

NORTH HOBART RETAIL AND ENTERTAINMENT PRECINCT
PART B - ACCESS & PARKING PLAN

05.03.2021

MRCagney
BETTER TRANSPORT • BETTER PLACES • BETTER CHOICES

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MRCagney respectfully acknowledges the palawa people as the traditional and ongoing Custodians of lutruwita (Tasmania) and pays its respects to the Elders, past, present and emerging.

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I.0 EXECUTIVE SUMMARY

This plan provides an independent and expert view on parking and access in North Hobart and develops a suite of recommendations to support the precinct better accommodate sustainable modes of transport to 2030.

The plan undertakes analysis and assesses the existing movement network of North Hobart to understand and identify key shortcomings associated with parking and access in the precinct. It provides a descriptive overview of North Hobart's transport system, outlining major elements of the road, public transport, walking and cycling networks, the existing approach to managing car parking, and undertakes an assessment to highlight key challenges and existing issues associated with the performance of each mode of transport. The report follows a consistent structure throughout and is organised by each mode of transport – walking, cycling, public transport, road and street network, and car parking.

A suite of recommendations are developed to address the issues and shortcomings identified with the existing conditions of each mode of transport which are designed to support a gradual transition to a more sustainable movement network to 2030, in accordance with the Hobart Transport Vision 2020.

This plan has been designed to work in tandem with the development of a broader place vision for the precinct which has been developed concurrently. The place vision articulates the community's aspirations for the precinct and reflects the interests, values and needs of those who have interactions with North Hobart as community members, business owners or visitors.

The plan reviews the existing conditions for access and parking in North Hobart to assess the performance of all modes of transport represented in the precinct. Some of the overarching issues to emerge as part of this activity that present challenges to delivering on the place vision and enabling sustainable transport outcomes include:

- **Balancing movement and place** – Elizabeth Street is challenged with managing its movement function of accommodating bus services, private vehicles, cyclists and pedestrians while retaining and enhancing its vibrancy as a key dining and retail precinct.
- **Footpath widths** – Footpath widths, particularly on Elizabeth Street can impact pedestrian legibility due to inadequate space allocation and footpath clutter, impacting walking comfort, amenity and directness.
- **Carriageway lane widths** – are often unnecessarily wide, particularly on couplets, which induce higher vehicle speeds, making it difficult for pedestrians to cross and impacting street side amenity.
- **Crossing distances** - Excessive pedestrian crossing distances at key intersections (Burnett Street and Federal Street) impact pedestrian safety, visibility.
- **Traffic signal wait times** – A general priority for traffic flow at key signalised crossing locations in the study area are unfavourable for pedestrians due to lengthy wait times
- **Managing peak parking demand** – parking demand varies considerably with Friday and Saturday night experiencing significantly higher demand then other times.
- **Perceptions about parking supply** – Prevailing perceptions about parking supply shortages
- **Inadequate cycling facilities** – contributes to unsafe cycling trips, including tendency for bikes to be squeezed into the door zone, with cars closely overtaking. Elizabeth Street is the preferred route for cyclists over Argyle Street which forms the Principal Bike Network (PBN).
- **One-way traffic circulation** – common throughout Hobart, one-way street systems typically induce vehicle speeds, are less legible and user-friendly, can lead to longer travel times by increasing traffic circulation and typically work against quality place outcomes and streetscape activity.
- **Rat running** - non-local traffic on local residential streets can be harmful to the community as it prevents residents from enjoying the local amenity offered by their street (e.g. children are less safe playing or riding bikes in a quite residential street, adverse noise impacts on residents, etc).

The plan also involves analysis of Condell Place Car Park – the precinct's main City-owned off-street parking facility to ascertain its existing level of utilisation and to work towards establishing a preferred future use of the site in line with the place vision of the precinct, the aspirations of the community/local business and future needs of residents, traders and customers of the area.

Recommendations for parking and access are founded on best practice movement principles which are designed to deliver quality place outcomes and contribute to a vibrant, accessible and people-focussed North Hobart precinct.

Recommendations are designed to assist the City work towards implementing more sustainable transport options to 2030 which will be critical as the precinct grows and evolves in the future and particularly important to ensure the liveability, vibrancy and unique character of the precinct is retained. Recommendations are organised by each mode of transport and presented in detail in Section 6 as well as listed below:

Walking

- Introduce corner block pedestrian crossing treatments for residential streets that intersect with Elizabeth Street (raised threshold treatments)
- Investigate use of available laneways to create revitalised pedestrian links to Elizabeth Street to improve precinct permeability
- Improve streetscape amenity on Elizabeth Street
- Commence long-term planning of a future streetscape upgrade for Elizabeth Street to improve pedestrian amenity, bus services and public realm outcomes
- Introduce mid-block crossing/s on Elizabeth Street.

Cycling

- Review Principal Bicycle Network in line with working towards development of a complete network
- Develop 'shimmy' route linking North Hobart and West Hobart
- Improve cycling on Elizabeth Street as part of preferred future street reconfiguration
- Introduce new bike parking facilities
- Improve cycling facilities and infrastructure on Argyle Street.

Public Transport

- Improve bus stop facilities and amenity
- Consolidate bus stops
- Develop Travel Plan for North Hobart
- Work towards better bus priority on Elizabeth Street.

Street and road network

- Investigate side street closure at Newdegate Street and Elizabeth Street and introduce pocket park
- Investigate new cross section for Elizabeth Street.

Car parking

- Investigate shared parking opportunities
- Introduce parking bay line marking on residential streets
- Relax time restrictions on Elizabeth Street to provide more 1P and 2P while maintaining an adequate supply of short term (1/4P) and loading spaces
- Consider implementing paid parking on Elizabeth Street
- Prepare and monitor parking inventory benchmarked against planning scheme rates for current and future development
- Consider the introduction of parking permit-only zones on residential streets in the evening
- Monitor food delivery and consider detailed future study
- Review statutory minimum parking rates for land uses within the study area with the view of working towards implementation of a more appropriate rate in line with the dominate land use mix of the precinct, the Retail Precincts Plan, the growth projections of the precinct, and the mode shift objectives of this study.

This project also involved analysis of Condell Place - the City's main off-street parking facility in the precinct to work towards a desired future outcome for the site. This involved understanding its existing use as a parking facility against potentially higher order uses in line with the commnuity and place vision for the precinct.

The Condell Place Recommendations Report provides analysis of existing parking demand experienced on the site and the implications for parking should the site be repurposed to an alternative use in the future, together with a suite of options and recommendations for the City's consideration.

2.0 INTRODUCTION

Purpose

Transport plays a critical role in shaping, creating and activating great places, main streets and local neighbourhoods. Recognising this, while understanding that change is occurring in North Hobart, this plan has been prepared to identify long-term actions for better transport outcomes in North Hobart to support the precinct as it changes, grows and evolves to 2030.

North Hobart's current residential population is approximately 2,500 people while the City of Hobart has a population of approximately 54,000 people. To 2042, the City of Hobart's population is forecast to grow by approximately 10,500 persons as a result of high levels of overseas in-migration, as well as the younger age profile of those who are projected to move to Hobart[1]. This accounts for an approximate 20% increase to the City's current population. By applying the same growth estimate to North Hobart, yet keeping to the 2030 horizon for this project, North Hobart's population could reach 2,750 by 2030, as an estimate. While this growth is moderate, the precinct's significance as an entertainment and dining precinct that attracts visitors from across metropolitan Hobart will be sizeable, therefore this plan works towards ensuring the precinct's transport system can evolve in line with this growth.

Preparation of this plan has involved understanding and identifying shortcomings associated with parking and access in the North Hobart precinct and developing a suite of options and recommendations to offer guidance to the City as it work towards improving sustainable transport outcomes in the precinct to 2030.

This plan has been designed to work in tandem with the development of a broader place vision for the precinct which is been developed concurrently. The place vision is designed to articulate the community's aspirations for the precinct and reflect the interests, values and needs of those who have interactions with North Hobart as community members, traders or visitors.

Recommended actions and key directions for parking and access are founded on best practice movement principles which are designed to deliver quality place outcomes and contribute to a vibrant, accessible and people-focussed North Hobart precinct.

An extensive community and stakeholder engagement program was undertaken to commence this project with a variety of ideas and aspirations generated from a very passionate and dedicated community who appreciate the liveability, character and accessibility of Hobart and welcome possible improvements to the transport network in order to accommodate more sustainable travel practices in the future.

This plan also presents analysis of Condell Place Car Park to ascertain its level of use as an off-street car parking facility. This information is intended to be used to understand the implications for car parking should the City explore opportunities for alternative uses of the site. This is expected to assist the City work towards a desired future position for Condell Place.

Approach

This plan has been developed through a comprehensive review of background documents relevant to North Hobart to understand existing parking and access issues and to understand the City's (and other relevant authorities) vision for transport moving forward. An extensive community and stakeholder engagement program also provided important guidance and an exhaustive assemblage of feedback was collected to inform our understanding of the issues relating to parking and access in the precinct. These conversations culminated in a collection of aspirations and desired outcomes in the context of improving sustainable transport outcomes. This stage was also supplemented by an online survey designed to capture key travel behaviours in North Hobart and aspirations for the future transport network which has provided important information for this project, as well as one-on-one meetings with key transport stakeholders including Metro Tasmania, Department of State Growth, Bicycle Network Tasmania, Cycling South and RACT.

An understanding of the issues and an overview of parking and access behaviour in the precinct was developed which helps us recognise key shortcomings or barriers to better sustainable transport outcomes, and to develop a clear picture of existing demand for parking across the whole precinct. These tasks have provided important context to inform the development of a suite of options and recommendations that respond directly to the shortcomings and can be implemented by the City moving forward.

Scope

This report is organised by land transport modes relevant to the North Hobart precinct (walking, cycling, car parking, road/street network and public transport). The focus of recommended interventions, however, is on actions that are within the City's jurisdiction.

Recommendations have been designed to improve sustainable transport outcomes in the precinct, reduce car dependency and discourage short intra-precinct trips by car, ensure car parking is managed to achieve broader transport and land use objectives, and ensure interventions support long-term revitalisation of the precinct in line with the established place vision.

Recommendations are developed to a concept level with further design, costings and planning required for implementation.

Place Vision

This plan has been developed in alignment with a broader place vision for the precinct prepared by Village Well. The place vision for North Hobart is presented below.

"A welcoming, green urban village, with a flourishing high street at the core of community life.

An everyday meeting place for locals, Elizabeth Street Precinct also attracts visitors from far and wide to its bustling eateries and shops and its year-round calendar of events and festivals, all in a beautiful heritage setting."

Underpinning the place vision is a set of principles, designed to reflect the attributes of the precinct and to guide preparation of future actions:

- **Hobart's Favourite Eat Street** - Day and night, an eclectic variety of eateries feeds energy into North Hobart, attracting locals and visitors from far beyond the city.
- **Diverse and Neighbourly** - People of different generations and backgrounds live and work in the Precinct for its welcoming sense of community.
- **Everyday Convenience** - The convenience of fresh food, everyday shopping and services within close walking distance provides for daily needs.
- **Central Commuter Spine** - Elizabeth Street is a key route for people travelling regularly in to and out of the city from Hobart's northern suburbs.
- **Beautiful Heritage High Street** - Retaining streetscape character, celebrating local stories and revealing hidden gems.
- **Pedestrian-friendly** - Walking is safe and comfortable at any time, for people of all ages and abilities.
- **Accessible in Many Ways** - Getting there and staying there is easy via all modes of transport, bringing people to the street day and night.
- **Shared Custodianship** - Actively sharing responsibility and working together to improve and protect North Hobart's special assets.

Guided by the above principles, an extensive suite of placemaking recommendations have been prepared by Village Well, organised under the following titles, with greater detail provided in Part A of this report:

- A great High Street experience
- A civic focus at the top end
- Providence Rivulet Laneway
- High Street festivals
- Enticing laneways
- Creative storytelling about North Hobart
- Somewhere to sit on the Strip
- Warm street lighting
- A clean and green street
- Improved amenity and management of Condell Place Car Park
- Leading exemplary urban development
- A thriving Trader Association
- A Town Team model approach
- More destinational dining
- Better management of food delivery services
- More fresh food and convenience retail.

The following objectives are further developed in this report:

- Safe, connected pedestrian crossings
- Safe and convenient after hours parking
- Balance the need for access and through movements with local placemaking for each transport mode
- Widen footpaths marginally and where appropriate to cater for outdoor dining.
- A cycle-friendly route through North Hobart, that links to Elizabeth Street.

1 https://www.treasury.tas.gov.au/Documents/2019%20Population%20Projections%20-%20Tasmania%20and%20Local%20Government%20Areas.pdf

3.0 BACKGROUND

This section reviews the transport policy context in North Hobart as published by the City of Hobart and other relevant authorities. It seeks to understand key directions for transport and parking as articulated through established policy to provide important context for this project. Table 1 provides an overview of the primary policy documents for transport that have been reviewed and considered most relevant to this project.

Table 1: Review of background documents

Policy Document	Purpose of Document	Key directions for car parking management and transport provision in the study area
North Hobart Car Parking Investigation (1993)	Sets directions for parking management in the North Hobart commercial precinct and developed initiatives for parking management, supply and funding.	Proposed options to better utilise existing parking inventory, including redesigning the layout of Lefroy off-street car park from 40 spaces to 46.
		Developed initiatives to improve pedestrian amenity in the centre including traffic calming, introduction of arrows on the lights at Federal Street/Elizabeth Street junction to encourage use of Federal Street rather than continuing down Elizabeth Street, widening of the footpath along Elizabeth Street.
		Advised negotiation with the owners of the State Cinema (the Australian Film Institute) to lease the sixteen spaces at the rear of the Cinema for day-time short term (maximum two hour) public use.
		Proposed the continuation of the cash-in-lieu scheme for the area noting its consistent application was the favoured funding mechanism for new car parking, however acknowledged that there was no immediate need for an additional parking facility in the area.
		Proposed refinements to the City's's cash-in-lieu scheme for parking including a number of amendments to allow revenue raising for `special projects' and implementation of the pedestrian and traffic recommendations of the draft North Hobart Townscape Project.
City of Hobart Draft Transport Strategy (2018-2030)	Provides a long-term plan to manage Hobart's transport network in response to population growth and the need to protect the city's liveability.	Proposes development of a new parking plan (including a philosophy around parking provision, pricing and marketing) to guide the future use and management of the City of Hobart's on street and off street parking supply, especially in light of the information becoming available through new parking technology currently being installed in Hobart.
		Actions continued investigation and expansion of paid parking areas in both high demand retail precincts and commuter areas.
		Review the planning scheme standards for maximum and minimum parking provision in the central area of Hobart.
		Ensures ongoing increase in provision of disabled parking.
		Monitors existing parking permits and implements new schemes to balance residential, visitor and commuter parking.
		Identifies the opportunities to develop a policy for the allocation of public parking spaces for car-sharing schemes.
		Continues to work with the University of Tasmania to integrate and provide sustainable transport solutions for current and planned UTAS facilities in Hobart.
		Supports a focus on works that create attractive walking environments through the quality of footpaths relative to the adjoining built environment land use and pedestrian density.
		Supports an integrated cycling network that supports greater participation and serves local trips in activity centres.
		Identifies opportunities to develop a network of neighbourhood routes, where appropriate on quiet back streets, supported with wayfinding to boost cycling in local neighbourhoods.
		Consult with key stakeholders and undertake a review of loading zone availability and operation across the City of Hobart.
		Considers wider area speed limit reductions to 40 km/hr in residential areas and the central Hobart city commercial area, similar to that currently operating in the Battery Point and Hobart waterfront area.
		Investigates opportunities for trails of treatments for emerging road and traffic devices and markings, including pedestrian crossings, pedestrian countdown timers at traffic signals and sharrows.
Elizabeth Street Movement Analysis Draft Report	Undertakes an analysis of movement along Elizabeth Street, for all modes of transport.	Analyses various data sources to understand the existing movement conditions for all modes of transport, including volumes and key issues regarding efficient access and movement.
Greater Hobart Mobility Vision – 30 year Strategy	Sets a future transport vision for the city of Hobart over a 30 year period to achieve a shift to active and public transport modes.	Proposes development of an active transport spines in the CBD in each direction, including from the Rivulet Track to Intercity Cycleway, Elizabeth St south and north bound.
		Calls for the removal of on-street parking in key locations, including Elizabeth Street, to facilitate prioritisation measures for public transport, as well as separated cycleways.
		Supports the commencement of the operation of an innovative Northern Suburbs public transport option that concentrates on high-density routes.
		Establish priority measures to support ride and car sharing services.
		Proposes development of a settlement strategy that would enable infill and medium density development around activity centres like North Hobart and rapid transport corridors.
Elizabeth Street Retail Precinct Streetscape Upgrade Project	Provides information about the streetscape upgrades and revitalisation works planned for Elizabeth Street, Midtown.	Upgrades Elizabeth Street, from Melville Street to Warwick Street, to improve pedestrian conditions and public realm.
		Identifies that Elizabeth Street in Midtown is a key pedestrian spine set in between two one-way traffic couplets therefore already functions well as a place for people, however with upgrades, will cater even better for pedestrian movements and gathering.
		Identifies a suite of emerging residential developments set for construction in the precinct, adding hundreds of new residents in medium density apartments. This will overtime improve walkability along Elizabeth Street.
		Develops streetscape upgrades, including expanded footpaths and kerb build outs, requiring the re-purposing of some on-street parking.
Parking - A Plan for the Future 2013	Develops a strategic approach to car parking management to support best practice transport outcomes, recognising that previous decision making for parking management was done incrementally and in response to problems and challenges as they arose.	Develops actions to investigates the potential for installing parking meters in Sandy Bay and North Hobart Shopping Centres where streets are in high demand for short term visitor parking.
		Proposes to review resident parking schemes to compare the administration and operation costs with revenue and to ensure that the eligibility criteria are meeting the needs of residents.
		Proposes to monitor trials of parking space sensors in other States and investigate adopting new technology for enforcement once it can be demonstrated that it would be of benefit to the City.
		Aims to adopt a more responsive approach to paid parking management, including regularly reviewing the fees and times applying to on-street metered parking to ensure that the correct balance between demand and the supply of available spaces is maintained.
Connected Hobart and Sustainable Hobart (draft)	Presents a collaborative and community vision for Hobart, developed from over 1100 contributions from community members and stakeholders from across Hobart.	Develops a set of principles and key pillars for future transport directions to ensure Hobart: · Maintains and enhances quality transport options · Creates safe and connected transport networks to move between spaces and places in the city · Embraces technological advancements for transport · Develops transport opportunities that put people first · Develops an integrated transport network offering seamless connections and efficient travel
Australian Road Research Board (ARRB) review of Parking Operations 2018	Undertakes an economic and strategic review of the City of Hobart Parking Operations Unit (POU) with specific emphasis on the future impact of technology, operational best practices, and the cost-effective delivery of parking services.	Proposes that the hours of time restricted 3P paid parking at both the Lefroy Street and Condell Place car parks should be extended to 10.00pm 7 days per week.
		Proposes that the City should investigate the installation of secure bicycle storage facilities in the North Hobart precinct.
		Suggests that Tte City should educate business owners of the benefits of encouraging staff to car pool and change travel mode.
		Proposes future consideration of car sharing services to be introduced in Hobart, with a potential future partnership between UTAS and the City.
		Proposes implementation of a raft of best practice initiatives and actions including smart parking, re-purposing parking infrastructure for cycling and e-bike facilities, digital signage, micro-mobility, EVs,CCTV/analytics, wayfinding, city data portals, lighting etc.
Connected Hobart Smart City Framework	Lays out the goals, objectives and principles to support decision-making and future directions for adoption of a smart city approach to planning and design for Hobart.	Identifies initiatives to prepare Hobart for the future of transport, including contributing to ways of addressing mobility-congestion problems and reducing sole-reliance on the automobile and carbon fuels.
		Proposes the embracing of new technology and use of data to improve transport provision and sustainable travel choices.
		Aims to create 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, in order to live out fulfilling and productive daily lives.

4.0 COMMUNITY/STAKEHOLDER ENGAGEMENT

A comprehensive community and stakeholder engagement program was developed and undertaken to encourage input into the plan and vision from the community and local businesses. This section provides a summary of the program and details a suite of emerging themes arising from the community and stakeholder engagement workshops that will assist in informing future interventions and actions for the precinct over a ten-year horizon.

Additionally, MRCagney met with key targeted stakeholders for one-on-one meetings including Department of State Growth, Metro Tasmania, Bicycle Network, RACT and communty/cultural groups. A summary of all feedback collected for all meetings is appended to this report.

4.1 WORKSHOPS

A series of workshops were facilitated by MRCagney and Village Well to encourage participation in the project from the local community and local business owners. Workshops involved a presentation to showcase contemporary approaches to transport planning and parking management in activity centres as well as group exercises designed to gain a broad understanding of the local issues and aspirations from a diverse range of voices across the community and local business owners.

