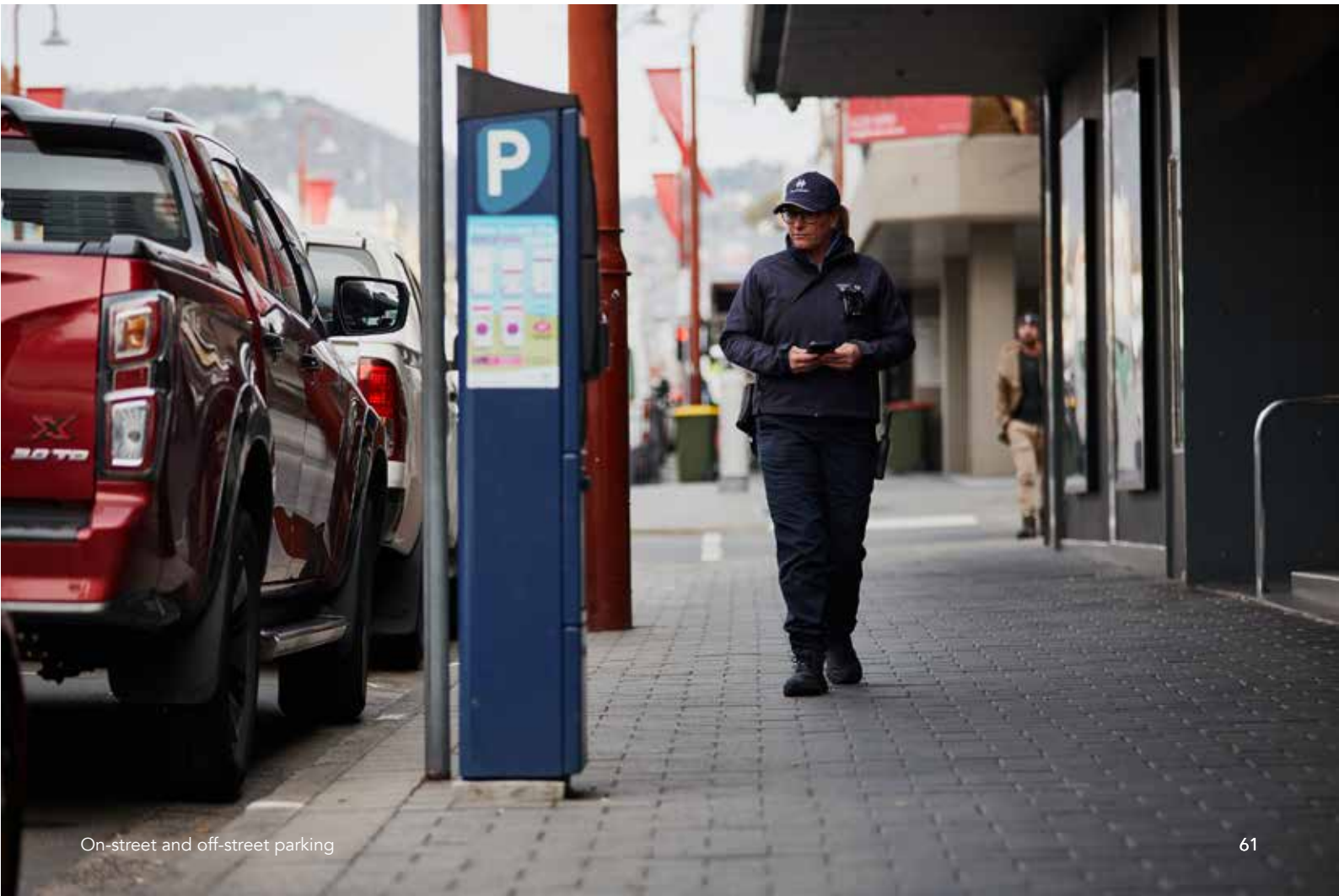
It is preferable to treat drivers as customers who pay for and receive a service at the proper price, other than to rely on revenue from fines to fund city services. Fines issued for non-payment at parking meters would remain.

Opportunities

- New technology can allow parking enforcement activities to consider previous enforcement against particular vehicles.
- Parking tickets are a leading cause of complaints towards Council. Graduated fines can reduce opposition to parking enforcement and increase trust in the City.
- Parking fines will still generate revenue for the city, however this can come from repeat offenders without unfairly targeting most drivers.