The project team delivered four workshops in February 2020 as shown below:

- Wednesday 19th February - Residents & Community Evening Workshop (35 attendees)
- Thursday 20th February - Business Community Morning Workshop (10 attendees)
- Thursday 21st February - Residents & Community Evening Workshop, (47 attendees)
- Friday 22nd February – Business Community Morning Workshop (6 attendees).

Workshop activities were organised by each mode of transport (as shown below) and designed to identify the existing issues and key shortcoming associated with each mode of transport and to explore the various opportunities and aspirations to improve the provision of each mode to 2030:

- Walking
- Cycling
- Public transport (bus)
- Access and car parking.

Considering the role that North Hobart plays in needing to accommodate all of the above modes of transport while also ensuring the precinct remains a vibrant place for people, presentations and workshop activities were designed to have attendees think holistically about the precinct, particularly in how it needs to balance all transport movements in line with a broader place vision for the precinct.

Key Findings

A suite of key themes emerged from each workshop, with attendees having the opportunity to reveal key underlying issues associated with each mode of transport in the area (what's not working well); to acknowledge what they like (what's working well); and finally to share their aspirations for the future.

A diverse and varied set of ideas and aspirations were collected as part of workshop activities which have been distilled down into a set of themes to inform the directions of this plan.

This section provides a summary of key themes and outcomes emerging from the workshops with both the community and local business. The summaries are provided in two sections, organised by each group to understand how the aspirations and key themes for access and parking in the precinct may differ between the community and local business.

Ideas and aspirations have been developed to a concept level and do not consider regulatory implications, statutory planning requirements or design standards.

4.1.1 Community Workshops

Walking

Walking was a well discussed mode of transport during workshops with the community. The community see walking as an important asset that supports myriad social and economic outcomes in the precinct.

The walkability of the precinct is an important asset that supports a high-quality life and allows good connectivity to local destinations and services, something the community strongly value which is ingrained in their daily lives.

The community like walking because it is easy, fast, flexible, and enjoyable, and provides opportunities to enhance physical and mental health, as well as interact with people and dogs. The community enjoys the central location and connectedness of North Hobart, the village feel, and its walkability. There is a high value placed on pedestrian amenity and the active streetscapes of Elizabeth Street which allow for regular community interactions and social benefits. The existing built form of Elizabeth Street, particularly its human scale architecture, heritage and vibrancy, contributes to an enjoyable local walking experience.

The community also outlined several dislikes, with consistent feedback provided about traffic volumes, congestion and vehicle speeds. There were also repeated comments regarding driver behaviour that makes it challenging to safely cross Elizabeth Street at times, as well as inadequate pedestrian crossing facilities, delayed pedestrian signal wait times at key intersections and lack of street trees along Elizabeth Street.

Aspirations for Walking:

- Create a safer, smoother and well-lit walking environment that prioritises pedestrians
- Improve accessibility in the precinct
- Manage transport movements for all modes on Elizabeth Street consistent with the Hobart Retail Precincts initiative
- Improve the greening of Elizabeth street and provide additional shelter and seating for pedestrians
- Create wider footpaths along Elizabeth Street and improve pedestrian amenity
- Improve connections for walking (create a network of footpaths and laneways), declutter footpaths and improve permeability
- Develop campaigns to promote walking in and around North Hobart.

Cycling

The North Hobart community are enthusiastic about cycling and would like to see the precinct accommodate much safer and more enjoyable cycling trips for both commuting and everyday trips.

A myriad of issues were voiced by the community relating to poor personal safety of cyclists and inadequate cycling infrastructure in the precinct. This was particularly linked to an absence of separated cycling facilities and the dangers associated with sharing the road with motorists, both for adults and school aged children. In addition, there were comments made regarding behavioural attitudes from car drivers towards cyclists that made those riding bicycles feel unsafe to do so. This issue provided the opportunity for discussion on potential initiatives that could address these issues, including lane narrowing, tree planting, separated facilities and placemaking.

Furthermore, workshops also provided the project team with useful anecdotal information about common cycling habits in the precinct as well as aspirations for the future. From this, it was made clear that Elizabeth Street is the preferred cycling corridor in the precinct for those who ride in around Hobart. Consistent comments from the workshops were that they found Elizabeth Street more comfortable and more interesting to ride along rather than Argyle Street which is currently listed as part of the Principle Bicycle Network. In addition, people found that due to the slow-moving traffic on Elizabeth Street, the conditions generally made for much safer and amenable trips compared to Argyle Street.

Aspirations for Cycling:

- Create a complete cycling network to engender ease of access to the precinct and to enable local cycling trips from side streets and along the Elizabeth Street spine to the CBD or across Hobart
- Implement separated bicycle lanes to enable everyone to cycle safely (from 8 - 80 years old)
- Improve the provision of bike parking facilities to encourage greater cycling participating and to raise the profile of different cycling groups who use the precinct (commuter, recreational cyclist, everyday visitor)
- Develop campaigns to educate both drivers and riders of respective behaviours (drivers to be aware of cyclists and the importance of cyclists being visible)
- Develop campaign to promote riding as a viable form of transport in and around North Hobart
- Investigate better cycling signal prioritisation at key intersection along Elizabeth Street
- Investigate use of E-bikes and charging stations.

4.1.1 Community Workshops (continued)

Public Transport (Buses)

The community was supportive of the bus services that travel through the precinct recognising the important equity, social and economic benefits stemming from quality public transport networks. The community see the bus network as important for the precinct to accommodate trips to and from the precinct for employment, leisure or other purposes.

Despite the popularity of buses, there were also some common dislikes emerge during workshops. This was particularly associated with the location of bus stops, the amenity of bus stops, the impact that traffic congestion has on bus services and the absence of shelters at some bus stops.

While people acknowledged the strong north/south frequency of services along the spine of Elizabeth Street there are poor connections (both physical and timed) with other services making it only useful for those running in and out of town. By the far the strongest dislike was the amount of time it takes to go anywhere on the bus. It was acknowledged that due to the slowness of traffic (congestion caused by cars) it was very slow to travel even short distances.

Aspirations for Public Transport (Buses):

- Implement bus priority signals in the Elizabeth Street corridor to support efficient bus services that are not impacted by parked or moving traffic
- Investigate shuttle service to/from CBD to North Hobart
- Improve amenity of bus stop infrastructure and amenity (more shelters, improved lighting improve aesthetic of bus stops and provide additional seating)
- Investigate accommodating different bus fleet types by improving bus stops and bus bays
- Consider consolidation of some bus stops to improve consistency of stop locations within the precinct
- Advocate for better night time services to support the North Hobart night time economy
- Improve bus network level of service and operating hours during weekend to support 18/7 economy
- Consolidate bus network operations from radial to CBD links to local links routed to Elizabeth Street corridor to improve frequency within existing network provision
- Plan for 'turn up and go' bus services in the short to medium term.

Access and Parking

Naturally, the divergent and oppositional views between both the community and local business is associated with how parking is provided and managed in the precinct. At a precinct level, the community feel strongly about encouraging a shift to alternative modes of transport and genuinely have a mature and informed appreciation of how sacrificing some parking convenience is required in order to support better active travel outcomes, urban form and main street vibrancy.

The key issues arising from community workshops were generally associated with parking on residential streets. This was linked to parking spillover and parked cars encroaching on driveways obstructing access. Other issues were related to the growth of the delivery food services which was considered a new challenge for the precinct but something that could be better managed as the service evolves.

Other feedback was varied from the community. Some community individuals spoke favourably of the leaving the car at home for a night out in North Hobart due to the convenience and preference to walk while other community members who do drive to the precinct suggested that they can park conveniently most of the time.

Other issues shared by the community related to driver behaviours observed in the precinct, including the impact of drivers 'cruising' for available parking, rat running in residential streets and general traffic congestion on Elizabeth Street and its associated impact to the public realm and pedestrian amenity.

Aspirations for Access and Parking

- Review existing time restrictions via parking survey for peak periods
- Increase parking enforcement out of business hours
- Investigate new parking meters (customer focus)
- Review efficacy of current residential parking permits by parking survey at peak period (4-8pm)
- Remove parking from Elizabeth Street (create more public space) where appropriate
- Review parking policy in line with industry standards and contemporary practice in similar retail precincts (urban villages)
- Implement dedicated queueing area (e.g. taxi rank)
- Identify suitable traffic calming measures for residential streets to discourage through traffic and rat running
- Investigate opportunities to reduce the speed limits in North Hobart
- Investigate removing vehicle access from Elizabeth Street to improve pedestrian amenity, including wider footpaths
- Encourage Electric vehicles and implement charging stations
- Investigate dynamic parking pricing
- Investigate opportunities for the introduction of car share in North Hobart.

Condell Place

A key task of the overall project is to better understand and help establish a future position for the Condell Place car park with the aim of meeting the future needs of the local and broader community.

Analysis undertaken by MRCagney was presented to groups to show its common level of utilisation as a car park and group discussion provided the opportunity for attendees to brainstorm possible future uses of the site.

Given the significance of the site, there is a lot of interest from both the community and local business regarding the City's management of the site into the future. Generally, both community and local business would like to see plans progress for the site in a transparent way that may allow some level of involvement through further engagement.

The community were predominantly supportive of using the site for an alternative use and generally acknowledged that the site is underutilised currently as a car park. Given the site's central location, with good walking connectivity to adjacent residential streets and access to local retail and restaurants, the community would like to see the site complement its surroundings better and provide opportunities for gathering.

Increasing public open space in North Hobart was strongly voiced as an opportunity on this site which could take the form of a piazza or green space. A design that is sympathetic to the heritage of the precinct, the indigenous history of the area and is publicly owned were important pre-requisites voiced by the community for future consideration.

Aspirations for Condell Place

- A place where people can meet/gather e.g. a plaza
- A meeting or permanent event space (enabling North Hobart as a destination for Tasmanians and tourists)
- A place that can be flexible and have a multitude of uses for the community (e.g. markets, events, festivals etc)
- A Green Space
- Development of a permanent park with more trees to create a dedicated green space within the precinct
- Community Garden (and veggie garden)
- Development of more housing, potentially through collaboration with housing providers
- Car parking (underground, multi-storey – increase parking supply)
- Mixed used development.

4.1.2 Local Business Workshops

Walking

Local traders strongly value the walkability of North Hobart and see it as a key asset that contributes to the unique character of the precinct, something that needs to be both preserved and enhanced.

Walkability is generally considered an important element to a successful retail business on high streets, and this is something that was reflected during discussion with local businesses. Traders understand that more people walking in North Hobart is good for business and acknowledge the importance of pedestrian activity in creating a vibrant and welcoming high street experience.

Preserving North Hobart as an interesting place to walk while enhancing its permeability, including using laneways and improving pedestrian facilities were seen as important opportunities for the future.

The impact of UTAS was also seen as a positive proposition for the precinct as local business acknowledge the flow on benefits that a greater intensity of residents nearby will have on the precinct.

Aspirations for Walking:

- Transport solutions that are coordinated
- Future connectivity – CBD, midtown, North Hobart
- Better provision of infrastructure for less abled
- On street dining and wider footpaths
- Maintain the food and beverage
- User friendly footpaths
- Active frontages of businesses.

Cycling

Local traders had less of an affiliation with cycling in the precinct but were generally supportive of initiatives that could enable more people get to the precinct by bike.

Traders recognised the health benefits of cycling and liked that Argyle Street was a designated route for cyclists however generally presented less interest in the opportunity for better cycling infrastructure in the precinct.

Traders also voiced their concerns and dislikes for cycling, which included unclear road rules, no cycling registration and observed behaviours of cyclists.

Aspirations for Cycling:

- Add more cycling infrastructure in areas where being used currently
- Maybe reinstate road infrastructure where it is not being used
- Bidirectional bike paths for cyclists
- New bicycle parking facilities.

Public Transport (Buses)

Throughout the workshops with local business, the importance of bus services along Elizabeth Street came through very strongly. Traders liked the fact that buses are a social space and that the services were friendly and clean. Buses are considered a space for meeting people on board who live in the local community. The service is largely considered cheap and reliable making it easy for people to access including some people who use it to go to work along Elizabeth Street.

The equity associated with buses was also a topic discussed by workshop attendees as well as importance of the link that the bus network provides between North Hobart and the northern suburbs.

Aspirations for Public Transport (Buses):

- Better connection from the CBD to North Hobart on bus
- Consolidate bus stops
- Free shuttle bus from the CBD to North Hobart
- Free shuttle bus to North Hobart during events/ festivals
- Buses could alleviate parking demand
- Public transport is important for the future
- Electric buses
- Park n ride
- Smaller fleets
- Red decker bus (tourism)
- Shuttle tram service between CBD and North Hobart
- Champion all other modes of transport for students (not car)
- Park and ride option for day and night time economy – Domain free up
- Fit for purpose sized buses
- Pilot/trial a shuttle bus to connect CBD with North Hobart and measure the success of it (patronage/ visitation).

Access and Parking

Parking and access naturally generated some robust conversation among both workshops with local business which is not uncommon for a project like this.

Generally, local business like the fact that North Hobart is easy to access by car and typically consider car-based access to be the predominate mode of access to the precinct. Due to this, local traders see car parking provision as essential to the success of their respective businesses.

While the traders were welcoming of alternative strategies of getting people to the precinct, they naturally place a higher value on parking supply as they see it as essential to maximising customer visitation.

There was naturally some unease regarding the City's recent application of 1/2P time restrictions on Elizabeth Street. The business owners voiced their opposition to this due to 30 minutes being an inadequate allocation of time to fulfill the predominant dining, retail or entertainment-based trips to the precinct. They also made it clear that this time restriction could adversely impact their business due to the aforementioned reasons but could also drive customers to other locations across the city where more generous time restrictions are available.

Furthermore, the rise of uber eats and other delivery based food businesses was seen as a problem that required attention. This referred to delivery food drivers using on-street parking while they wait to be issued with new jobs.

Aspirations for Access and Parking:

- After 5.30 pm introduce free parking
- More parking supply
- Understand who is using parking assets (eg Cenotaph and park n ride)
- Opportunities for arrangements with the City to lease parking monthly ($125 monthly fee)
- For North Hobart to grow
- Balance between supply and demand (parking management)
- Improve parking for night-time economy
- Smart phone app for parking
- Underutilisation of CBD car parks (privately owned) – could be used by visitors to North Hobart
- Improve utilisation of car parks.

Condell Place

A key task of the overall project is to better understand and help establish a future position for the Condell Place car park with the aim of meeting the future needs of the local and broader community.

Analysis undertaken by MRCagney was presented to groups to show its common level of utilisation as a car park and group discussion provided the opportunity for attendees to brain storm possible future uses of the site.

Given the significance of the site, there is a lot of interest from the community and local business regarding the City's management of the site in the future. Generally, the community and local businesses would like transparent plans for the site in future that may allow some level of involvement through further engagement.

To local businesses, Condell Place is an important asset for North Hobart that is considered essential in drawing people to the precinct. While local business attendees acknowledged that the facility is invariably underutilised outside of the evening peak, there was a general consensus that future actions for the site could involve increasing capacity and/or enhancing the existing supply.

Notwithstanding this, local traders also spoke favourably of opportunities to redevelop the site and would like to see action and direction from the City to ensure future certainty. Traders were generally supportive of the opportunity to transform some of (or all) of the site to an alternative use but understandably saw the loss of parking as a threat to their businesses. Importantly though, traders were positive about how a new public space could complement their own businesses within the precinct by drawing more people to North Hobart and providing a safe space for patrons to visit either before or following meals.

Aspirations for Condell Place

- Must meet future parking capacity
- Accessible for all
- Mixed-use
- Better permeability to access back streets
- Rooftop garden
- A place for people
- A place to visit after dining/meals at local restaurants
- Activations and festivals could be held on the site
- Weekend market
- Dark Mofo could host events in north Hobart
- Need planning regulation certainty and transparency for possible future development
- Underground/at grade car park.

4.2 ONLINE SURVEY

To supplement the community and local trader engagement workshops, the City also ran an online survey over the course of February to ask the community selected questions on what they value about North Hobart, how they typically use North Hobart and how they access North Hobart for their normal trips to the precinct. For the purpose of this report, questions from the survey relating to parking and access have been analysed and have been used to understand how the precinct is accessed by local residents and visitors.

Questions relating to parking and access have been reviewed and the findings are summarised herein.

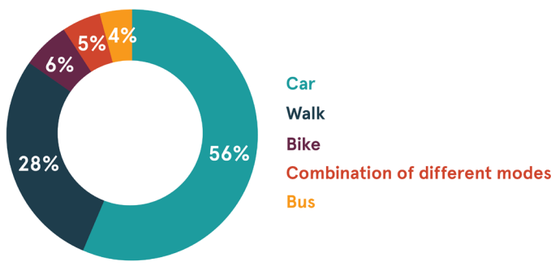
How do people usually get to/from the North Hobart Precinct?

Approximately 50% of visitors to North Hobart arrive by car followed by 28% who arrive by walking. The 50% of visitors who drive are likely made up of people who live in the broader metropolitan area of Hobart and choose driving due to distance and convenience. Additionally, some visitors who drive are also likely residents from North Hobart or adjacent suburbs including West Hobart who drive due to habit, time or convenience.

28% of people choose to visit the North Hobart precinct by walking which can be attributed to the walkable catchment of North Hobart, allowing many residents to walk as their preferred mode of transport, due to short walking distances, health, enjoyment and convenience.

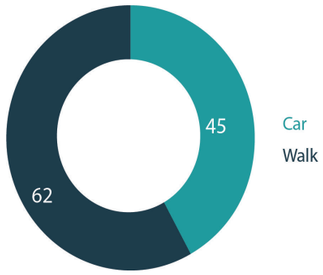
5% of visitors arrive by bicycle which may attributed to convenience, lifestyle choices or distance to the precinct.

Figure 1: Mode of transport to access North Hobart



By conducting more detailed analysis of the different user segments of the survey, a set of trends emerge which can reveal some common travel behaviours from local residents. As shown in Figure 2, two dominant transport modes for which local residents use are walking (a total of 62 responses) and driving (a total of 45 responses). This reveals that the local community use walking as their preferred mode of transport to access the precinct which can be attributed to the short trip distance, convenience or enjoyable walking environment, among other reasons. Conversely, those who drive to the precinct likely do so because they feel it is a more efficient and convenient way to access the precinct for their trip purposes.

Figure 2: North Hobart residents mode share



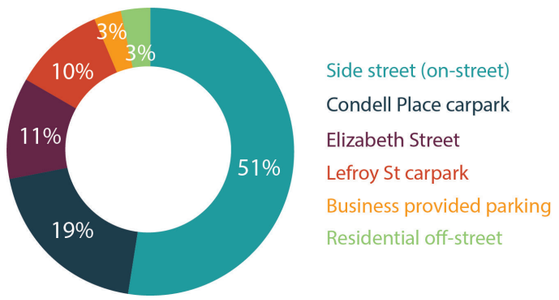
If people drive to the Precinct, where do they normally park?

50% of visitors who drive to the precinct choose to park on side streets. This is likely due to there being more generous time restrictions on residential streets (2P or unrestricted) or more convenient parking conditions as opposed to parking on Elizabeth Street, where traffic congestion may cause inconvenience or stress when parallel parking. This pattern of usage represents a key challenge for this study in balancing the needs of those residents with a residents parking permit.

Collectively, Lefroy and Condell Place are used by 28% of total respondents. Both facilities are managed using 3P time restrictions together with paid parking. This implies that close to a third of visitors to North Hobart are not price sensitive to paid parking regimes.

Only 11% of respondents park on Elizabeth Street which suggests the current ½ P time restrictions allows insufficient time to fulfill the needs and purpose of most trips to the precinct, in particular dining related trips. Or that visitors have a preference for parking on residential streets due to the more generous (or lack of) time restrictions.

Figure 3: Selected parking locations by people who drive to North Hobart

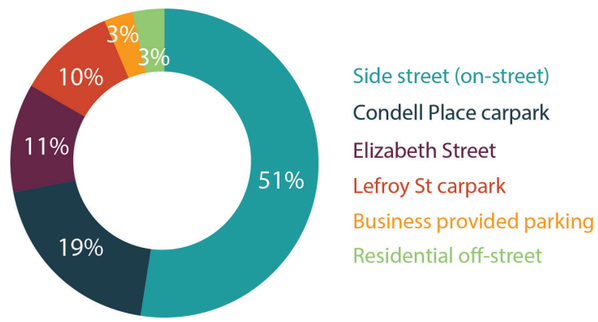


For your typical trip to the Precinct, how long does it usually take?

Approximately half of all visitors to North Hobart can reach the precinct in a short trip with 19% of trips taking 0-5 minutes and 31% taking 6-15 minutes using their preferred mode of transport. These trips are likely made up of walking trips that are achievable for residents of North Hobart or slightly further walking trips (6-15 mins) 1-2 km from the CBD, New Town, West Hobart or Mt Stuart.

Additionally, 27% of trips take 16-30 minutes which represent the visitors who travel from further afield to access North Hobart for a multitude of reasons.

Figure 4: Travel time to North Hobart for typical visit



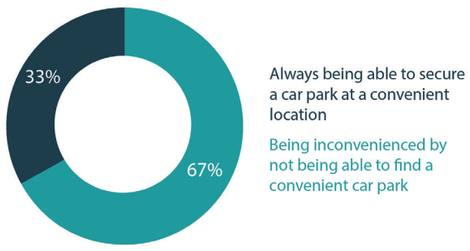
4.2 ONLINE SURVEY

Generally, my experience when I drive to the North Hobart Precinct is characterised by...

The majority of respondents (67%) record experiencing some level of inconvenience when trying to park in North Hobart while 33% of respondents are satisfied with parking availability and convenience as shown in Figure 5. By further analysing the individual responses in the survey across the two below cohorts, it can be found that those users who are 'always able to secure a car park at a location that is convenient to the purpose of my visit' typically favour short term parking over longer term parking. Out of the 33%,150 respondents typically park short term (0-30 mins) as opposed to 17 (31-45 mins) and just 10 who park for more 45 mins to over an hour.

Interestingly, the 67% of respondents who are typically 'inconvenienced by not being able to find a park close to the destination' also use short term parking for their typical trip to the precinct. Out of the 67% of total respondents, some 270 visitors who feel inconvenienced when parking in the precinct only park for a duration of 0-30 minutes. 30 respondents park for 30-45 minutes while 57 respondents park for 45 minutes to over an hour.

Figure 5: Common experiences securing available parking for visitors to the precinct

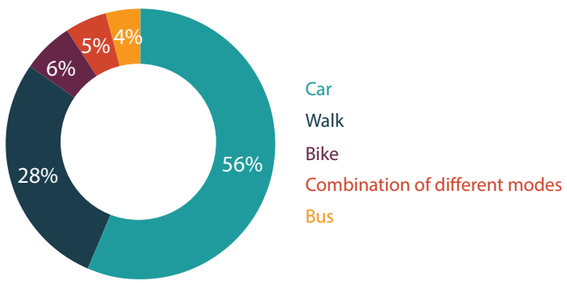


In an ideal world, what are peoples preferred mode of transport for getting to/from the Precinct?

This question was intended to understand the aspirations for different transport modes in North Hobart. 41% of respondents recorded car which is likely their current preference rather than an 'aspiration' but rather to maintain existing travel habits and preferred modal choice. Similarly, 25% of respondents recorded walking which is similar to the existing mode split for walking, suggesting that people are happy with their existing preferred mode of access to the precinct.

15% of respondents recorded cycling which confirms there is a healthy level of latent demand for cycling in the precinct. These respondents may currently use other modes of transport to get to the precinct but would like to shift to cycling as their preferred future mode. This means that if there was better provision of infrastructure, there would be an increase in cycling activity to and from the precinct, as the quality of cycling network infrastructure is a major determinant of levels of cycling. Where conditions for cycling are unsafe, typically there is a lower participation rate of cycling. Conversely, where the provision of bicycle infrastructure is high-quality and offers separation from mixed traffic, cycling participation is typically higher due to the reduced risk and broader appeal to a wider cross section of users.

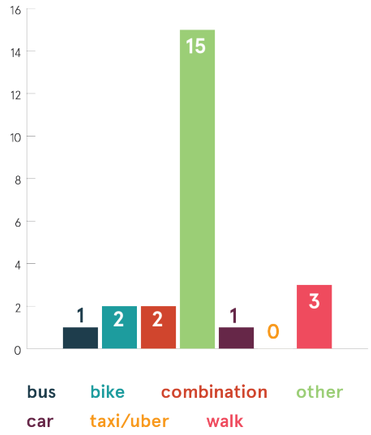
Figure 6: Preferred mode of transport



The information presented in the chart above has been further analysed to understand how each distinct user group common to the precinct may have differing aspirations for transport in an 'ideal world'. Specifically, the responses for residents, visitors and traders who completed the survey have been segmented out to understand how the modal preferences and aspirations for transport may differ across the three predominant user groups.

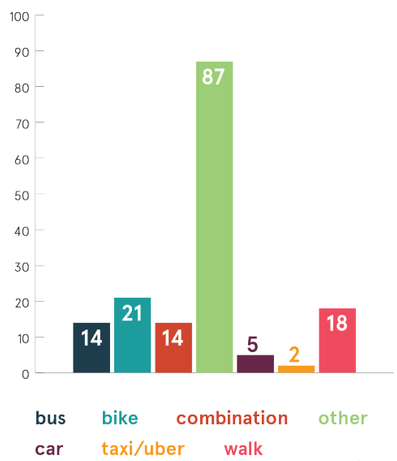
Figure 7 shows the responses to the question from traders and business owners. It confirms that in an 'ideal world' car parking and private vehicle travel would remain the preferred mode of transport to access the precinct among local business owners.

Figure 7: Traders and business owners - transport mode in an 'ideal world'



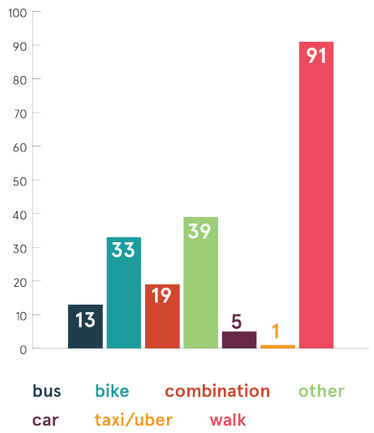
Similarly, the responses to the question made by users of the precinct who identify as being 'visitors' also shows a preference for private vehicle travel and car parking. This could be attributed to where the location of where they live of the purpose of their common trips to the precinct being best served by car. Interestingly, visitors would also like to access the precinct by alternative modes of transport with walking, cycling, bus and a combination of modes registering positive interest from respondents.

Figure 8: Visitors - transport mode in an 'ideal world'



The transport mode aspirations for the local residents shows a set of significantly different responses, as presented in Figure 9. Given the high-quality walkability of North Hobart and a strong existing mode share for walking by local residents, naturally walking is the preferred mode of transport both now and in an 'ideal world'. Following walking, car and bike also recorded strong responses with 39 and 33 residents having a preference for these modes in an 'ideal wold', respectively.

Figure 9: Residents - transport mode in an 'ideal world'



4.2 ONLINE SURVEY

What prevents you from using your preferred mode of transport to/from the Precinct?

'Parking availability' was the most selected option for this question with 228 responses as shown. This suggests there is a perception amongst visitors to North Hobart that there is a parking shortage. This perception could be influenced by their experiences parking in the precinct during the evening peak, where parking availability can be scarcer.

However, it is unlikely that people are genuinely prevented from driving and parking in the precinct (as analysis proves otherwise) but rather people have had frustrating experiences during isolated peak times in searching and securing a parking space at the most convenient location for their trip.

Additionally, traffic congestion and cost of parking were also highly sited responses. These responses though fail to paint a convincing argument for being 'prevented', as being prevented is very different to actual lived experiences, as these respondents will likely drive and park in the precinct irrespective of the severity of the issues raised.

In light of this, other answers suggest that there is latent demand for more walking, cycling and public transport use if the quality of infrastructure was provided to offer safer trips.

What would encourage you to use another mode of transport to/from the Precinct?

This question was focussed on understanding what would encourage people to use their preferred mode, or another mode of transport to/from the precinct. This was an open-ended question allowing respondents to list a range of responses. Some of the common responses are listed below:

- Car is currently the most reliable mode due to my age
- More frequent bus services, better timetabling
- Light rail services
- Better pedestrian facilities, more friendly pathways and less traffic
- Dedicated cycling facilities
- Car parking, including multi-storey parking.

Do you have any additional comments or ideas for improving parking or access in the Precinct?

This question allowed some final comments from respondents to share additional information to help improve parking and access in the precinct. The full list of comments has been reviewed with some common responses listed below:

- Need more parking, including multi-storey facility
- Parking line marking on residential streets
- Need to address traffic impact on residential streets, including Strahan Street
- Develop shared parking facilities that would allow residents who do not have off-street parking access to public on public sites under an arrangement with the City
- Better public transport in North Hobart, including a light rail service
- Develop dedicated cycling facilities, including bike lanes
- Discourage the use of cars and encourage the use of public transport
- Increase time limits for parking. 30 minutes is not enough for dining related trips.

5.0 OVERVIEW OF NORTH HOBART ACCESS AND PARKING AND UNDERSTANDING THE ISSUES

This section provides a descriptive overview of North Hobart's transport system, outlining major elements of the road, public transport, walking and cycling networks, the existing approach to managing car parking, and undertakes an assessment to highlight key challenges and existing issues associated with the performance of each mode of transport. It reviews data, provides an audit of local conditions, and assesses whether current trends and practices are supporting the City of Hobart's documented strategic aspirations, as well as the local community's place vision for the precinct.

5.1 APPROACH

One of the key determinants of success for all activity centres is how walkable they are and how well serviced they are by transport modes other than the private vehicle. The most successful and vibrant centres are not defined by the provision of abundant surface car parking; instead, their success is typically related to an authentic place experience which is supported by diverse mobility options, including high-quality pedestrian facilities to make for enjoyable walking, convenient access to public transport, and inviting and accessible cycling facilities for all levels of experience and age groups.

Recognising this, cities still have trouble balancing the needs of these competing users and uses, including balancing the needs of different people, travel modes and activities competing for scarce space. Nowhere is this more important than in the inner neighbourhoods of cities like North Hobart and along traditional high streets like Elizabeth Street where the demand for street space is most intense.

The hierarchy of users shown in Figure 10 helps articulate which travel modes should take priority in North Hobart. It recognises that place activities and efficient, sustainable transport should drive the form, character and design of North Hobart as a local precinct for residents but also an extension of the CBD that is easily accessible by walking and encourages lingering, interacting with the built form, and supporting local business.

The hierarchy is an important mechanism that illustrates the many different users of the precinct and transport modes that need to be managed and balanced to ensure the precinct remains a prosperous, accessible and vibrant inner-city precinct.

While accessing the precinct by private vehicle and providing car parking will remain a key managerial responsibility for the City, applying the hierarchy to inform future planning and policy development for North Hobart, together with funding for capital works and infrastructure, will offer some tremendous benefits for the precinct's future place and transport developments.

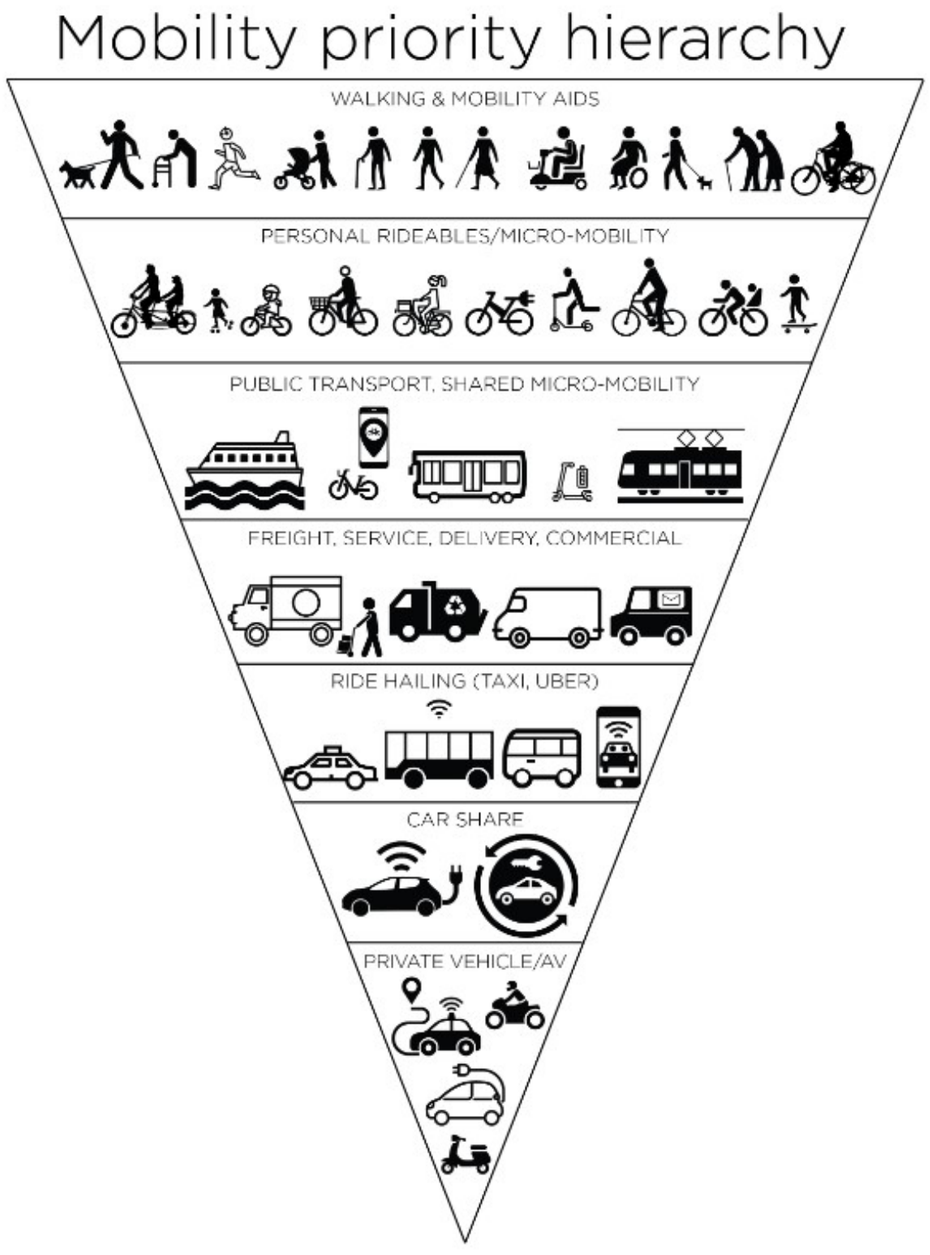
Building upon the hierarchy of users, this section undertakes an assessment of the existing transport network to understand the key issues and potential threats to realising the place vision through a transport lens, and to develop a detailed understanding of the barriers that could impact a shift to a more sustainable movement network by 2030.

The assessment naturally focuses on Elizabeth Street as it is the defined key spine through the study area as this is where the need to balance different transport modes in line with the broader place vision is most critical.

The assessment and overview of the transport network in North Hobart is organised under each mode, as shown below:

- Walking
- Cycling
- Public transport
- Road network
- Car parking.

Figure 10: Mobility priority hierarchy



5.2 WALKING

Walking is fundamental to the success of North Hobart and the daily experiences of the community. Walking is a predominant mode of transport which is supplemented in some capacity by other modes to make a complete trip. In North Hobart, walking is a highly valued mode of transport that allows residents to connect with buses on Elizabeth Street, walk to local cafes and services, or to reach other destinations throughout inner Hobart, including the CBD for employment, social purposes or goods and services.

Walkability is influenced by the structure of the street network and other pedestrian links. Grid-type street networks with short blocks and a high density of intersections generally provide more favourable walking environments than dendritic or branching street networks typical of much of the twentieth century's suburban forms.

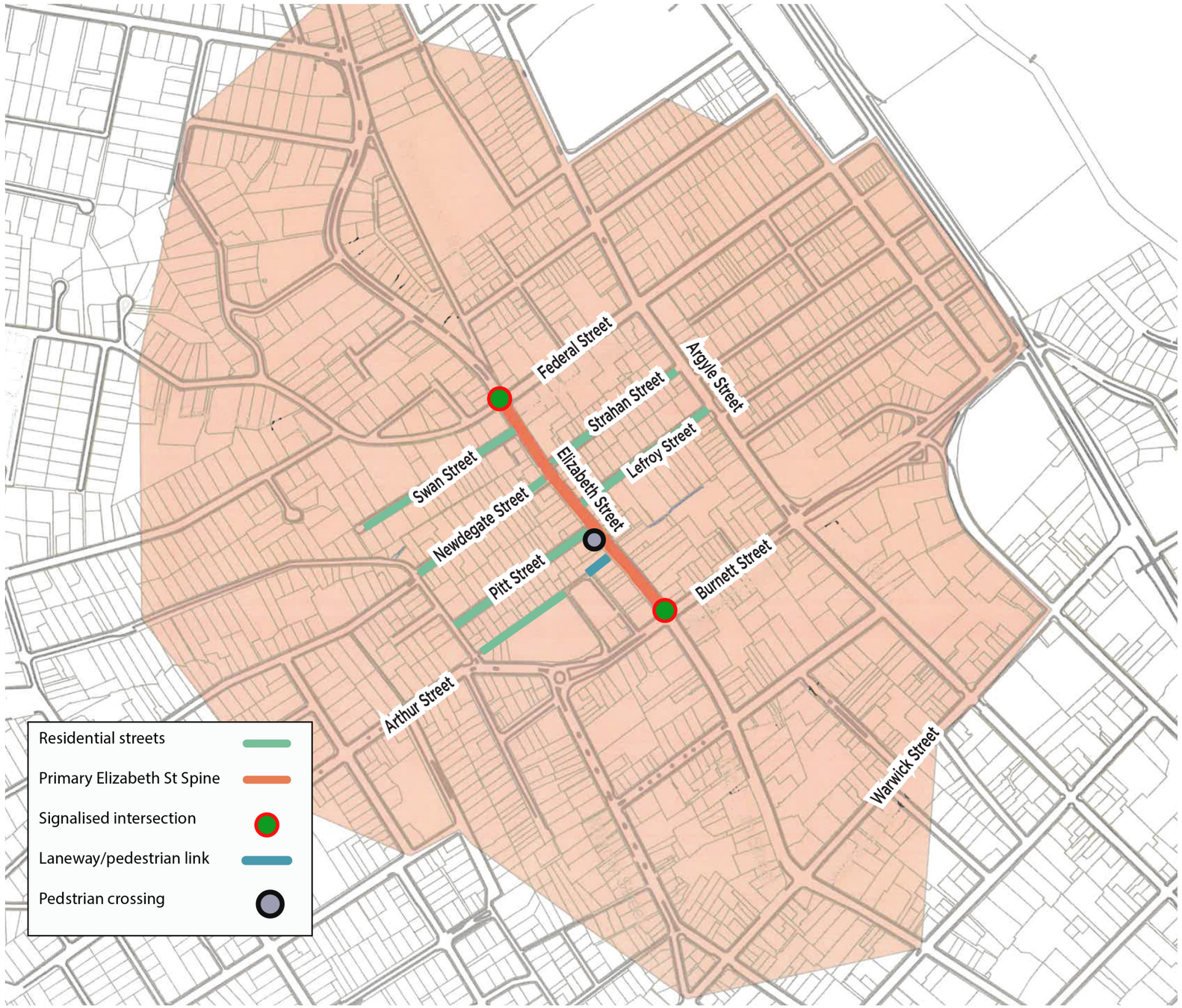
North Hobart is endowed with a quality fine grain walking network which can be attributed to its pre-twentieth century development and formation. Its streets are intrinsic to its distinctive character, heritage and identity. Walking provides the best opportunity to truly experience North Hobart and to reach other parts of inner Hobart, including the CBD and West Hobart.

5.2.1 Overview of Walking in North Hobart

North Hobart is a highly accessible inner-city suburb that enjoys good levels of walking. Places with high levels of walking activity like Elizabeth Street reflect concentrations of social and economic activity and are locations where the public life is most vital. In North Hobart, walking is a common mode of transport to access local destinations or to travel further afield for goods and services, and employment. Walking is invariably used to form part of a daily journey however the routine nature of it can sometimes detract from its significance as part of a broader integrated transport system.

Elizabeth Street is the major spine that dissects the study area, forming a major movement corridor for pedestrians, cyclists, vehicles and buses. Streets that run perpendicular to Elizabeth Street are predominantly residential streets that link up with the couplets of Argyle Street to the east and Murray Street to the west, as shown in Figure 11.