Approach
We will explain new controls or raise awareness about increased enforcement to encourage voluntary compliance.
We will adopt a customer service mindset to drivers who pay for our parking services.
We will continue and expand the use of parking sensors at key locations to support enforcement activities, encourage parking turnover and for data collection to enhance parking control and management.

Actions
We will develop an approach to enforcement activities which supports the principles of this plan.
We will develop a policy for clear direction on appropriate locations for future expansion of parking sensors to support enforcement activities, encourage parking turnover and for data collection to enhance parking control and management.



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Parking finance: revenue, pricing, and the role of Council

8.0 Parking finance: revenue, pricing, and the role of Council

The City of Hobart receives parking revenue from both multi-storey car parks owned by Council as well as areas of the kerbside where fee parking applies. There is however also a significant amount of parking and kerbside space that is made available free to the user with only time controls in place to manage demand.

Parking fees are typically applied in areas of high demand where time limits alone are not enough to regulate demand effectively.

A key pillar of this parking plan is to operate a parking service that is financially sustainable to the city and where costs and benefits are more transparent. This will involve better understanding the value of parking and the kerbside to the city.

Providing and maintaining the kerbside and associated on- and off-street car parking requires significant capital and operational cost from the City's annual budget. There is also a large amount of off-street commercial car parking provided across the city at market rates. Pricing for City-owned car parks is however provided at well below market rates and the price is not closely related to the demand or market value of these spaces.

Previously parking fees on-street have been linked to short time limits. Off-street commercial car parks however allow users to park for longer if they pay the appropriate price. These fees vary across the city according to the value of the parking being used.

Opportunities

- There is the opportunity to adapt the price more closely to the demand for an area and the time of the day or week. An area that is busy and popular will only need prices for that time of the week. Off peak the prices should be adjusted accordingly.
- If the right price is set to match the demand, then there is no need to maintain a time limit along with the price.
- Parking fees should be demand based to ensure parking availability is maintained. This may be determined manually or through technology, seasonally or annually. If parking is overloaded then the price setting is too low to protect availability.

Approach
When setting parking fees we will reflect the value of the space to the user, the principles of this Plan and to cover the cost to provide and maintain parking spaces.
We will manage demand with appropriate parking fees to ensure availability is maintained.
We will allocate additional parking fee revenue to projects aligned with city strategies and the Transport Strategy, including projects that deliver transport choice for Hobart.
We will use the principles of this plan, data and technology to create efficiencies and reduce operating costs.
We will be transparent about parking subsidies provided for by ratepayers.
We will work with off-street parking providers, city businesses and other key stakeholders to promote off-street parking to our customers.

Actions
We will investigate the merits of demand-based pricing.
We will review the economic benefits and trade-offs of City-owned parking areas.

Permits

Protecting residential access with parking permits

The purpose of parking permits is to provide some users with exemptions to some parking controls. This is usually an exemption to time limits in residential areas where they have been applied to address other issues such as commuter parking. This is especially important in established inner-city areas where the main built form predates car-based urban planning. It is also important in areas where metropolitan commuters may park in inner-city residential areas. Figure 2 shows the areas within the City which have on-street zones for residential permit parking. These are predominantly in the suburbs surrounding the CBD, with the greatest supply in West Hobart, North Hobart and Battery Point.

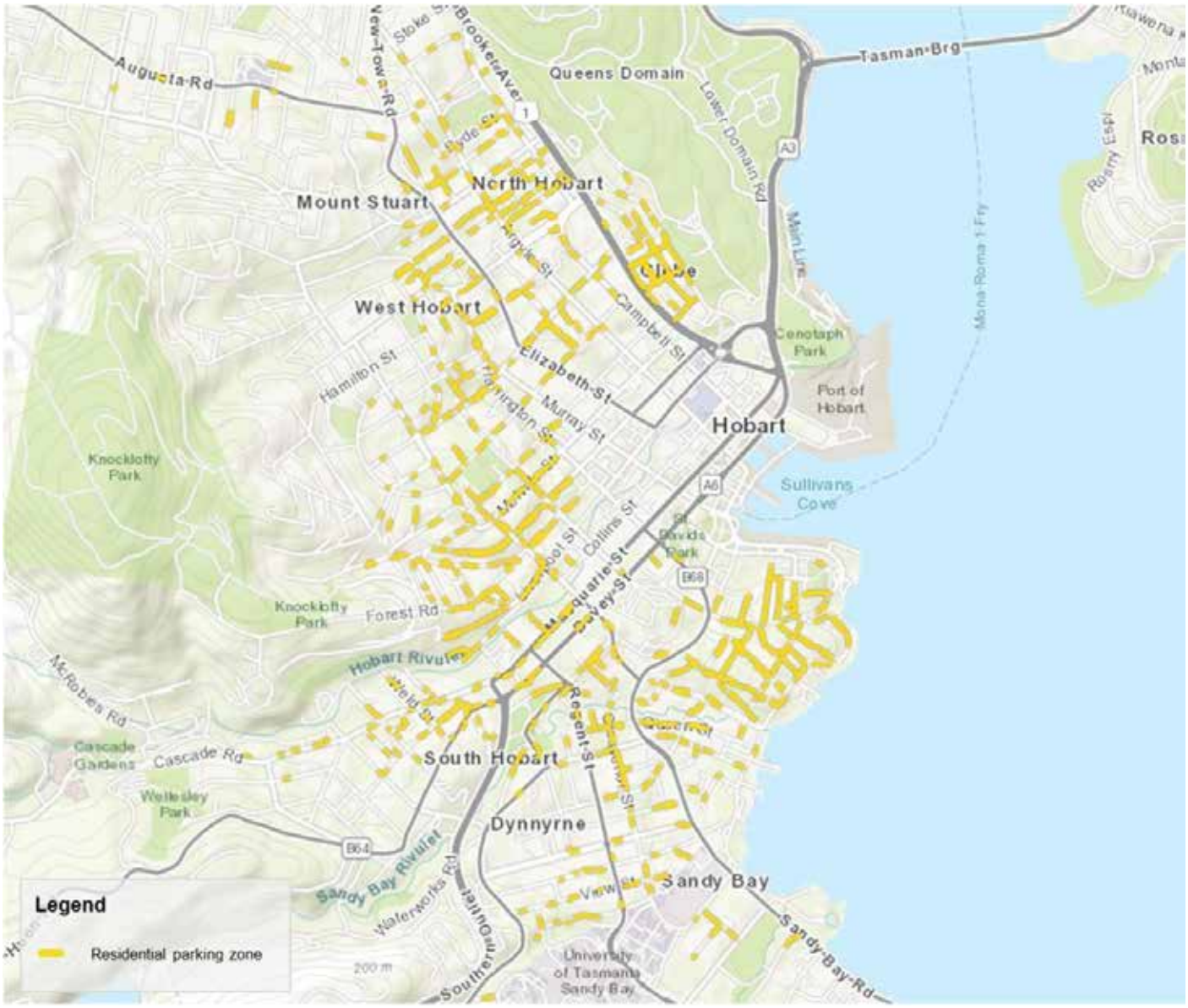

Figure 2: Distribution of residential parking zones within the suburbs of the City of Hobart. Source: City of Hobart 2024