Figure 11: Walking network

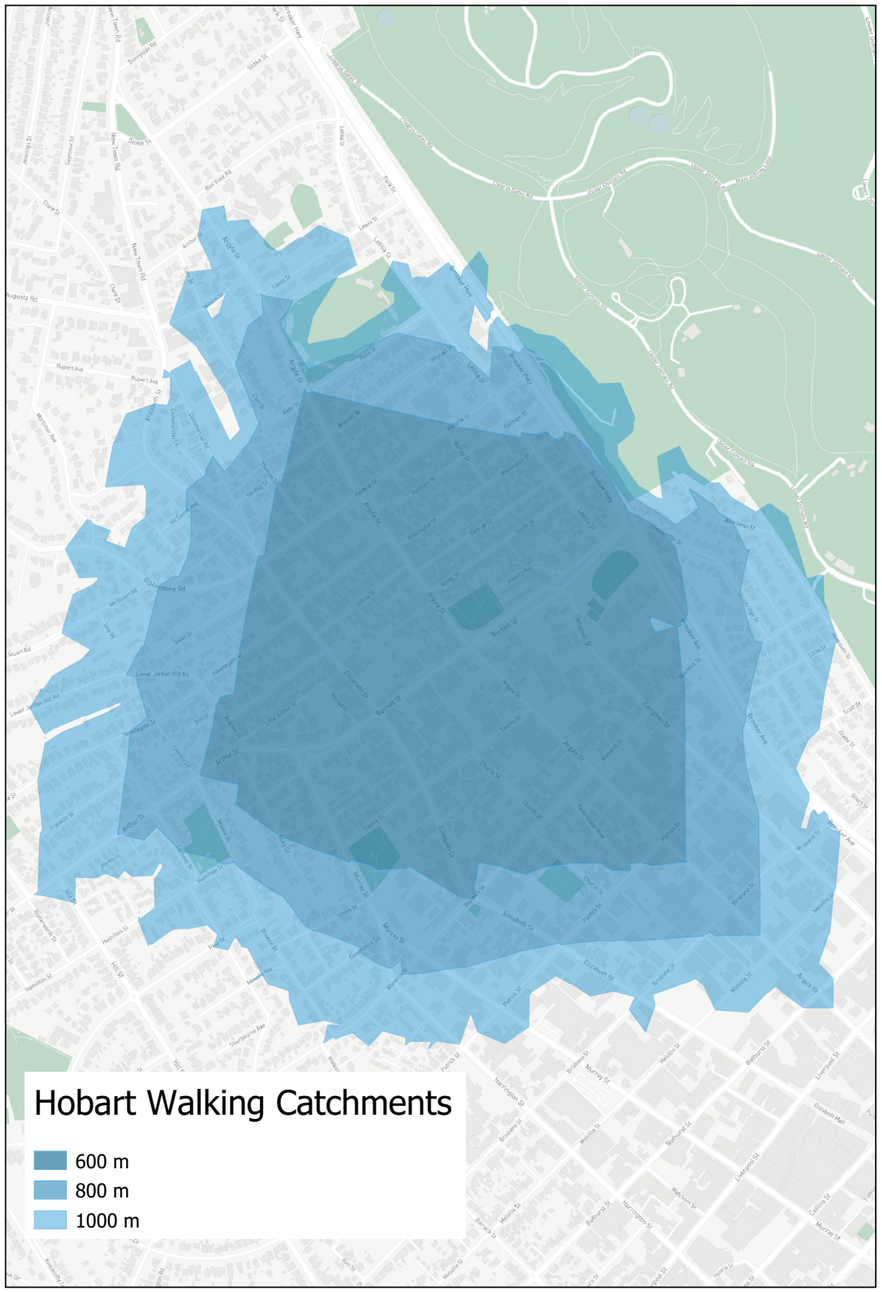


5.2.1 Overview of Walking in North Hobart

Figure 12 provides an overview of walking accessibility from North Hobart to adjacent locations across 600m, 800m and 1000m distances. It shows that North Hobart is conveniently accessible on foot from locations outside of the primary study area.

When considering future investment in walking infrastructure and pedestrian facilities to improve access to North Hobart, the City should focus on locations within a 1km catchment as a priority as this is a common distance for residents to access the precinct by walking, and could also assist in drawing people away from driving for both local trips and longer distances.

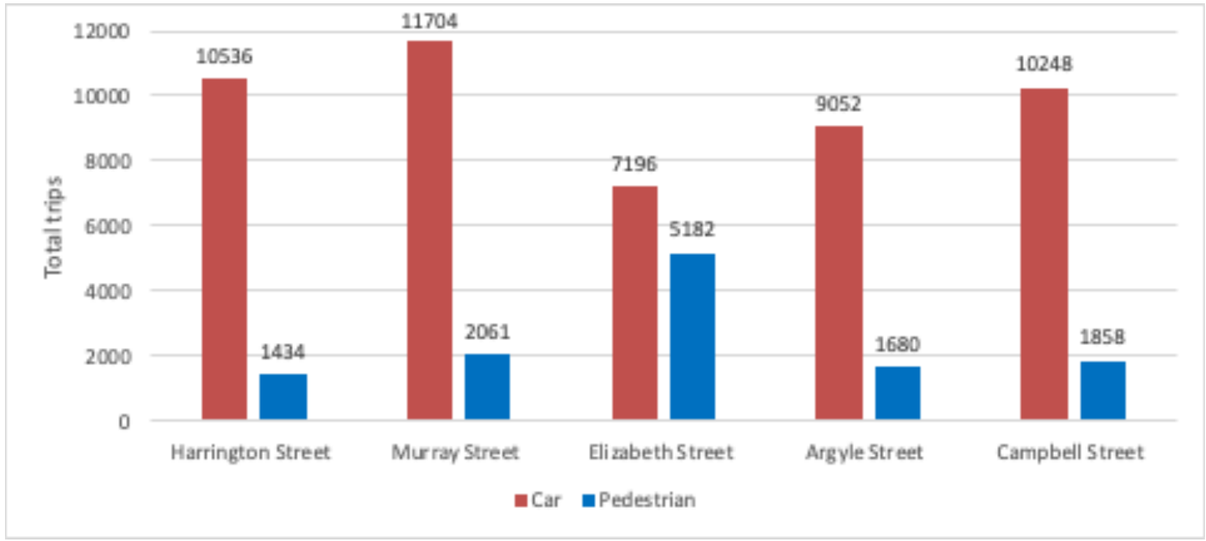
Figure 12: Study area walking catchment



Elizabeth Street is the key movement spine in North Hobart which attracts high volumes of pedestrian activity due to its directness north or south of the city, its active uses and destinations, and its superior pedestrian amenity compared to its adjacent couplets. Figure 13 shows daily pedestrian volumes on Elizabeth Street and other key roads in the study area. It confirms that Elizabeth Street is used by the highest number of pedestrians daily at 5182, approximately 3 to 4 times higher than any other street in the study area. Interestingly, while Elizabeth Street is the highest used street for pedestrians, it records the lowest amount of daily car trips.

While the data on walking activity finds that Elizabeth Street performs reasonably well relative to comparable streets in the study area, it also suggests there is opportunity for substantial increases to walking activity if conditions are improved.

Figure 13: Total trips Elizabeth Street (pedestrians and motorists)



Source: MRCagney analysis using data from Elizabeth Street Movement Analysis report (data collected in September 2018)

5.2.2 Understanding the Issues

Understanding the key issues associated with walking in North Hobart has been informed by site visits, a review of background documents and an extensive engagement programme with the community and stakeholders, through both workshops and online surveys.

While provision for walking is generally good, a lack of pedestrian infrastructure and some low-quality facilities are barriers to more walking. Deficiencies in the infrastructure include:

- **Crossing distances** - Excessive pedestrian crossing distances at key intersections (Burnett Street and Federal Street) (see Figure 14)
- **Traffic signal wait times** – A general priority for traffic flow at key signalised crossing locations in the study area are unfavourable for pedestrians due to lengthy wait times
- **Mid-block crossing facilities** – Provision of only one formalised mid-block crossing prohibits formal crossing at multiple locations and encourages jaywalking. Crossings that are spaced too widely introduce pedestrian user compliance issues and inhibit the movement of less mobile people who may not be able to cross the street without a dedicated facility being provided
- **Pedestrian refuges** – offer relatively limited space for waiting due to capacity constraints (see Figure 15)
- **Footpath widths** – Footpath widths, particularly on Elizabeth Street can impact pedestrian legibility due to inadequate space allocation and footpath clutter, impacting walking comfort, amenity and directness
- **Carriageway lane widths** – are often unnecessarily wide, particularly on couplets, which induce higher vehicle speeds, making it difficult for pedestrians to cross and impacting street side amenity.

Figure 14: Burnett Street intersection



Figure 15: Pedestrian refuge island, Elizabeth Street



5.3 CYCLING

Cities around the world are recognising the many benefits of cycling for everyday transport and accordingly planning, funding and implementing high-quality cycling networks that can move more people using less space, more directly, efficiently and sustainably.

For North Hobart, there is a tremendous opportunity to see cycling play a greater role for everyday transport needs, by transporting residents to jobs in the city or further afield. Cycling can also play a role in facilitating local journeys throughout North Hobart and drawing local trips away from private car travel, including to local schools, to Elizabeth Street and to neighbouring suburbs.

5.3.1 Overview of Cycling in North Hobart

Figure 16 provides an overview of the cycling network in North Hobart. Hobart's Principal Bike Network (PBN) traverses through North Hobart along Argyle Street and provides connection to the Hobart CBD and the northern suburbs. An on-street painted bike lane (unprotected) features along this extension of Argyle Street with an absence of any formal protection or buffer at intersections.

City of Hobart is currently delivering works to improve key cycling corridors that interact with the study area, including along Argyle, Campbell, Bathurst and Liverpool streets.

Elizabeth Street is also a significant route for cyclists travelling to or through North Hobart which provides convenient access to the variety of destinations along the strip and is understood to be a favoured route due to the lower traffic volumes and safer and more amenable conditions.

Streets that run perpendicular to Argyle and Elizabeth Street are also important links of the network. These streets offer low stress alternatives to the major spines and provide good access to neighbouring suburbs like West Hobart.

The network theoretically provides connectivity across the study area and broader metropolitan area in a grid pattern following a combination of arterial roads, secondary collector streets and quiet residential streets however due to an overall limitation of continuous high-quality facilities, cycling is likely considered to involve relative risk to less confident cyclists.

Outside of the study area, the City is currently investing in cycling facility upgrades to improve cycling in the city. The plans will deliver new cycling facilities, including some separated from traffic, along Argyle Street, Campbell Street, Liverpool Street and Bathurst Street.

Figure 16: North Hobart cycling network



5.3.1 Overview of Cycling in North Hobart

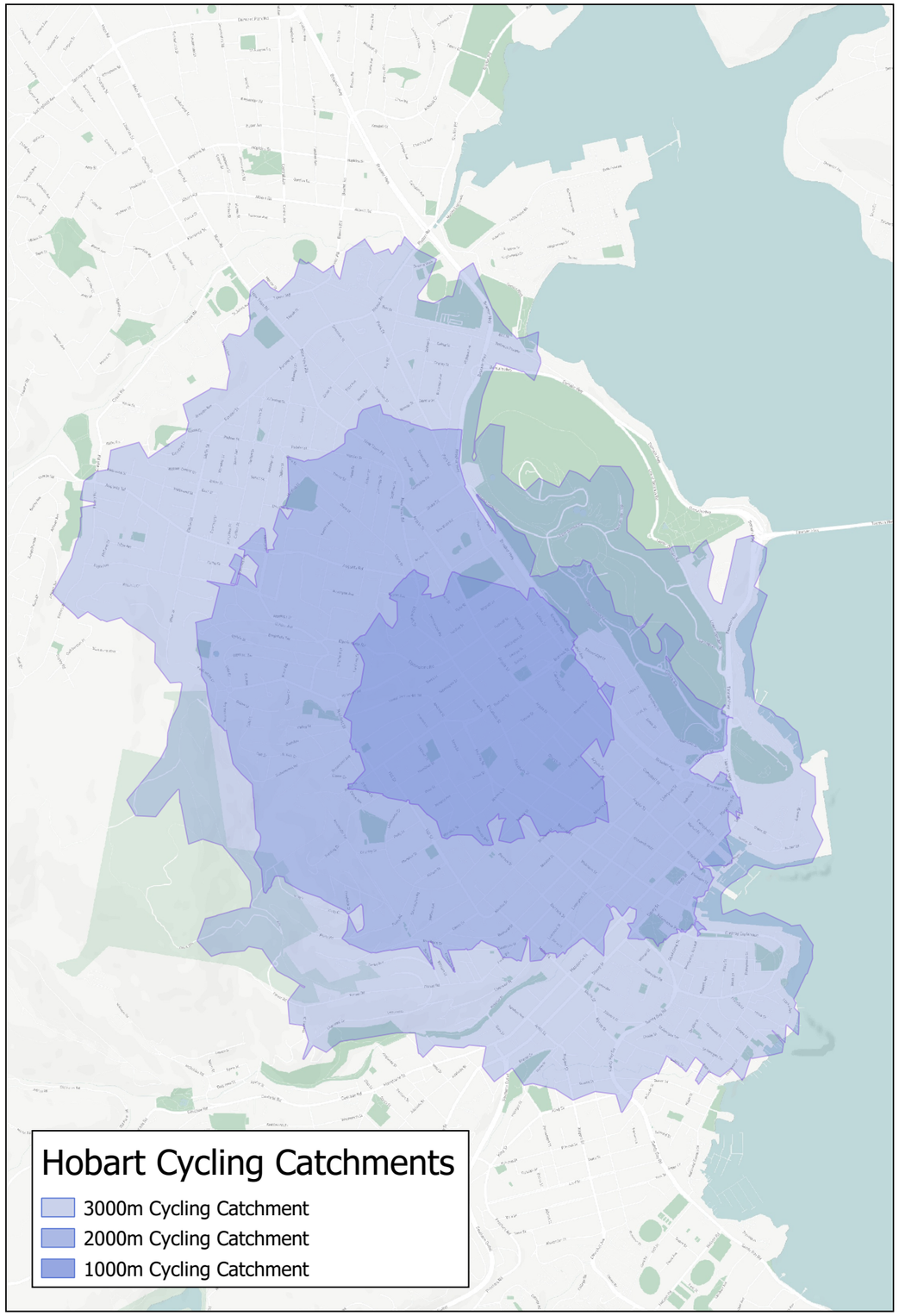
North Hobart is centrally located which provides good access to the broader metropolitan area by bicycle. Figure 17 presents cycling catchments for a 1km, 2km and 3km radius around the study area. This illustrates the various locations outside of North Hobart that are accessible by bicycle across each interval of distance. It confirms that due to North Hobart's central location on the periphery of the CBD, many key destinations are accessible within a short cycling trip, including the CBD and West Hobart (2km) and Battery Point, Mount Stuart or Sandy Bay Road (3km).

Census data from the ABS reveals some relatively positive trends in cycling in Hobart more broadly with increased trips and participation of the city's network. The Intercity Cycleway, the Hobart Rivulet track and the Sandy Bay Road cycleway are well used facilities, and together with Argyle Street, which traverses through the study area, currently providing for around 1500 bicycle trips on any given weekday.[1]

This suggests that there is latent demand for cycling in Hobart as a mode of transport for commuting or short daily trips which could be accommodated through investment in better cycling facilities to encourage participation from more diverse user groups.

1 City of Hobart Transport Strategy 2018–30 DRAFT, City of Hobart

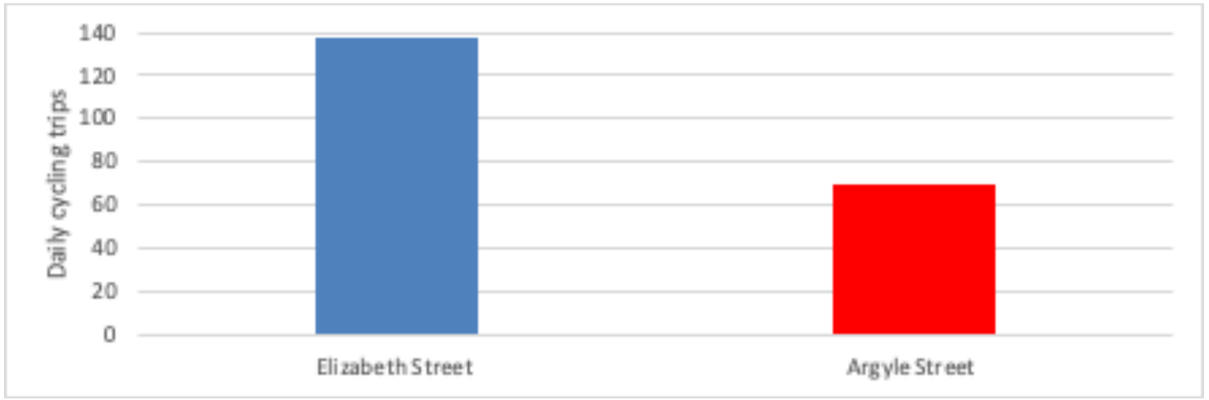
Figure 17: Study area cycling catchment



5.3.1 Overview of Cycling in North Hobart

Figure 18 uses data from the 2016 Census to compare cycling participation on Elizabeth Street and Argyle Street. It shows that irrespective of the provision of on-street bike lanes on Argyle Street and it being a designated Principal Bike Network (PBN) route, Elizabeth Street is the preferred route for cyclists and attracts higher use. This can be attributed to Elizabeth Street being more direct then Argyle Street and convenient to access destinations in North Hobart, Midtown and the CBD. The street's bi-directional street configuration and typically slower and more rationalised traffic circulation are other factors that provide indications as to why its preferred amongst users.

Figure 18: Daily cycling trips (2016)

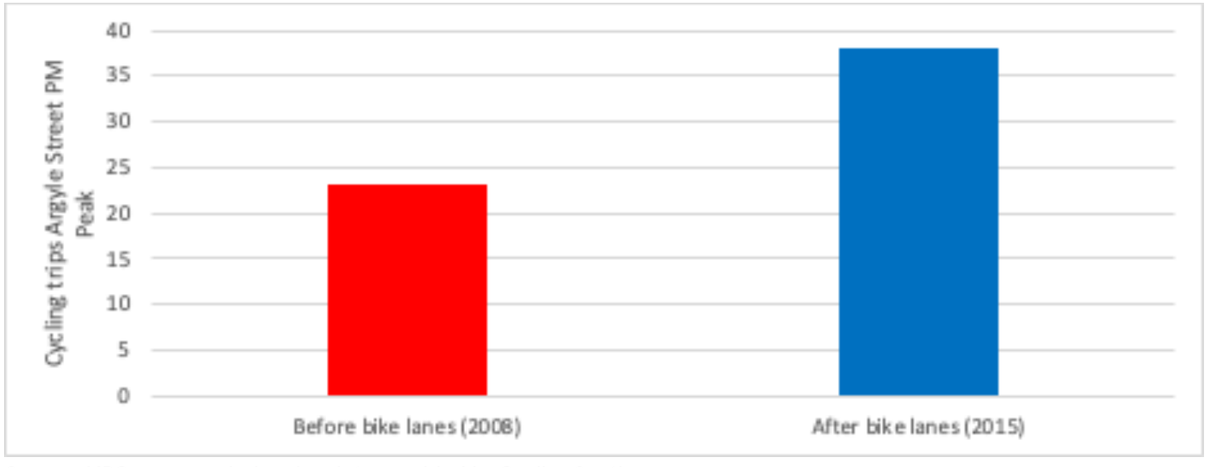


Source: Using data presented in Elizabeth Street Movement Analysis Report

Figure 19 shows cycling data collected as part of intercept surveys in 2008 prior to the installment of the Argyle Street bike lane and in 2015 subsequent to the installment of the Argyle Street bike lane. It shows that there was a moderate increase in cycling participation following the introduction of the bike lane (note: bike lane refers only to painted on-street bike lanes. No provision of physical separation from traffic).

While Argyle Street is officially a designated cycling route, it fails to draw demands away from Elizabeth Street as Elizabeth Street remains the preferred route due to its lower traffic volumes, directness to the CBD, convenience, two-way street configuration, slower traffic speeds and general aesthetic and vibrancy.

Figure 19: Cycling participation Argyle Street (2008 and 2015)



Source: MRCagney analysis using data provided by Cycling South

5.3.2 Understanding the Issues

The cycling infrastructure network is generally of poor quality by best practice standards or non-existent, with an absence of quality separated facilities. It brings together the below listed street types:

- **Principal Bike Network Routes (Argyle Street)** - painted cycle lanes allocating road space to cyclists. This facility is not separated from moving traffic with an absence of physical protection
- **Arterial connectors** – These streets typically serve arterial road functions and do not provide designated cycling facilities, requiring cyclists to navigate limited space between moving traffic and parked vehicles
- **Residential streets** – streets that run perpendicular to Elizabeth Street and Argyle Street attract cyclists for their low traffic volumes and convenient access to locations outside of North Hobart, for example West Hobart.

While some of the facilities provided will benefit some people who cycle (or would consider cycling), they do not represent the best practice, low stress, all ages and abilities types of infrastructure required to induce increased uptake of cycling for transport. As the greatest barrier to cycling is safety (both real and perceived), the most important parameter in designing for inclusive cycling is protection from moving traffic on streets with moderate or high traffic volumes and/or speeds.