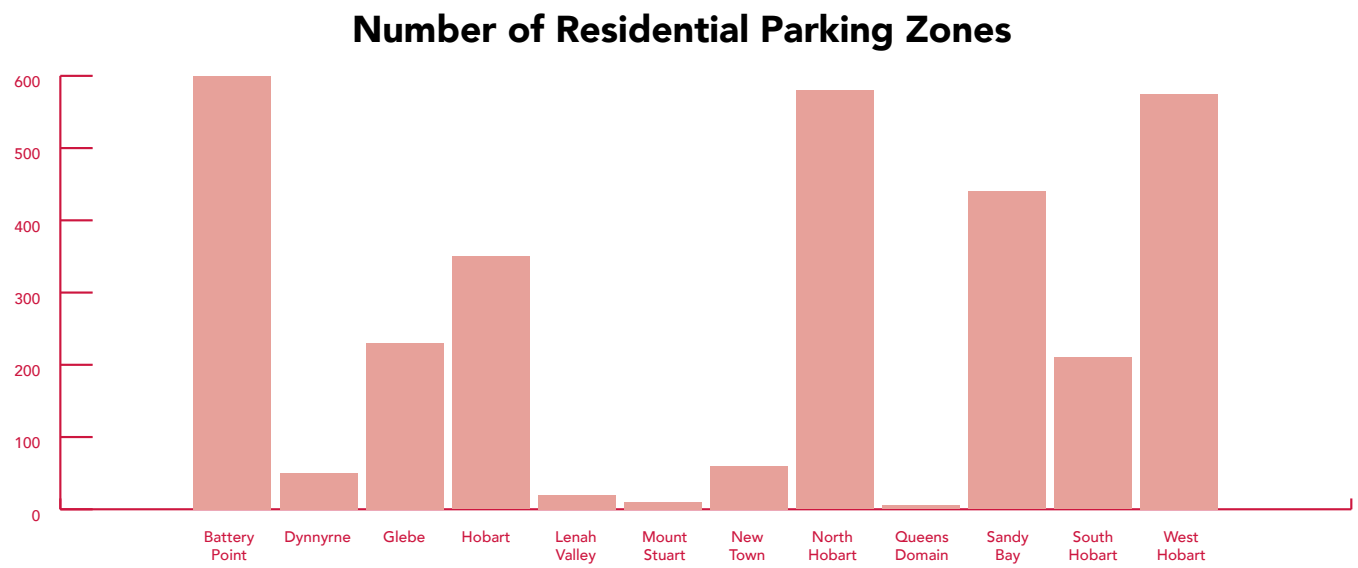

Figure 3: Number of residential parking zones within the suburbs of the City of Hobart. Source: City of Hobart 2024

The number of permits is generally limited by eligibility but not supply. There is no guarantee of a space for permit holders. It should be noted that residential parking permits are issued to residents (not ratepayers) and council rates do not contribute to the cost of a residential parking permit.

In many Australian capital cities, parking permits are no longer available to residents of either new buildings built without car parking, or new buildings built with car parking. Some cities are grandfathering permits to existing residents and permit holders only. In the case that these permits are available at extremely low prices, this raises some issues of intergenerational equity, especially if the demand is not matched with appropriate prices.

Other permit types

A range of additional permit types are offered by the City of Hobart to ensure parking availability or provide for extended parking duration for tradespeople, special deliveries or construction or works activities, including:

- Annual metered space permits - commercial
- Daily metered space permit
- Daily non-metered space permit (exemption permit)
- Exemption permit to use a loading zone
- Permits to access and park in a pedestrian mall such as Elizabeth Mall and Salamanca Square

Opportunities

- In areas where too many residential permits have been issued at too low a price, parking demand artificially increases for the limited spaces available.
- To recognise the value of parking to the user, a demand based approach to pricing permits have been used in places like Stockholm and the West End of Vancouver. These prices still remain well below commercial retail market rates for car parking, but the increased price gives a better indication of demand for permits and spaces in valuable inner-city areas. This results in increased availability of parking for permit holders in areas of high demand.

Approach
Where parking availability is low, we will consider adjusting the settings (use, time and price) for parking permits to meet kerbside access user needs.

Actions
We will review the effectiveness of residential parking permits to ensure that they are providing parking availability in alignment with the principles of this Plan.
We will develop a develop a Strategic Parking Permit Policy that reviews existing permit schemes, categories and eligibility
We will publish anonymised data about the amount of permits issued by area and type in the City of Hobart alongside other data about the total parking supply on our Open Data Portal.

The planning system

There have been requirements for new developments to provide a minimum number of parking spaces in all new developments for many decades.

For many years local government planners and developers have agreed that mandating the provision of parking spaces increases the cost of development and in turn increases the rates of driving generated by developments. This also reduces housing affordability. The City of Hobart can and does waive these requirements in certain circumstances. In recent decades, Australian capital cities have regularly issued waivers to these requirements and updated their requirements more formally to remove these requirements altogether.

Opportunities

- In the City of Hobart waivers are generally issued however this has not been formalised in the planning scheme. If this were to be done it would remove additional barriers to further transport space efficient developments without requiring developers to apply for planning consent solely in order to seek a parking waiver.

Actions
We will investigate the role of our planning system in supporting the principles of this plan and develop an appropriate approach.

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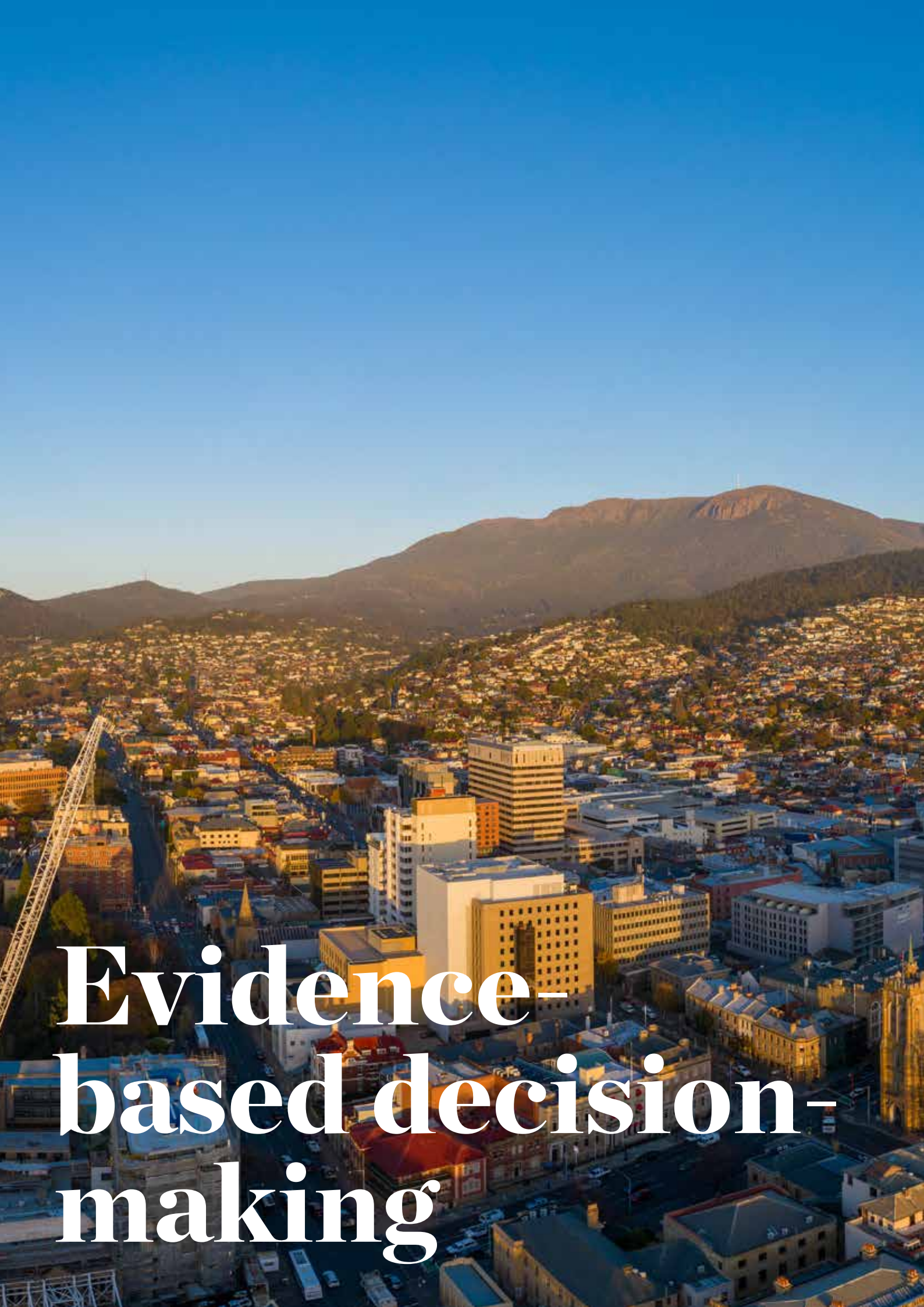

Evidence-based decision-making

9.0 Evidence-based decision-making

Regular consultation and review

The local community and all users of the kerbside should be meaningfully involved in decisions that affect the city. People who use the city every day have valuable information about how streets are functioning for all users and what is and is not working well. As the principles in this plan are applied and the actions are implemented, the community will be consulted, and transport user needs and customer experience will be taken into account.

Successful cities consult early and often with their communities about important issues that affect them. The International Association for Public Participation (IAP2) spectrum of public participation sets out levels of participation that the community can have in civic decision making. It also sets out certain values including that people who are affected by a decision have a right to be involved in the decision-making process and that participants are informed about how their input affected the decision.

World leading cities also publish open data so that members of the community can be more informed and draw their own conclusions about the effectiveness of city strategies.