Additionally, existing issues facing cycling safety and amenity (real and perceived) are typically understood to be related to poor infrastructure provision which was reinforced as part of community and stakeholder engagement workshops. Key issues include:

- **Absence of protected facilities** – Protected bike lanes provide physical separation from moving traffic and eliminate car-dooring and other hazards related to moving or parked vehicles. Currently there are no protected bike lanes in North Hobart, requiring cyclists to ride in mixed traffic and exercise vigilance and caution. A common issue relates to cyclists being squeezed into the door zone, with cars closely overtaking.
- **Unprotected intersections** - Intersections can be particularly unsafe, confusing and problematic for cyclists as vehicles emerge and manoeuvre turning movements. This includes vehicles emerging from side streets off Elizabeth Street and entering the path of a cyclist or pushing into a queue of traffic unaware of passing cyclists. At intersections where vehicles make left turns, there can be confusion regarding which side of the vehicle cyclists must pass. In scenarios where the cyclists stays on the inside lane to move through the intersection, vehicles who fail to check can cause serious injuries to cyclists.
- **Passing distance and car dooring** – Due to tight carriageways on certain roads and streets and an absence of proper cycling facilities, moving vehicles can encroach on 'safe' passing distances and endanger cyclists. Furthermore, car dooring, particularly on active streets like Elizabeth Street is an invariable hazard between cyclists and vehicles.
- **Discontinuous bike lanes** – Discontinuous and inconsistent cycling facilities are characteristics of a fragmented bike network. In some locations, facilities disappear at intersections, or there are no facilities at all. When facilities disappear, for example on Argyle Street, people riding bikes can be particularly vulnerable, as drivers may not expect a cyclist to merge into the traffic lane.
- **Spatial constraints of Elizabeth Street** – Due to the spatial constraints of the existing carriageway of Elizabeth Street, cyclists on occasions are observed to take up the whole traffic lane due to unsafe passing distances associated with riding closer to parked vehicles and allowing motorists to pass. This scenario is understood to cause frustration with motorists.
- **Culture** – Not necessarily related to infrastructure, however one concern raised during engagement suggested that there is an anti-cyclist culture in Hobart that can raise genuine safety issues for cyclists when sharing the road with motorists, both real and perceived.

5.4 PUBLIC TRANSPORT

North Hobart is well served by Hobart's bus network with Elizabeth Street one of the city's busiest bus corridors linking Hobart with the northern suburbs including Glenorchy, Austin's Ferry, Claremont, Chigwell, Bridgewater, Gagebrook, Derwent Park, and Lenah Valley.

A high-frequency "turn up and go" corridor operates along Elizabeth Street to service these routes efficiently, supporting improved access to the various activity centres and residential areas along its full extension.

Given the frequency of this corridor, the State Government has recognised its strategic importance in servicing the broader metropolitan area by transit and has identified this corridor as a suitable setting to encourage greater intensification of new residential development.

5.4.1 Overview of Public Transport in North Hobart

Metro services along Elizabeth Street include routes between Hobart and Glenorchy, Austin's Ferry, Claremont, Chigwell, Bridgewater, Gagebrook, Derwent Park, and Lenah Valley. Collectively, these services operate along Elizabeth Street approximately every 5 minutes during the morning and afternoon peaks and approximately every 10 minutes during off peak times between 7:00am and 7:00pm Monday to Friday. On Saturdays they operate up to every 20 minutes between 7:00am and 7:00pm. On Mondays, Tuesdays, Wednesdays and Thursdays, the last service leaving Hobart departs at 11:10pm. On Friday and Saturday nights, the last service leaves Hobart at 12:40am.

The tables on this page provide information about passenger boarding's for bus services that travel through the study area, on Elizabeth Street, Federal Street, Burnett Street and Argyle Street. The data was collected during August 2019 and is exclusively for bus boarding's. Due to limitations with data collection, bus alighting's have not been included in this study.

Bus data collection for passenger boarding's has been collected for the following services:

- Elizabeth St: between Federal St and Tasma St - no. 345, 346, 953, and 954
- Federal St: between Elizabeth St and Argyle St - no. 372 and 4456
- Burnett St: between Elizabeth St and Argyle St - no. 4520 and 4521
- Argyle St: between Federal St and Burnett St - no. 371 and 104.

Table 2: Bus passenger boarding's (weekdays)

Weekdays												
	Early (before 06:59)		Am Peak (07:00-08:59)		Interpeak (09:00-14:59)		Pm Peak (15:00-17:59)		Evening (after 18:00)			
	Month Total	Daily Average	Month Total	Daily Average	Month Total	Daily Average	Month Total	Daily Average	Month Total	Daily Average	Month Total	Daily Average
Elizabeth St	292	13	1757	80	2731	124	1506	68	584	27	6870	312
Federal St	0	0	126	6	53	2	82	4	21	1	282	13
Burnett St	0	0	24	1	62	3	35	2	10	0	131	6
Argyle St	4	0	41	2	46	2	72	3	7	0	170	8

Source: Using data provided by Metro Tasmania

Table 3: Bus passenger boarding's (Saturdays)

Saturdays												
	Early (before 06:59)		Am Peak (07:00-08:59)		Interpeak (09:00-14:59)		Pm Peak (15:00-17:59)		Evening (after 18:00)			
	Month Total	Daily Average	Month Total	Daily Average	Month Total	Daily Average	Month Total	Daily Average	Month Total	Daily Average	Month Total	Daily Average
Elizabeth St	1	0	120	24	314	63	147	29	140	28	722	144
Federal St	0	0	0	0	5	1	4	1	4	1	13	3
Burnett St	0	0	1	0	2	0	3	1	8	2	14	3
Argyle St	0	0	0	0	5	1	3	1	2	0	10	2

Source: Using data provided by Metro Tasmania

Table 4: Bus passenger boarding's (Sundays)

Sundays												
	Early (before 06:59)		Am Peak (07:00-08:59)		Interpeak (09:00-14:59)		Pm Peak (15:00-17:59)		Evening (after 18:00)			
	Month Total	Daily Average	Month Total	Daily Average	Month Total	Daily Average	Month Total	Daily Average	Month Total	Daily Average	Month Total	Daily Average
Elizabeth St	0	0	54	14	155	39	74	19	46	12	329	82
Federal St	0	0	0	0	6	2	2	1	1	0	9	2
Burnett St	0	0	0	0	2	1	0	0	0	0	2	1
Argyle St	0	0	0	0	3	1	0	0	0	0	3	1

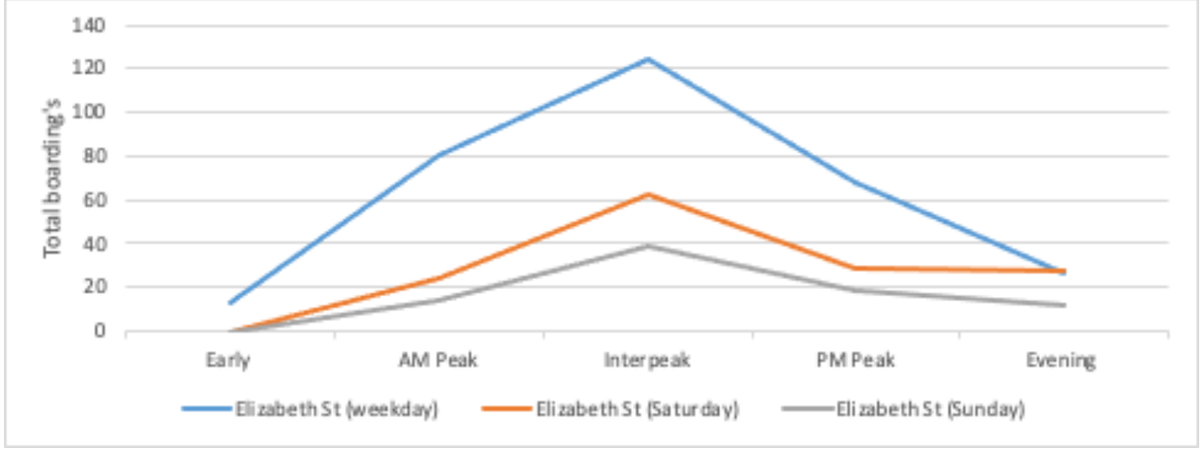
Source: Using data provided by Metro Tasmania

5.4.1 Overview of Public Transport in North Hobart

Elizabeth Street is part of the primary passenger transport corridor linking Hobart with the northern suburbs. Naturally it accommodates the highest level of bus boarding's due to its high street function and its concentration and density of housing in adjoining residential streets which provides good walk-up access for residents.

Figure 20 displays bus boarding's collected on Elizabeth Street across five different time intervals of a day. The data has been averaged out over the month of August 2019. It shows that Elizabeth Street is well used for boarding's during the morning AM peak however keeps rising into the interpeak. Boarding's on the weekends follow a similar trendline however with lower volumes of passengers.

Figure 20: Elizabeth Street boarding's daily average



5.4.2 Understanding the Issues

Bus services to and through North Hobart are likely to be subject to growing demand to 2030 as a result of broader metropolitan population growth and intensification of population along or within the Elizabeth Street corridor as well throughout the growing Northern Suburbs.

Furthermore, as traffic congestion experienced across metropolitan Hobart continues to worsen, the bus network will need to continue to evolve and improve to offer a genuine alternative to private vehicle travel, particularly for commuting. In line with these considerations, and together with the existing conditions of the bus network in North Hobart, we note the following key issues:

- **Congestion and cruising cars** – Traffic congestion associated with traffic along Elizabeth Street and cars `cruising' for parking throughout North Hobart has a significant impact on bus operations. This can cause delays to services and disruptions to passengers, particularly on Elizabeth Street where moderate traffic congestion invariably impacts bus service times.
- **Streetscape/bus stop amenity** – Bus stop infrastructure, including shelter and seating can be inadequate along Elizabeth Street, leading to passengers seeking shelter/seating under awnings and leaning up against shopfronts. This was identified in the Connected Hobart Smart City Framework and Action Plan and since the City of Hobart has commenced delivery of improvements and upgrades.
- **Number of bus stops** – The total distribution of bus stops along Elizabeth Street is considered unnecessary by some stakeholders which could be addressed by consolidation.
- **Single bus stop bays** – Due to the provision of single bus parking bays at bus stops on Elizabeth Street, each bus stop is limited to single boarding/alighting only, as opposed to longer bays that enable boarding/alighting of multiple buses simultaneously.

5.5 ROAD AND STREET NETWORK

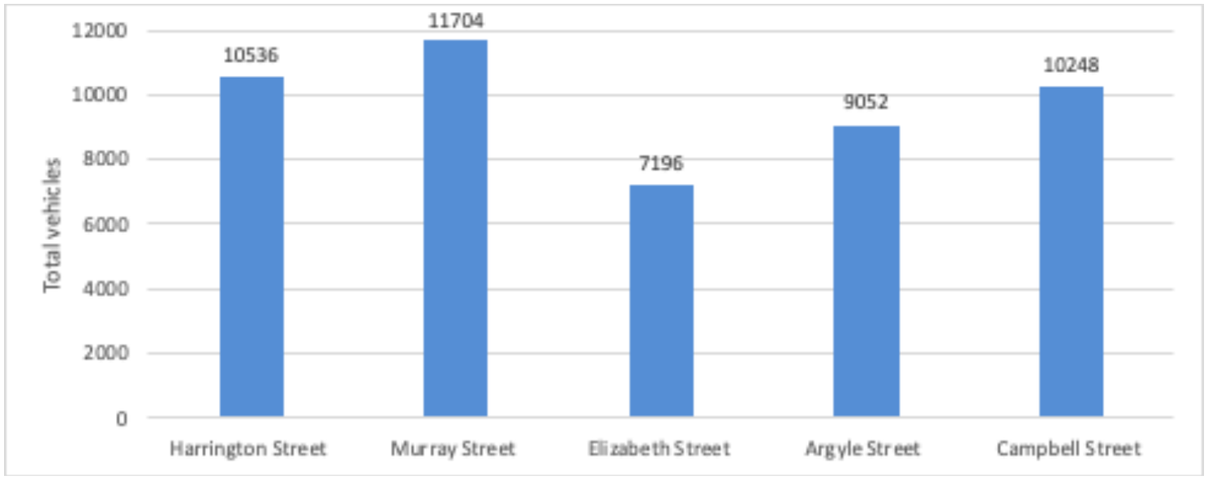
North Hobart is easily and conveniently accessed via vehicle from the Hobart CBD and the northern suburbs. Elizabeth Street emerged as the key connecting road from the Hobart CBD to the north and has overtime catered for both private vehicles and public transport. Although its role as the primary north-south traffic route has been long supplanted by the Brooker Highway, it remains a well-used arterial movement system, not only to private vehicles but also bus services and active travel, operating in parallel with the one-way couplets of Harrington Street / Murray Street and Argyle Street/Campbell Street.

5.5.1 Overview of Road and Street Network

Vehicular traffic feeding into Elizabeth Street largely originates from New Town Road/Main Road and Brooker Highway (via Burnett Street) in the north and Liverpool Street in the south. Warwick Street and Brisbane Street also feed traffic into the CBD from the Brooker Highway, however the majority of this traffic crosses over Elizabeth Street. Elizabeth Street is the only north south connector in the five adjacent blocks each side which is a two-way road. Elizabeth Street is bounded by two one-way couplets: Harrington and Murray Streets to the west and Argyle and Campbell Streets to the east.

Figure 21 shows the distribution of vehicle trips across the road network that interacts with North Hobart. It shows that Elizabeth Street takes significantly lower portions of daily traffic as opposed to the adjacent couplets.

Figure 21: North Hobart daily vehicle trip (2018)



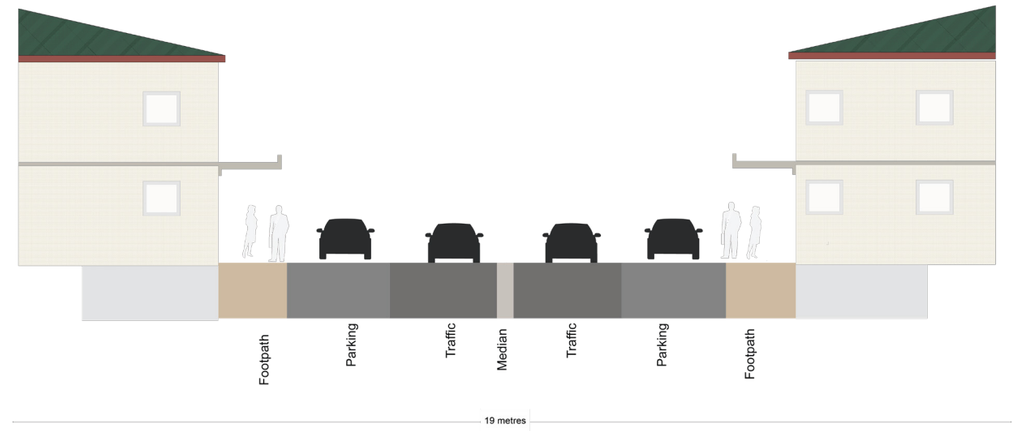
Source: MRCagney analysis of Elizabeth Street Movement Analysis Report

Elizabeth Street

The current road space allocation of Elizabeth Street is shown through the existing cross section of the street in Figure 22. Under this cross section, on-street parallel parking is provided with bi-directional traffic lanes. Additional leftover carriageway is used for footpaths, which is generally sufficient in catering for existing levels of foot traffic however limits opportunities for alternative uses of kerbside space.

The theoretical movement capacity of the existing corridor identified in the Elizabeth Street Movement Analysis report has been estimated at 14,430 people per hour (two-way), which is spread across the different modes of transport using the street with approximately 30% cars, 30% bus patronage and the remaining capacity for pedestrians. However, the street is not used in this capacity with only approximately 7,000 vehicles using the street daily.

Figure 22: Elizabeth Street current cross section



5.5.2 Understanding the Issues

This sections highlights the key issues associated with the road and street network in North Hobart, as follows:

One-way traffic circulation - One-way street systems were adopted by many cities during the mid-late 20 century in an effort to improve traffic carrying capacity and reduce delays. In more recent times, cities including Hobart have been experiencing a range of negative consequences associated with one-way street configurations. While one-way streets are more common in the Hobart CBD and less so in North Hobart, there are still implications for North Hobart in relation to vehicle accecss to the precinct and the role of Argyle Street both as an arterial road and designated Principal Bike Network (PBN) route.

The context is that the nearby one-way streets (e.g. Argyle Street) impact the scope to calm Elizabeth Street, and shift traffic to other streets. I.e. even a few one way streets reduce the permeability and adaptability of the network. As one of the few two-way north-south corridors, Elizabeth Street is an attractive route for traffic and bus services. An entirely two-way network would provide greater flexibility, and would reduce the possible impacts of reducing the movement function of Elizabeth Street through North Hobart.

One-way traffic systems are typically efficient in meeting traffic capacity requirements, however in urban contexts, their negative impacts should be understood and appreicated, which include:

- **Poorer network legibility** - one-way street systems are less legible and user-friendly, as they require an understanding of which streets operate in which direction to navigate effectively. This is particularly problematic for tourists and visitors. Drivers may find it difficult to anticipate required turns and position themselves in the correct lane, and people using public transport may find it difficult to locate bus services when inbound and outbound services run on different streets.
- **Increased travel speed** - opposing traffic is one of a number of subtle environmental cues that influence driver behaviour (alongside numerous other cues such as pedestrian and footpath activity, pavement material, street tree size and canopies, street furniture, adjoining land use, lane width, etc.). One-way streets often induce higher travel speeds by removing one of these key speed regulating cues. This effect can be exacerbated on multi-lane one-way streets as drivers often need to accelerate to find gaps in adjacent lanes in order to make turns at intersections.
- **Longer travel distance and greater circulation** - one-way street systems can prevent the most direct route from being taken (for on-street travel modes) and result in longer travel distances. While this may be negligible for individual trips in isolation, the negative impacts can compound. For example, in busy urban areas, the impact on local emissions, air quality, and noise can be noteworthy, as can the operational costs for transit services. Furthermore, even minor increases in travel distance can be significant for people on bikes, particularly when one-way streets prevent riders from choosing routes that avoid hills and other obstacles.
- **Unfriendly streetscapes for people on bikes** - one-way street systems are particularly problematic for people on bikes, especially where people on bikes are required to mix with general travel (i.e. where safe bike lanes are not provided). Increased travel speeds associated with one-way streets make it more difficult to integrate safely with general travel (particularly for less able or confident riders), and lane changes on multi-lane one-way streets (e.g. when making right-hand turns) can be intimidating and dangerous.
- **Poorer streetscape amenity** - the above-mentioned impacts to travel speed and circulation tend to contribute to poorer place quality and streetscape amenity outcomes on one-way streets, particularly those carrying high traffic volumes and in wide carriageways. Streets become more difficult to cross informally, footpaths become less enticing occupiable spaces, and people start to retreat from street edges into buildings. Over time poorer streetscape amenity leads to less viable trading environments, neglected frontages and lower value land use mixes.
- **Reduced network flexibility and resilience** - one-way street networks offer fewer alternative routes options and reduced permeability for road-based transport. This reduces the scope for major streetscape design changes and strategic re-purposing of corridors, and can make the network sensitive to disruptions on core routes because fewer alternative routes are available.
- **Traffic congestion** – Elizabeth Street carries only a moderate amount of traffic (~7,000 vehicles per day), and significantly less than the four parallel adjacent streets (Harrington, Murray, Argyle and Campbell, each of which carry between 9,000 and 12,000 vpd). For context, comparable main streets around Melbourne (e.g. Chapel Street, Sydney Road, etc) routinely carry between 15,000 and 20,000 vehicles per day. Furthermore, review of traffic light sequencing and hourly traffic volumes on Elizabeth Street suggest that each travel lane has a practical capacity of at least 900 vehicles per hour, and carries no more than about 600 vehicles per hour in the busiest peak hour (i.e. PM peak for outbound traffic; AM peak for inbound traffic). In practical terms this means there's plenty of scope to consider detuning the traffic carrying function of Elizabeth Street to permit tangible improvements to the pedestrian realm, urban forms, and active travel environments. This capacity exists not only within the Elizabeth Street corridor, but within the surrounding network collectively.
- **Allocation of road space** – apportioning scarce street space to the uses we value most is important to ensure the community gets the greatest value from their main street. There are numerous conflicting uses competing for space in Elizabeth Street, and demands for space at street level to move through as well as spend time will continue to increase in the future as more people are drawn to Elizabeth Street as a destination and the area develops new medium density housing to help accommodate a growing metropolitan Hobart. These factors will continue to challenge the conventional approach to road space allocation where cars are prioritised over more spatially efficient modes (walking, cycling public transport). If Elizabeth Street is to thrive, greater consideration will need to be given to the spatial needs of people spending time in the street (walking, staying, dining, shopping) and we can make better use of spatially efficient travel modes (walking, riding and buses).
- **Rat running** – Non-local traffic on local residential streets can be harmful to the community as it prevents residents from enjoying the local amenity offered by their street (e.g. children are less safe playing or riding bikes in a quite residential street, adverse noise impacts on residents, etc). Rat-running was raised by the community during consultation, and some simple data collection would help the City to validate this feedback and isolate specific locations where this behaviour prevalent. Rat-running can typically be identified by surveying traffic volumes over a sustained period of time and comparing the proportion of peak hour traffic volumes to daily traffic volumes. A common rule of thumb is that if peak hour traffic volumes are markedly more than about 10% of daily traffic volumes, rat-running is likely occurring. This is because drivers are only using such streets during busy periods to avoid congestion on the primary preferred route. In these instances, local traffic calming or filtered permeability (blocking car traffic at strategic locations) interventions can be considered.

5.6 CAR PARKING

The City play a significant role in the management of car parking in activity centres, residential streets and other locations that generate demands for parking space. In North Hobart, the City owns and manages both on-street parking, including along popular retail strips and residential streets, as well as off-street parking including Condell Place Car Park and LeFroy Car Park.