Customer Service Charter

The City of Hobart Customer Service charter outlines our commitment to our customers and the community. This includes our values and service principles that we will act respectfully, responsively and resourcefully. This includes how we will action feedback, complaints, compliments and undertake community engagement. Whilst it is the City's aim to satisfy our customers, circumstances will at times necessitate outcomes which may not be to the satisfaction of all our customers. When this happens we will explain why.

The City of Hobart undertakes extensive consultation to develop high level strategies and policies about the future of the city. Likewise, the City of Hobart also deals with large amounts of feedback, including complaints every year. This includes feedback about parking. Striking the right balance between following high- level principles and responding to detailed complaints about user frustrations can be difficult.

Transparency and open data

Publishing open data significantly benefits cities by enhancing transparency, fostering innovation, and encouraging community engagement. It allows residents to better understand and engage with council initiatives, promoting accountability and trust. Additionally, it serves as a valuable resource for entrepreneurs and businesses to innovate, leading to economic growth and job creation. Open data also empowers the City to refine city services, contributing to improved management and efficiency.

There are many data sets that we could publish at a high level (without breaching privacy constraints) such as:

- Overall number of parking spaces available in the City of Hobart
- Overall number of parking infringement notices issued per year by type
- Residential parking permits issued per area per year
- Maps of all street furniture installed in footpaths and at the kerbside
- Maps of all parking restrictions and paid parking areas

Opportunities

- As Hobart grows and changes, decisions that we make or have made in the past may need to be reviewed and settings adjusted. This should be done regularly and with transparency.
- This does not mean that we will revert to "planning by complaint" rather we will ***plan with principle*** to make evidence-based decisions with the involvement of the whole community.
- Publishing and maintaining parking related open data sets can enable the community to better understand all the evidence at hand. This will lead to better decisions and a better understanding and acceptance of parking and kerbside decisions in the future.

Approach
We will use a data-led, strategic approach to making changes to kerbside space and controls in line with the principles of this Plan.
We will apply the City of Hobart Customer Service Charter in parking and kerbside plan implementation and decision making.

Actions
We will establish an internal Parking and Kerbside Management Steering Group to enable this plan to be supported and enacted organisation-wide.
We will increase the amount of parking and transport data that is made available on our open data platform.

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Implementing the Parking and Kerbside Management Plan

10.0 Implementing the Parking and Kerbside Management Plan

Implementation of the Parking and Kerbside Management Plan will include initiatives of several forms as well as coordinating existing business practices across the entire organisation.

Principles

Six principles have been developed for the management of parking and kerbside space. These principles set the strategic direction for the future of kerbside space in the City of Hobart. Actions outlined in this Plan align with these principles and the objectives of the Hobart Transport Strategy 2024.

1. Transport Choice

We will provide parkin and kerbside access that maximises transport mode choice for Hobart

3. Transport User and Customer Experience

We will prioritise the Transport User and Customer Experience for parking and kerbside access decisions in Hobart

2. Reliability and Availability

We will ensure the availability of parking and kerbside access is reliable and meets community needs and expectations

4. Value of Parking and Kerbside Access

We will recognise the relative value of city space, parking and kerbside access in planning and decision making.

5. Demand

We will apply parking controls and pricing to manage parking demand through evidence based decision making.

6. Efficiency and Equity

We will be fair and equitable in decision making to achieve the most efficient and equitable outcomes for the street and the city.

Approaches & Actions

These actions provide direction and priority to the allocation of kerbside areas and balance the Hobart Transport Strategy 2024 outcomes with community and Council expectations with sustainable long-term benefits.

Delivering the following actions recognises the relationship between on and off-street parking supply and the opportunities this provides to improve transport efficiency, street space and function, and local economy.

Action	Description	Timeframe
Kerb space allocation		
1	We will establish the baseline of the current street space allocation throughout the city and communicate this with our community and stakeholders.	
2	Use the established baseline of street space allocation to identify and prioritise city improvement projects.	
3	We will develop a kerbside management strategy for key routes in and around the city such as Elizabeth Street, Campbell Street, Argyle Street, Collins Street, Macquarie Street, Davey Street and Sandy Bay Road, noting future changes in kerbside use for the provision of bike and bus lanes.	
Public transport		
4	Continue to advocate for the Tasmanian Government to take responsibility for bus stop infrastructure/shelters (Road Management Legislation Review).	
5	Continue to improve service visibility e.g. quality bus stops, real-time timetabling, accessibility, amenity/greening across the network. Target key public transport routes for priority improvements.	
6	Work with the Tasmanian Government to identify further key bus facility nodes with improved user experience including by way of amenity/greening, to service land use developments and new service routes associated with the Northern Suburbs Transit Corridor.	
Accessible parking		
7	We will review accessible parking in consultation with our community to ensure we have the right number of spaces in the right locations.	
8	We will undertake a baseline study of all current signage controls, to review and analyse where changes are needed to support ease of identification and understanding.	
9	We will investigate the use of dynamic data to support journey planning for people with a disability.	

Action	Description	Timeframe
Active transport		
10	We will provide additional opportunities to park bikes and micromobility devices, including charging infrastructure.	
11	We will continue to support active transport as a mode of choice for more Hobartians through our Transport Strategy.	
City operations		
12	Investigate app-based bookings of kerbside parking spaces for city operational requirements to allow businesses to book parking bays for commercial use, for example through EasyPark.	
13	We will investigate electronic dynamic signage for parking control signage.	
14	We will designate areas of the city for the parking of larger tourist vehicles to support tourism and manage city space.	
15	We will develop a Parking and Access Policy for events to manage access and parking needs for events.	
Motorcycle and scooter parking		
16	We will undertake an audit of motorcycle parking provision and use this to better understand demand and supply and inform action.	
17	We will apply designated parking for hire and ride micromobility in built up areas and use data and place information to inform appropriate locations.	
Emerging trends and technology		
18	We will investigate, pilot and invest in technology that will support improved kerbside management outcomes while maintaining the liveability and amenity of Hobart.	
19	We will develop a policy and clarify community expectations around future fuels and infrastructure for all transport modes, clearly defining City's role, broader strategy objectives & City vision.	
20	We will develop a policy for the allocation of public parking spaces for car sharing in suitable locations and instigate a car sharing scheme in conjunction with a suitable provider by 2026.	

Action	Description	Timeframe
Parking information, signage and meters		
21	We will review and update our parking signage and associated controls to ensure they are standardised, simple, and intuitive.	
22	We will develop a communications approach for parking so that our customers understand how we manage parking.	
23	We will investigate the use of dynamic parking signage for wayfinding and availability as a customer communication method.	
Improving off-street carpark management		
24	We will map and regularly update the total supply of off-street parking in the City of Hobart to better understand this resource.	
25	We will investigate assisting off-street parking owners to coordinate with EasyPark and other apps to make their parking availability more publicly known.	
26	We will review current publicly accessible off-street car parking locations and identifying appropriate longer term locations for public short stay and long stay facilities.	
Parking controls		
27	We will conduct annual reviews of parking occupancy and develop appropriate parking control responses to manage use of space in accordance with the principles of this plan.	
28	We will trial removing time limits for paid parking where price has been adjusted to demand.	
29	We will refresh our parking controls to ensure they are standardised, simple, and intuitive and reflect the parking needs of the area.	
30	We will undertake Local Area Parking Studies considering the demand, supply, availability and reliability of parking with the community within specific precincts.	

Action	Description	Timeframe
Enforcement		
31	We will develop an approach to enforcement activities which supports the principles of this plan.	
32	We will develop a policy for clear direction on appropriate locations for future expansion of parking sensors to support enforcement activities, encourage parking turnover and for data collection to enhance parking control and management.	
Parking finance		
33	We will investigate the merits of demand-based pricing.	
34	We will review the economic benefits and trade-offs of City-owned parking areas.	
Permits		
35	We will review the effectiveness of residential parking permits to ensure that they are providing parking availability in alignment with the principles of this Plan.	
36	We will develop a develop a Strategic Parking Permit Policy that reviews existing permit schemes, categories and eligibility.	
37	We will publish anonymised data about the amount of permits issued by area and type in the City of Hobart alongside other data about the total parking supply on our Open Data Portal.	
The planning system		
38	We will investigate the role of our planning system in supporting the principles of this plan and develop an appropriate approach.	
Evidence-based decision making		
39	We will establish an internal Parking and Kerbside Management Steering Group to enable this plan to be supported and enacted organisation-wide.	
40	We will increase the amount of parking and transport data that is made available on our open data platform.	

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