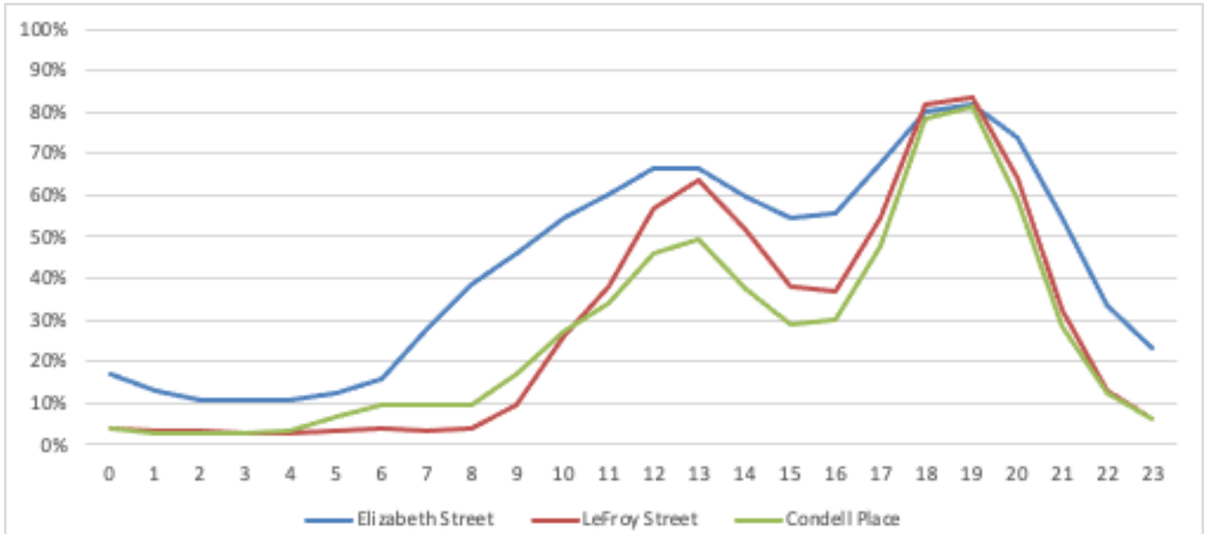
The City uses a suite of parking management tools to manage parking facilities including time restrictions and paid parking (off-street only) with a small portion of other unrestricted parking found in locations further away from the centre.

5.6.1 Overview of Car Parking in North Hobart

This section provides information about existing parking inventory in the precinct and the associated demands experienced in North Hobart using data collected over the course of 2019 by the City and parking occupancy surveys conducted for the City in 2017. We first look at parking demand across the three main City-managed sites of Lefroy Car Park, Elizabeth Street (on-street) and Condell Place Car Park.

Figure 23 shows parking demand over a 24-hour period which has been averaged out over the course of 2019 using daily parking occupancy data. It shows that parking demands across each facility type follow a similar trend line with a slight spike for the lunch time peak (reaching 60%-70%) before tailing off to then rise again to a healthy level of demand for the evening peak, reaching the 80th percentile.

Figure 23: Parking demand 2019 - study area



Source: MRCagney analysis of 2019 parking occupancy data

Figure 24 and Figure 25 show parking demand collected on Friday 18th August, 2017 during the afternoon peak (13:00) and the evening peak (19:30). Each map provides an overview of how parking demand varies across the entire study area during each peak period. During the afternoon peak, most sections of Elizabeth Street have available parking and Condell Place and LeFroy off-street car parks are only approximately 50% occupied. Residential streets, including Pitt, Newdegate, Lefroy and Strahan all experience occupancies in the 80th percentile. As a whole, though, there is sufficient parking that is available during the afternoon peak period on weekdays.

Figure 26 and Figure 27 provide an overview of car parking demand experienced during the Saturday afternoon and evening peaks, using parking occupancy data collected on Saturday 19th Augusts, 2017.

The Saturday peak period shows adequate amounts of available parking across the study area with residential streets off Elizabeth Street recording 40%-70% occupancies, Lefroy Car Park 21% and Condell Place Car Park 56%. In the evening peak, parking is more highly sort after with Elizabeth Street experiencing about 80% and both off-street parking facilities also experiencing in excess of 80%.

The parking demand referred to above reflects the peak nature of the precinct. While it has been noted that local residents who access the precinct daily can easily do so by walking, during the evening peak (particularly Friday and Saturday night) North Hobart caters for a much more broader cohort of visitors who descend on the precinct for dining, entertainment and other night time economy attractions. This level of visitation is reflected in much higher demand for parking during these times.

During the Friday and Saturday evening peak, it can be appreciated that available parking is much harder to find, however this is unlikely a deterrent that would stop people from visiting the precinct all together. Peak parking demand in night time precincts like North Hobart is not uncommon and can simply be remedied by parking further away to then reach the destination by walking (typically 250-500 metres). Currently, due to cultural and provisional behaviours, there is a preference (or expectation) to park as close as possible to final destinations within the precinct.

5.6.1 Overview of Car Parking in North Hobart

Figure 24: Study area parking demand (Friday 13:00)

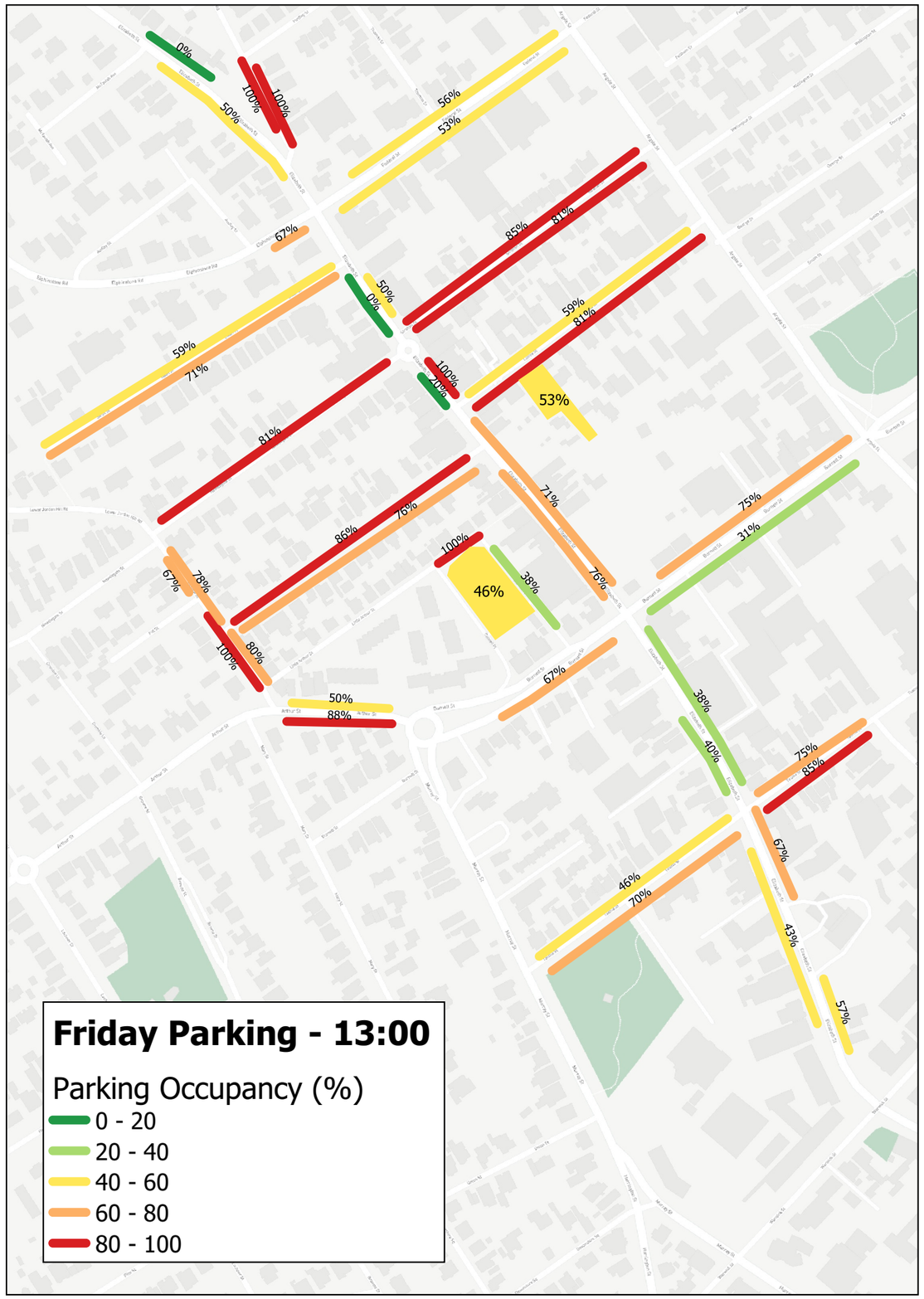
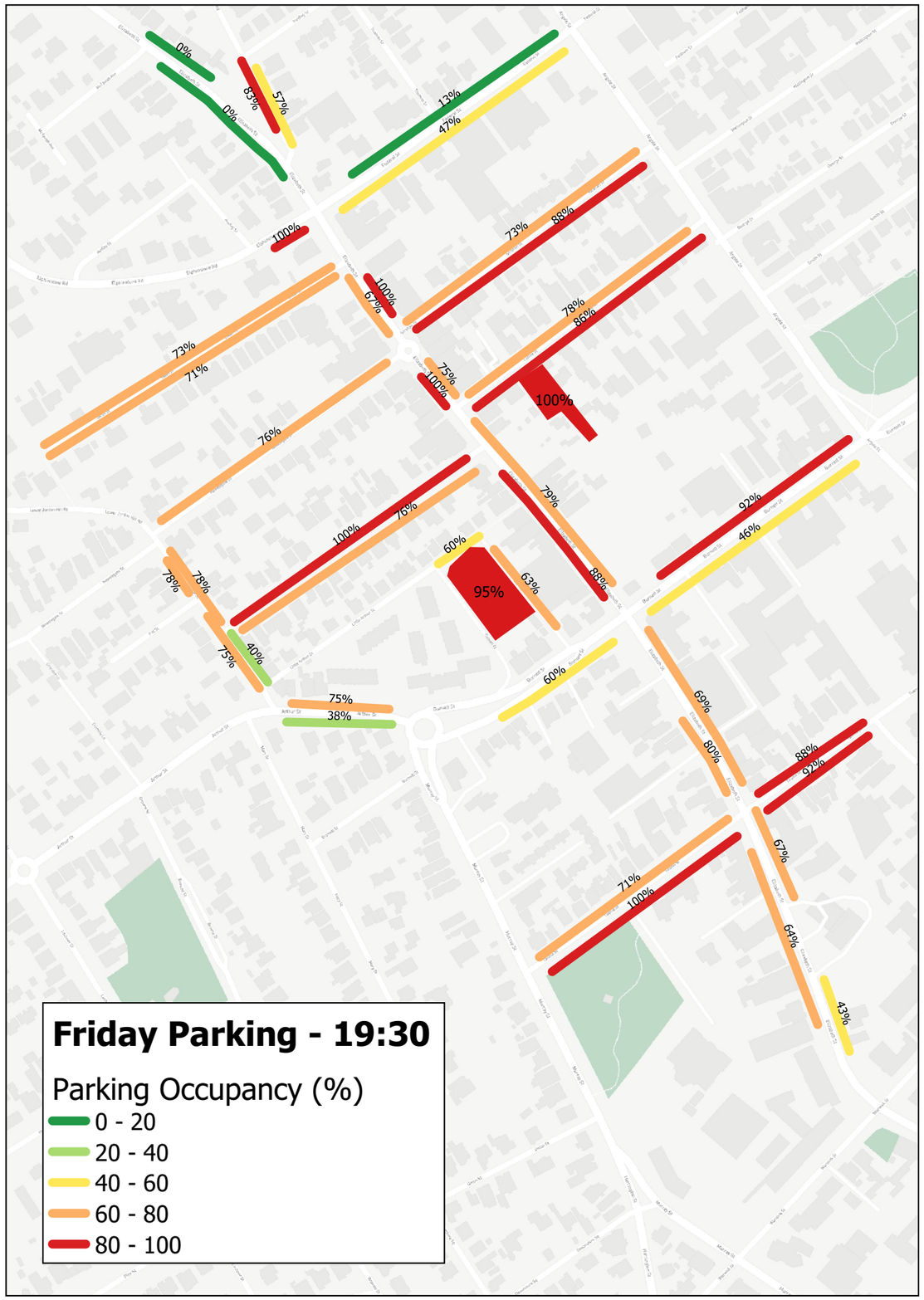


Figure 25: Study area parking demand (Friday 19:30)



5.6.1 Overview of Car Parking in North Hobart

Figure 26: Study area parking demand (Saturday 12:00)

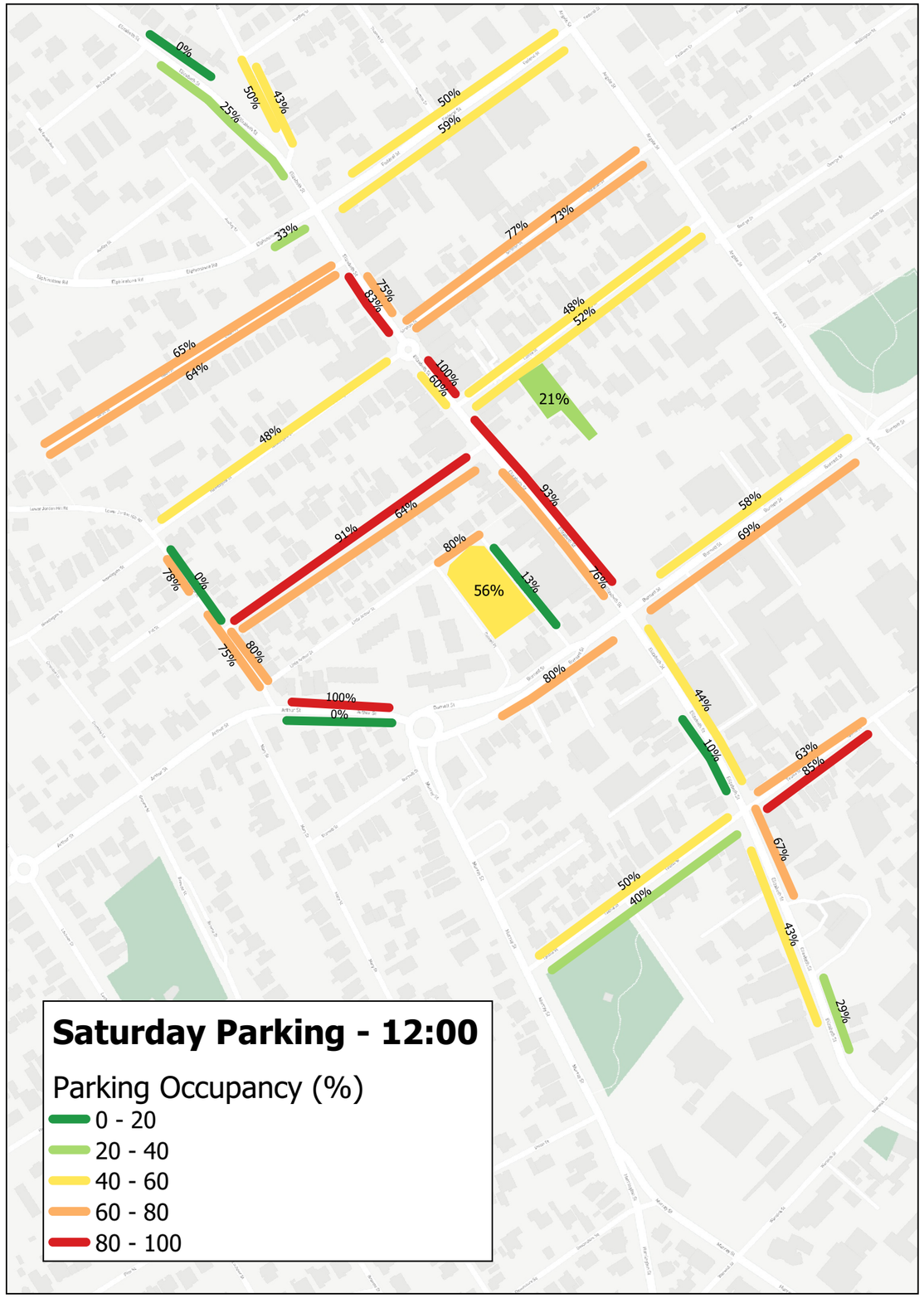
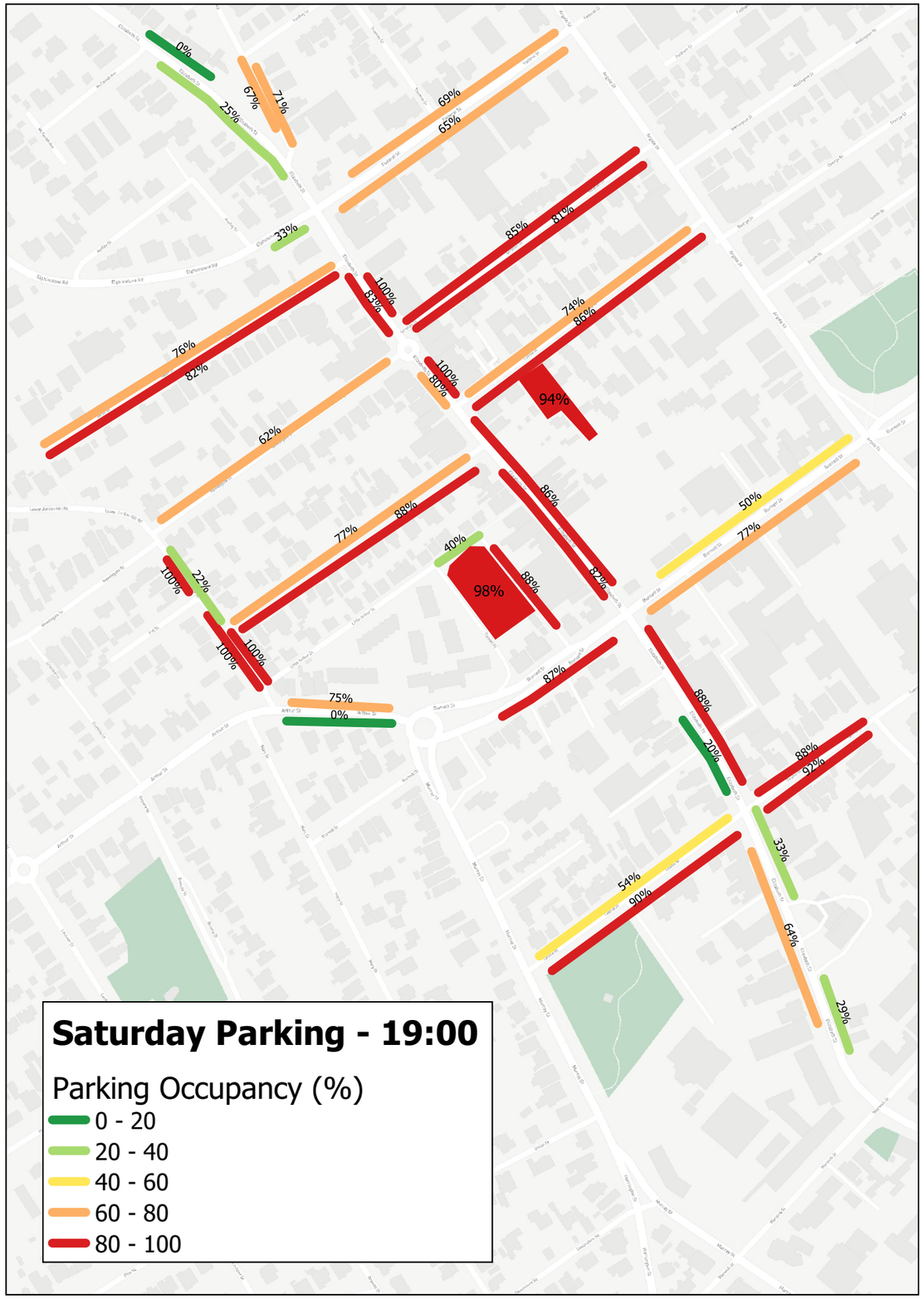


Figure 27: Study area parking demand (Saturday 19:00)



5.6.1 Overview of Car Parking in North Hobart

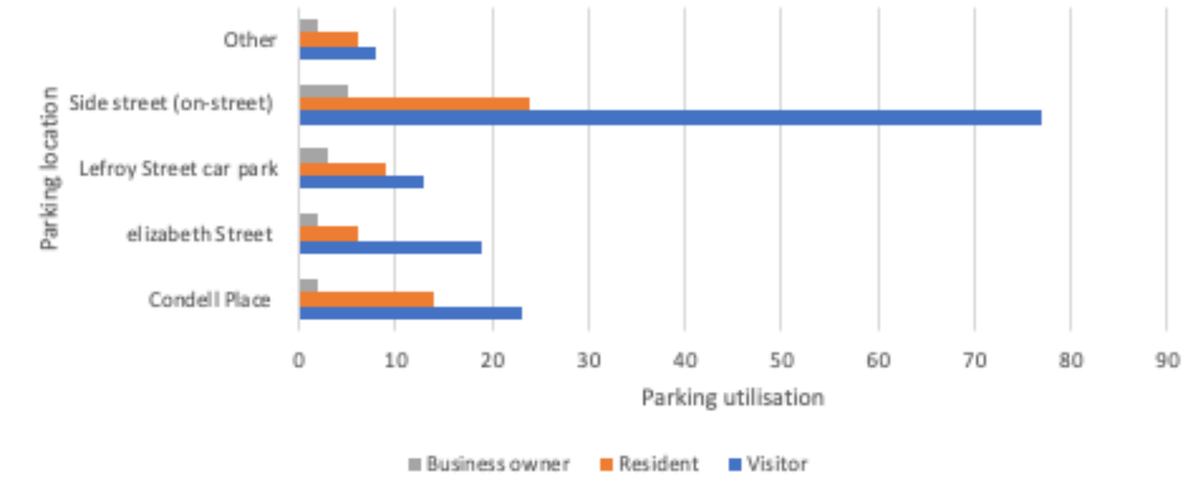
The survey undertaken during community engagement for this project provided information about how different users of the precinct have a preference for different parking locations and configurations, which is useful when understanding the implications of catering for peak parking demand. Those who classify as 'visitors' to North Hobart represent approximately 34% of total users of the precinct (183 out of 531 responses). Out of this cohort of visitors, 56% typically visit the precinct in the evening and arrive by car. Its unlikely, but hard to verify, that this cohort of visitors would allow peak parking demand to be a deterrent on their future visitation of the precinct.

Figure 28 uses the survey information to explore the preferences for different parking locations amongst common users who drive to the precinct. It analyses parking preferences across the three dominate user groups of visitors, residents and business owners.

Visitors were the most represented user group with a total of 183, followed by residents (59) and business owners (15). Across all three user groups, there is a clear preference for parking on side streets off Elizabeth Street. This is likely due to the more generous time restrictions or unrestricted parking in these locations together with the ease and convenience of parking in these locations. In comparison, Condell Place, LeFroy Street and Elizabeth Street are generally subordinate preferences among those who completed the survey.

Interestingly, residents use of the City's paid off street car parks as a proportion of total resident parking is relatively well represented suggesting residents are happy to pay for parking, appreciate the ease and certainty of parking in these locations, or are attracted to the more generous time restrictions.

Figure 28: Parking locations per user groups

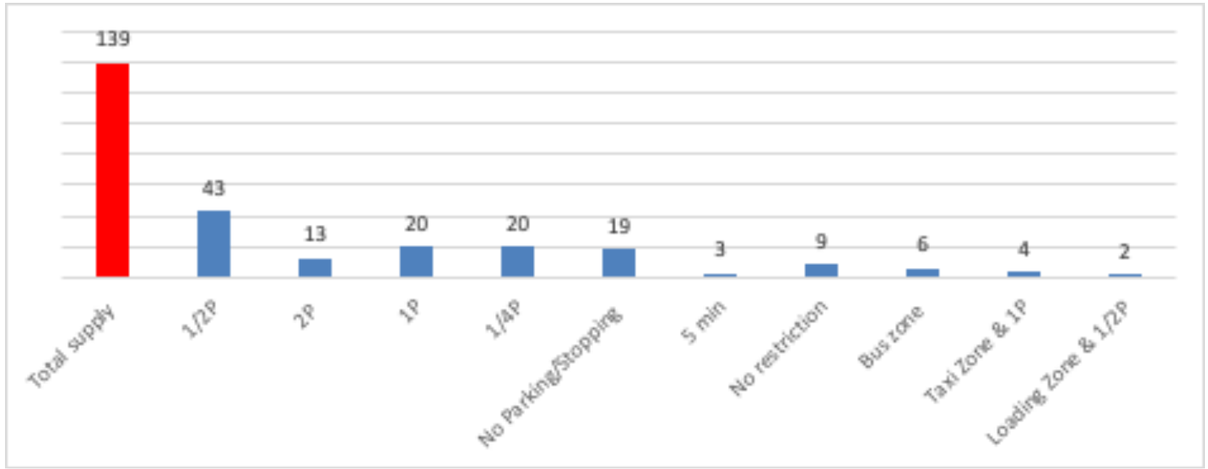


The City manages parking in the area using a range of different time restrictions and paid parking to encourage turnover at suitable rates and ensure parking availability. The City recently changed a large amount of time restrictions on Elizabeth Street to ½P. Figure 29 provides a summary of the time restrictions used on Elizabeth Street, between Burnett Street and Federal Street using occupancy data from the 2017 survey.

There are a total of 139 on-street parking spaces on Elizabeth Street managed under a range of different time restrictions, as well for loading and bus parks. During community engagement, it was revealed that there is some dissatisfaction within the community and among local businesses regarding the recent expansion of ½ P time restrictions on Elizabeth Street. ½P is now the prevailing time restriction along Elizabeth Street which is considered an inadequate allocation of time the majority of dining-related trips to the precinct.

Figure 29 shows that in 2017 when the survey was conducted, ½ P was the predominant time restriction on Elizabeth Street, making up approximately 30% of all-time restrictions. However recent changes would suggest that supply of ½ P has been further increased as a proportion of all time restrictions.

Figure 29: Breakdown of existing use of time restrictions on Elizabeth Street (from 2017)



Car Ownership

Analysis of car ownership per household in North Hobart and the broader inner metropolitan area of Hobart (SA1) was undertaken using Census data and is presented in Table 5. It indicates that the proportion of families who do not own a vehicle or only own one vehicle is relatively high against comparable suburbs in other major cities, which can be attributed to the central location of North Hobart and its good access to bus services and proximity to the CBD. Generally, households with fewer cars would typically be the beneficiaries of investment in the cycling network, the provision of improved pedestrian facilities and the expansion of bus services, because they naturally would have a greater reliance on alternative modes of transport for daily trips. This however does not preclude households with several cars.

Table 5: Car ownership (SA1)

Number of cars	Percentage across SA1
No cars	19%
1 car	48%
2 cars	23%
3 cars or more	7%

Source: Elizabeth Street Movement Analysis Report

5.6.1 Overview of Car Parking in North Hobart

Food Delivery and Uber Eats

The City of Hobart has installed a dedicated food delivery bay in Burnett Place designed to be used by food delivery vehicles. The zone (see Figure 30) accommodates up to five vehicles and operates between the hours of 11.00 am and 9.00 pm seven days per week. It is designed to better manage food deliveries in the precinct by drawing short-term parking away from Elizabeth Street to this designated location.

Figure 30: Food delivery and Uber Eats parking zone



Parking Revenue and Enforcement

Parking enforcement is conducted throughout the precinct to monitor parking behaviour and impose infringements. This applies to all City managed parking sites including the off-street facilities, Elizabeth Street and residential streets where time restrictions apply.

During the period of 1/7/19 – 31/1/20, there were a total of 5125 infringement notices issued for a total amount of $255,334.80.

Parking revenue raised as part of paid parking regimes in operation at Condell Place Car Park and Lefroy Street Car Park totaled $73,777.94 for the same period above, with an estimated annual income of approximately $150,000.

Condell Place Car Park

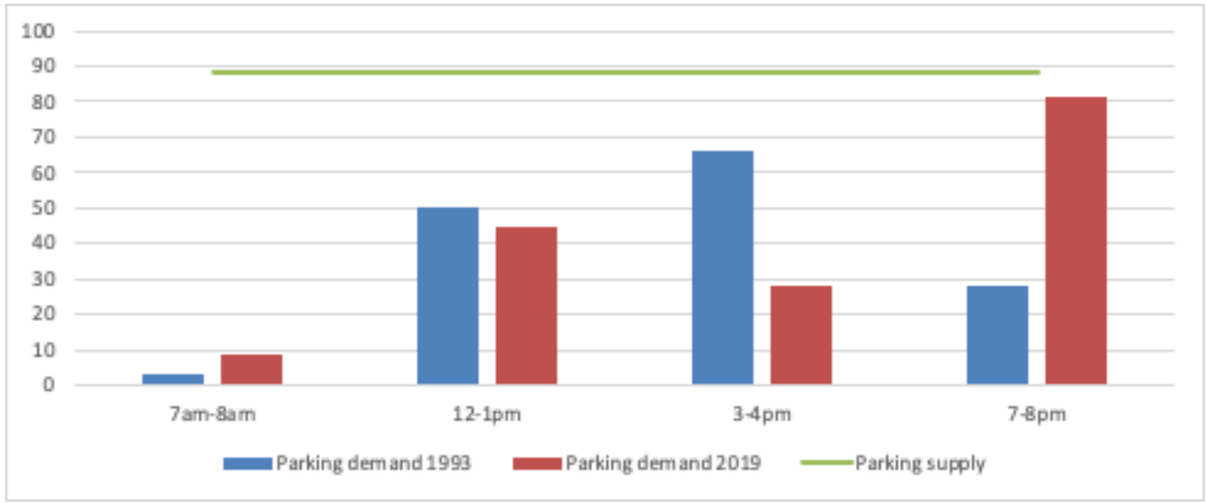
Condell Place Car Park is an off-street City-owned car parking facility in North Hobart behind Elizabeth Street with vehicle access from Burnett Street. The site is managed using paid parking which was first introduced in 2012 at $1 per hour. This rate changed to $1.50 per hour in 2017 and is now $3 per hour. There are 88 car parking spaces at Condell Place, which has not changed since 1993, as presented below.

Figure 31 uses current and historical parking demand data of Condell Place Car Park to understand how parking utilisation of the site may have changed over time. Parking demand collected over the course of 2019 was compared to parking demand from 1993 to present trends in parking demand that have occurred over time. It shows that the site had better day time use in 1993, which could be attributed to the parking demands associated with a supermarket that no longer operates in the area, as well as potentially more generous (or an absence of) time restrictions.

Conversely, much higher parking demands are now experienced in the evening, peaking at 8pm, which is attributed to the growth of the night-time economy in North Hobart.

Generally, parking demands are comfortably accommodated at Condell Place Car Park with low parking demand experienced throughout the course of the day and with existing supply being able to accommodate evening peak demand periods.

Figure 31: Condell Place parking demand 1993 and 2019



Note: The analysis has used parking occupancy data from 2019 (collected every day by Council) averaged out and parking occupancy data from the 1993 North Hobart Parking Plan

5.6.1 Overview of Car Parking in North Hobart

Impacts of Car Parking on the Public Realm

An over-supply of surface level parking facilities can have an irreversible impact on the public realm of an activity centre and its social and economic health.

In many post war activity centres, excessive space has been devoted to surface parking (off-street) which was originally seen as an effective solution to attract visitation and accommodate growing car trips. However over time, in some centres, the rate to which surface car parking has been provided has been so excessive that it is comparable, or exceeds, the rate of commercial floor space, meaning more urban space is used for parking then commercial floor space.

While North Hobart has largely been successful in limiting the extent of surface car parking, the off-street car parks of Condell Place and Lefroy Street can undermine the public realm and impact negatively on walkability and pedestrian amenity.

Both car parks form somewhat of a barrier to the adjoining residential area, contributing to reduced visual amenity for pedestrian connections between Elizabeth Street and their residential catchments, as shown in Figure 32.

Collectively the space allocated to each surface parking facility is disproportionate to the size or availability of public space in North Hobart and significantly reduces the potential residential catchment within a walkable distance to local retail, restaurants and bus services.

Additionally, the large carparks lack quality shaded footpath links, lighting, 'eyes on the street' and visual variation, further reducing the safety and appeal for active travel while the raised gradient at Condell Place Car Park could inhibit use by physically challenged users. Furthermore, the vacant land adjacent to Lefroy Street Car Park is currently dormant and represents a significant opportunity for development of a suitable kind.

Figure 32: Condell Place Car Park



5.6.2 Understanding the Issues

Parking is an important part of the transport system that requires careful management and is underpinned by a broader policy framework for transport, consistent with the overall objectives for transport, liveability and economic development of a city.

In understanding the issues associated with parking management in the centre, the previous section presented an overview of existing parking demand experienced in the centre while this section will seek to understand the issues that may be present in relation to the City's existing approach to parking management as well as any other issue that may have arisen out of community and stakeholder engagement.

Through this process, the key issues are understood to include:

- **Peak demand** – As shown through analysis presented previously, parking demand is particularly sensitive to short-term spikes, which is most notable during the evening peaks of Thursday, Friday and Saturday night. Outside of this short period, parking supply comfortably meets the level of demand generated from standard trips to centre, for lunch dining, entertainment or access to services.
- **Parking overspill into residential streets** – Parking overspill occurs when visitors park on side streets due to being attracted to more generous time-restrictions (or unrestricted parking), to avoid paid parking regimes, or as a result of parking not being available at closer locations.
- **Off-street parking (City-owned sites)** - Figure 23 showed that parking demand for the City's off-street sites is low leaving each facility under-utilised for much of the day with greater demand experienced exclusively in the evening dinner peak. This means that each site is largely unused outside of the evening peak prompting a review of whether each site is being used for the highest and best use with consideration to its value and inner urban location.
- **Commuter parking** – It is understood that North Hobart is a popular location for commuter parking, which can see residential streets in the area be used to house cars during business hours for residents from the northern suburbs who complete their journey by walking to the CBD from North Hobart. This likely occurs in areas where there are currently no time restrictions in place.
- **Elizabeth Street time restrictions** – The City has recently introduced 1/2P time restrictions on Elizabeth Street as a way to encourage regular turnover of vehicles. As shown previously, there are currently 43 spaces managed using 1/2P time restrictions out of a total of 139. Given the predominate trip purpose to Elizabeth Street is dining related, 30 minutes is not considered sufficient time to fulfill the needs for most visitors.
- **Parking on residential streets** – Due to an absence of formalised line-marked parking bays on residential streets, some parked cars are observed to encroach over driveways which can irritate and inconvenience residents and impact access. Furthermore, on-street parking capacity may fluctuate and not always meet its full capacity due to poor parking practices attributed to an absence of line marking.
- **Off-street parking (private sites)** – In addition to City-owned parking assets in the precinct, there are several off-street parking sites that are designated for customer parking. While these sites may be used during business hours for customer access, many sit idle during the evening peak. A lack of information about these sites may contribute to their low use.
- **Delivery food** – The growth of delivery food providers, including Uber Eats, is causing some vexation within the community for a variety of different reasons, as shared during community engagement. This is particularly associated with delivery food drivers using on-street parking on Elizabeth Street while they wait for jobs and a perception that they may overstay 1/2P time restrictions and utilise parking throughout the precinct that could otherwise be used by other visitors.

5.6.2 Understanding the Issues

Understanding Parking Provision and Statutory Parking Requirements

We have undertaken a brief and high level review of the approximate supply of parking in the precinct against Ground Floor Area (GFA) of commercial, dining and retail businesses on Elizabeth Street.

This review is focussed on the study area's parking inventory as well as private off-street parking that has not been included in other analysis in this report.

This analysis is indicative only, but is useful to provide an understanding (in order of magnitude terms) of the rate of existing parking supply compared to the planning scheme rates.

Estimating floor area

The Hobart Planning Scheme uses Gross Floor Area, which can be measured fairly reasonably using satellite imagery, keeping in mind that the planning scheme defines gross floor area as 'the total floor area of the building measured from the outside of the external walls or the centre of a common wall', and goes on to define the floor area of a tenancy for the purpose of parking calculations as 'the gross floor area, excluding the area of stairs, loading bays, access ways, or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply or lifts'.

With that in mind, we have measured about 17,000 sqm of commercial/retail GFA on Elizabeth Street between Federal Street and Tasma Street. This excludes obvious residential buildings. However, this does not consider how many floors the buildings have. Most of the building stock is low rise (2-3 levels), and most of the upper levels of such older buildings are typically used for residences or storage, rather than active retail space, so this is not expected to significantly distort the analysis.

We have considered a smaller study area for this analysis because the blocks south of Tasma Street and north of Federal Street have a considerable amount of non-retail/commercial land use that could distort the findings.

How many parking spaces are there?

We have used parking inventory from the study area and manually counted parking at private off-street parking sites.

The number of parking spaces are listed below:

- Elizabeth Street on-street spaces: 73 (between Federal Street and Tasma Street)
- Public off-street spaces: 122
- Private off-street spaces: 175
- Residential on-street 471
- Total: 841

We have reviewed parking supply against GFA by employing two approaches. Firstly, we do this using parking supply from the above listed supply figures but excluding residential on-street parking. This is because on-street parking on residential streets serves in a large part residential uses exclusively and has not been provided as an outcome of statutory planning requirements. Secondly, we undertake the same task but with a much greater supply of parking, using all above listed parking figures.

What is the average rate of parking supply?

Based on the two contrasting approaches to calculating parking supply against GFA, the average parking supply is:

· **Excluding** residential on-street parking (370 parking spaces) - approximately 1 space per 46 sqm of GFA (or 2.2 spaces per 100 sqm GFA).

· **Including** residential on-street parking (841 parking spaces) - approximately 1 space per 20 sqm of GFA (or 5 spaces per 100sqm GFA).

How does the rate of supply compare with Hobart planning scheme requirements?

When looking at some typical requirements of the Hobart Planning Scheme, the current rate of actual supply is considerably lower than statutory requirements for new development:

- Restaurant: 15 spaces per 100 sqm
- General retail: 1 space per 30 sqm (e.g. 3.33 spaces per 100 sqm)
- Bulky goods: 1 space per 50 sqm (e.g. 2 spaces per 100 sqm)
- Art and craft centre: 1 space per 30 sqm (e.g. 3.33 spaces per 100 sqm)
- Library, museum or public art gallery: 1 space per 20 sqm (e.g. 5 spaces per 100 sqm)
- Cinema, function centre, theatre: 1 space per 15 sqm (e.g. 6.66 spaces per 100 sqm)
- Community entertainment, other: 1 space per 15 sqm (e.g. 6.66 spaces per 100 sqm)

The relevant consideration in relation to the planning scheme is as follows: is the existing rate of supply in adequate, or are the planning scheme rates unreasonably high?

- Is there any sign that demand is higher than supply?
- Are the requirements of the Hobart Planning Scheme markedly different from other planning schemes around Australia and New Zealand?
- Will parking demand grow in the future?
- Is there genuine demand for lower rates of parking supply?

The answers to these questions are outlined below.

Is parking demand higher than supply?

Our previous analysis of parking occupancy has indicated that parking supply in the study comfortably exceeds demand across most parts of the day, night, and week. In fact, it is only during the busiest periods (Friday evenings) that the current supply would generally be considered efficiently utilised by industry best practice (i.e. when parking is around 85% occupied, as is the case over the course of a year during evening peaks). Not only does this suggest that Hobart Planning Scheme rates are unreasonably high compared to current travel behaviour, it suggests that parking is probably even slightly over supplied in North Hobart, given that occupancy is usually relatively low even without the consistent presence of ordinary inner-city demand management techniques (e.g. on-street parking is not priced).

6.0 OPTIONS

The assessment of the conditions for parking and access undertaken in the previous section highlighted several key challenges and issues associated with working towards improving the transport network for all modes of transport and ensuring the place vision can be embedded in future decision making.

This section involves developing a suite of options that respond to the challenges and issues highlighted in the previous section. It provides greater context and background to the possible solutions available for the City of Hobart as well case studies to demonstrate application of best practice approaches employed in comparable contexts to North Hobart.

This section is structured in the same way as the previous section organised by each mode of transport. The options are designed to invoke greater strategic thinking for the opportunities and to provide background to the recommendations which are listed in the succeeding section.

6.1 WALKING

One of the defining attributes of a great city is how enjoyable it is to walk around. Walking is the primary way people move around and experience a city and connect to one another.

A permeable, inviting and high-quality walking network is critical to the economic, social and environmental success of North Hobart. Walking requires the least amount of space for movement yet delivers some of the greatest benefits to the community.

Increased residential density is planned to be located south of the precinct, including in Midtown and closer to the CBD, where the UTAS building has already had an influence. This pattern of development will increase pedestrian traffic on Elizabeth Street and North Hobart more broadly, placing further importance on the level of provision made for pedestrians with regard to crossing opportunities, side street treatments and signal phasing.

The City is currently working towards delivering important walking and public realm projects identified in the Retail Precincts Plan for Elizabeth Street, Midtown, just south of the study area which will significantly assist in providing a continuous and legible route over the full extension of Elizabeth Street.

6.1.1 Improving Walking in North Hobart

Pedestrian Crossing Points

Frequent pedestrian crossing opportunities are required to be conveniently spaced along routes with high traffic volumes and speeds for pedestrian safety and convenience. Crossings that are spaced too widely introduce pedestrian user compliance issues and inhibit the movement of less mobile people who may not be able to cross the street without a dedicated facility being provided. This can be the case where residential streets lead into Elizabeth Street.

Side road treatments should be considered along Elizabeth Street where residential streets intersect with Elizabeth Street. Improving priority for people on foot in activity centres can have a profound impact in terms of place making and local economy.

Figure 33 provides an example of a raised crossing treatment located at a corner intersection. Extending the level of the footpath across the street allows ease of crossing for pedestrians and increases visibility between street users. This treatment could be applied at intersections along Elizabeth Street where higher traffic speeds are observed. Reducing the kerb radii at these intersections to the minimum possible (given the design for specific vehicle types) reduces the distance for pedestrians to cross and therefore the exposure to potential collisions. These treatments also offer great opportunities for placemaking, particularly by using reclaimed corner block space for tree planting, public seating or alfresco dining.

Figure 33: Raised pedestrian crossing, Auckland, New Zealand



6.1.1 Improving Walking in North Hobart

Mid-block Crossings

Mid-block crossings refer to crossing facilities that are located at the mid-section of a typical block or high street. They facilitate crossings to assist people reach both sides of the street, instead of having to walk to an intersection to cross. Mid-block crossings are typically suited to busy high street environments and should be provided every 80-100 metres.

The existing mid-block crossing on Elizabeth Street is located some 225 metres from Federal Street and 135 metres from Burnett Street. Future consideration of an additional mid-block crossing is warranted given the length of the street and levels of pedestrian activity. Using the recommended distancing of mid-block crossings detailed above, this would be best suited north of the existing crossing, however an additional third crossing could also be considered between the existing crossing and Burnett Street.

Footpath Widening

Vibrant high streets like Elizabeth Street require adequate footpath space to accommodate comfortable and amenable pedestrian movements, offer sufficient space for outdoor dining and provide enough space to encourage lingering, informal gathering and passive surveillance.

By extending the kerb out and physically narrowing the carriageway, footpath widening means traffic is naturally slowed while streetscape activity can flourish, creating more amenable pedestrian conditions and increasing available street space for street furniture, alfresco dining and street trees.

Footpath widening could be delivered as part as a comprehensive streetscape upgrade or rather delivered in certain sections of the street. Obvious locations are typically where street frontages are tenanted by restaurants or cafes to allow outdoor dining. Other locations may be adjacent to public facilities or key attractions where naturally larger volumes of people congregate. For Elizabeth Street, some obvious locations include congested areas such as north-west corner of Burnett Street and Elizabeth Street, South East corner of Burnett and Elizabeth Street, the State Cinema (currently a bus stop), and in other sections from Newdegate Street to Burnett Street.

Streetscape Amenity

Improvements to pedestrian amenity should be made along Elizabeth Street due to its role as the primary spine for pedestrians. Enhancements could take the form of holistic streetscape redesigns or introducing or improving a wide range of elements, including street trees, low planting, seating lighting, water fountains, public Wi-Fi hotspots and rubbish bins. Improvements to streetscape amenity should be delivered as part of a wholesale upgrade to the street, including confirming a desired future street design configuration and reallocating road space to the most spatially efficient modes.

Connectivity and Permeability

Elizabeth Street provides a good spine for walking while residential streets that intersect it are typically rich in heritage and offer good connections to adjacent streets and neighbourhoods. Nonetheless, there are also good opportunities for better permeability and connectivity across the precinct, particularly as new developments become more common in the future.

Interventions for improving the connectivity of the walking network include a range of tools, from statutory planning tools for improving connectivity as part of private developments to infrastructure interventions such as new street crossing points.

In general, tools for connectivity need to support a highly permeable grid of appropriately scaled blocks and opportunities for street crossings that allow for easy walking circulation. Little Arthur Street and Tony Haigh Walk offers a good local example of how mid-block pedestrian pathways can improve access to Elizabeth Street. Utilising other available sites within the precinct, which may include sites currently owned by private entities, should be investigated, as a more permeable network of smaller streets is essential for both pedestrian connections but also placemaking opportunities, particularly as the precinct becomes busier to 2030.

Figure 34: Un-used alleyway off Elizabeth Street



Pedestrian Signal Wait Times

Optimising the distribution of signal time is important for improving connectivity via walking, reducing road safety risks associated with pedestrian frustration and improving the relative attractiveness of walking as a transport choice. In many contexts, reduced signal cycle times can also benefit bus services and operations.

Increasing the green time at the intersections of Burnett Street and Federal Streets would assist in reducing pedestrian delay and provide more seamless and interrupted walking journeys through the precinct.

6.1.2 Case Studies

Table 6: Case study - pedestrian facilities

Streets for People, City of Darebin, Melbourne
Darebin City Council's Streets for People initiative aims to improve the place quality of the inner-Melbourne municipality's local streets by implementing soft-touch and low cost streetscape enhancements that improve protection for cyclists, discourage rat-running, reduce traffic speeds and create more space for play elements, street trees and plantings. The scheme uses a 'toolkit' of typical treatments adopted from best practice street design guides from around the world, and the first initiatives were delivered in 2019. The program has helped to reduce non-local traffic on quiet residential streets and make cycling more accessible to less-confident riders. Toolkit items included raised pedestrian crossing treatments, raised intersections, traffic diverters, curb extensions, material palette guides, cycleway line marking treatments and street tree planting guides. **Relevance to North Hobart** The toolkit of traffic calming street elements is directly applicable to the adjacent streets surrounding Elizabeth Street, and could be successfully applied to discourage unintended consequences such as rat-running. City of Hobart is already rolling out these treatments across the city, including residential streets like the example below. 

6.2 CYCLING

The assessment of current cycling network performance including the state of existing infrastructure and the level of existing demands, including latent demand, suggests that cycling has potential to play a much more significant role in meeting the needs of residents for short-medium distance trips. Cycling is currently used be a relatively low cohort of community members however in the context of the broader metropolitan area, cycling participation is relatively high against comparable cities on the mainland.

International experience shows that the quality of cycling network infrastructure is a major determinant of levels of cycling activity and provision of high-quality facilities designed for a wide range of users has been found to increase cycling uptake and safety. High quality facilities can help overcome safety concerns that are frequently a major barrier to higher rates of cycling. This study's assessment of existing infrastructure quality across the study area found widespread examples of cycling facilities that are inappropriate for street conditions and are unlikely to lead to significant future uptake of cycling.

6.2.1 Improving Cycling in North Hobart

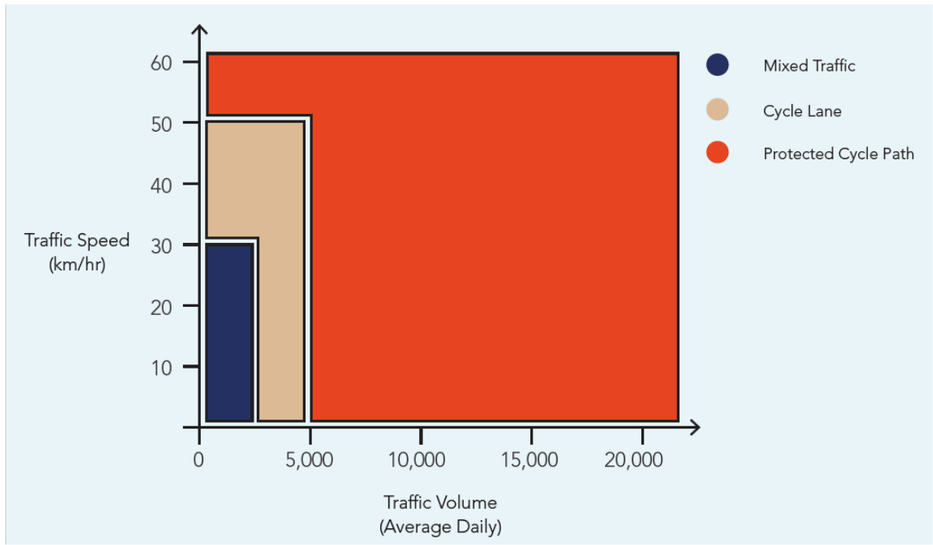
There is a strong appetite within the community to see cycling play a greater role in daily travel in North Hobart to access jobs, local services and schools. Improving the quality and quantity of cycling infrastructure presents a significant opportunity for North Hobart, given its proximity to the CBD and extent of the metropolitan area that can be accessed within a short 2-3 km bike trip, as illustrated in Section 5.

Infrastructure to increase cycling participation comes in different forms and can be better suited to certain contexts and street types. Facility types should be chosen according to the function of the route and the traffic conditions and land use environment in which they occur. Facility types include:

- Physically separated cycle paths on high traffic or high-speed parts of the network
- Traffic-calmed streets on low traffic and low speed parts of the network
- Standalone cycle paths or shared paths through public open spaces.

Figure 35 provides guidance on the traffic conditions under which different lane treatments should be implemented. It shows that for Elizabeth Street under the current traffic conditions, protected bike lanes should be provided to protect cyclists from relatively high traffic volumes. Alternatively, if future street designs were to encourage traffic to use alternative routes, cycling could be provided for in mixed traffic or a cycle lane given the reduction in traffic volumes.

Figure 35: Guidance on appropriate cycle lane facility types across a range of traffic environments



Source: MRCagney for Auckland Transport (2016) Evaluating Quality of Service for Auckland Cycling Facilities – a practitioner's guide.

6.2.1 Improving Cycling in North Hobart

The implementation of a high-quality integrated cycling network should start with targeted improvements to existing gaps in the network and over time lead to a complete upgrade of the existing network and expansion to include new routes. The City is currently progressing plans to deliver cycling facility upgrades, including separated facilities, on Argyle Street, Campbell Street, Liverpool Street and Bathurst Street.

The proposed interventions will vary in terms of cost and the technical, organisational and political appetite to implement. A summary of a potential upgrade processes are listed below:

- **Enhanced existing network** - Review and amend location, types and geometry of facilities e.g. paint advanced stop lines (`bike boxes') at signalised intersections, convert wide kerb-side lanes to painted facilities, widen shared paths, provide a painted buffer between parking and on-street cycle lanes
- **Partial network upgrade** – Consider protected facilities along key routes and at selected intersections. Consider `light' versus `full' segregation and different path type configurations. Develop neighbourhood `shimmy' routes to utilise low traffic streets to circulate around busy and unsafe roads.

Shimmy Route

A shimmy route is a planned sign-posted route that diverts cyclists off busy streets and onto low stress and low traffic neighbourhood streets. They are useful, low cost alternatives to separated facilities used on high streets as they require only wayfinding and line marking.

A shimmy route connecting North Hobart and West Hobart could provide a low stress and all abilities cycling link between the two suburbs by traversing through low traffic neighbourhood streets. A logical starting point may be Newdegate Street due to its central location within North Hobart and would ideally allow access through to Hill Street, West Hobart using predominantly low traffic neighbourhood streets. This route could potentially link up with the Hobart Rivulet Link by continuing onto South Hobart.

6.2.2 Case Studies

Table 7: Case studies - cycling

Auckland Cycle Network development and investment

Auckland is making positive strides through significant investment programmes in active travel and public transport to make the city more liveable and less reliant on cars for everyday travel.

The Auckland Cycling Investment Programme proposes to invest $635 million between 2018-2028 on expanding the city's cycling network with provision of high-quality separated facilities to encourage growth in cycling for everyday transport needs.

The funding aims to effectively meet the objectives of the programme and deliver a quality network consisting of approximately $600 million of new cycleways and $35 million of complementary initiatives. Complementary initiatives help to maximise the potential of new cycleways and include initiatives such as bike share, speed management and cycleway and way-finding signage.

The funding model is expected to deliver benefits of $1.9 to $4.6 for every $1 invested and would deliver 150km of new cycleways linking to key activity centres and maximising access to public transport. The investment would see an increase in modal share of trips to work for cycling from 1 per cent to 4 per cent across the Auckland region.

This funding model was a subsequent initiative following a successful delivery of cycleway network development improvements between 2015-2018. The 2015-2018 programme saw 27km of new network delivered which now shows evidence of good use by cyclists. The north-western cycleway has experienced a 44 per cent increase in cycle trips since the Lightpath and Grafton Gully connections were developed.

Source: https://at.govt.nz/media/1974167/auckland-cycling-10-year-plan-july-2017.pdf

Relevance to North Hobart
Hobart and Auckland share similar topographies, with hilly terrain and relatively spread out residential development. Furthermore, each city has historically been largely car dependent and transport infrastructure investment has predominantly focussed on roads. Auckland demonstrates a positive transition and shows what is possible for small to medium sized cities like Hobart.

Table 7: Case studies - cycling

City of Geelong, Malop Street Green Spine

Malop Street is a central retail strip in Geelong which has been transformed to a `green spine' with improved cycling and pedestrian facilities. The plan was underpinned by a vision for the street as a `Botanic Walk', with a continuous canopy of trees and a series of different alfresco, seating and gathering spaces along the length of Malop Street, linked by a network of paths.

As shown below, a generous protected bike lane was introduced to ensure a much higher level of priority for cyclists passing through the precinct and better access to retail premises for cyclists. The west bound bike lane is located next to the Botanic Walk, so cyclists also experience the attractiveness of the improved street environment and amenity.

Following completion of the plan, traffic surveys reveal there has been a decrease in total traffic volumes along Malop Street with higher traffic volumes recorded on adjacent streets that are better suited to higher traffic volumes.

Relevance to North Hobart
Geelong and Hobart are similar sized cities with similar sized populations. Both have become relatively spread out since the 1950s with growing issues around car dependency and traffic congestion. Both cities have active inner urban cores with growing medium density development, tertiary education and new services and attractions.



6.3 PUBLIC TRANSPORT

An overview of public transport found that Elizabeth Street is one of the busiest routes for bus services in North Hobart and that patronage is generally healthy and offers a good alternative to car-based travel.

Bus services that service the study area are an important asset that provide good connection to the Northern suburbs and the CBD allowing residents good access to broader city locations for work, education or services.

There is clear potential for public transport to play a greater role in meeting household travel demand with benefits for household travel costs, social inclusion and environmental sustainability.

6.3.1 Improving Public Transport in North Hobart

The City should continue its role in working with state government and Metro Tasmania to advocate on behalf of its residents and businesses for the importance of ongoing improvements to bus services along Elizabeth Street and across the study area more general. This includes advocating for and working together in a variety of key areas including:

- Assisting with the improvements to bus stop shelter infrastructure and general streetscape amenity
- Working collaboratively to plan the appropriate infrastructure required to accommodate improved service frequencies along Elizabeth Street
- Continuing to play a direct role in influencing bus use by ensuring walk-up connections to bus routes. This includes provision of footpaths, road crossing points and attractive walking environments.

6.3.2 Case Studies

Table 8: Case studies - public transport

Sinchon Bus Transit Mall, Seoul South Korea

Situated in the neighbourhood of Sinchon, a popular nightlife district, Yonsei-ro is a popular and active retail and restaurant strip spanning 550 metres in distance which once catered for vehicle traffic, pedestrians, buses and cyclists.

Due to pedestrian overcrowding, bus delays and significant traffic congestion which undermined the vibrancy of the centre, the Seoul Metropolitan Government transformed the street into a 'transit mall' by prohibiting vehicle access to cater better for buses, pedestrians and cyclists in a shared street environment.

Following implementation of the plan, traffic was directed onto other routes and there was a 34% reduction in traffic accidents with an 11% jump in bus patronage. Surveys conducted in the area also found that people felt safer due to the removal of vehicle traffic and introduction of a shared street, while there was a 28% increase in visitation and shopping, and a 4% increase in revenue for local businesses.

Source: https://www.clc.gov.sg/docs/default-source/urban-solutions/urb-sol-iss-11-pdfs/case_study-seoul-yonsei-ro-transit-mall.pdf

Relevance to North Hobart
Yonsei-ro once balanced the demands from private vehicles, buses, cyclists and pedestrians while also being required to function as a popular dining and retail destination. Similarly, although on a much smaller scale, Elizabeth Street balances the same competing demands, regarding its movement function as well as its place function.



Source: https://kojects.com/2014/06/30/yonsei-ro-seouls-first-transit-mall/

6.4 ROAD AND STREET NETWORK

The street and road network of North Hobart brings together beautiful tree-lined residential streets that serve local trips and connect to the broader street network of Hobart, as well as sub arterial roads that accommodate vehicle trips for both local and city-wide purposes. While these streets accommodate a variety of different trips for transport, they should also be recognised as important public spaces, that serve important community functions that form much loved places for gathering, spending time and exchanging.

No more is this more important than Elizabeth Street, North Hobart's key movement spine and most popular restaurant strip. This is because Elizabeth Street is one of the most important public spaces on offer in North Hobart, therefore as the area evolves in the future, Elizabeth Street will need to be preserved as an important and desirable place for people no not only move through, but to simply be.

6.4.1 Improving the Road and Street Network in North Hobart

Shared Streets

By re-looking at the traditional approach to street design where transport modes are segregated, shared streets offer a good alternative by allowing different modes of transport to share the street space. This is proven to create more vibrant streetscapes and rationalise traffic speeds and the behaviour of all users.

Conventional street materials and infrastructure including kerbs, signs and signals are replaced with the use of kerb-less cross sections, more aesthetic material palettes and bollards to create a more vibrant and people-oriented street environment that supports universal accessibility, walking, cycling, social interaction and reduced traffic speeds.

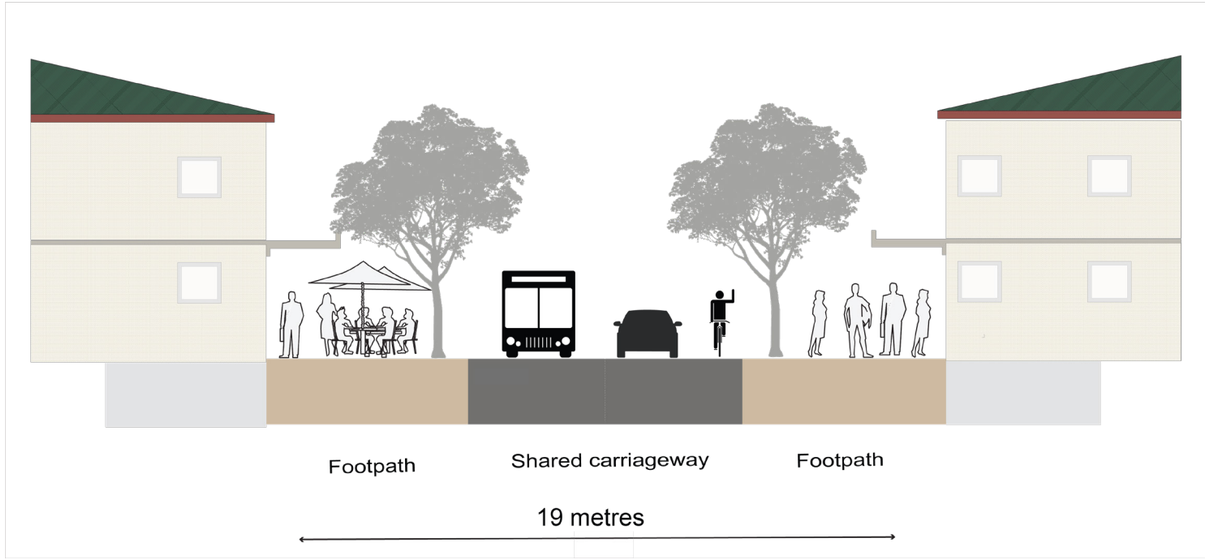
Figure 36 presents an example of how Elizabeth Street could function in the future to cater more efficiently as a key bus route and as a place for people. This cross section could be explored under a shared street approach. The cross section reallocates space to more efficient modes of transport and provides the appropriate proportion of kerbside space to ensure Elizabeth Street thrives as a popular dining precinct.

Given the limitation of a 19m carriageway, this approach explores using the available space to directly benefit the street as a place for people and as a key movement conduit for buses. Under this scenario, non-essential traffic would be discouraged from using Elizabeth Street while cyclists would be provided amenable and low stress conditions to cycle due to the slow vehicle speeds and the edge friction created from an active street environment.

Road space allocation decisions are highly contested, but there is a genuine interest within the community to see some positive change take place. The reallocation of space away from traffic and car parking space can be delivered in coordination with other projects and programs and can also form trial activations. City of Hobart is already actively working through delivery of the Hobart Retail Precincts Strategy providing good precedent to successful approaches in nearby precincts.

Under this treatment, bus operations would be improved while walking and cycling would be better provided for. Cyclists would share the road space with other users in a much slower and safer environment. Suitable loading bays and short-term parking would be provided on-street while other parking demands would be diverted away from Elizabeth Street. This kind of transformation project would be a medium to long-term proposition requiring a detailed analysis and design as well as targeted engagement with the community and local businesses.

Figure 36: Possible future cross section



6.4.1 Improving the Road and Street Network in North Hobart

Side Street Closures

Permanently closing side streets to traffic is effective in eliminating rat running and reducing traffic congestion while creating important opportunities for placemaking and public realm enhancements.

For North Hobart, there are opportunities to review the existing traffic arrangements of side streets that intersect with Elizabeth Street. By eliminating vehicle through movements at an identified intersection, non-essential traffic can be directed to alternative streets while the existing intersection can be transformed to offer additional public space for gathering, al fresco dining or greening.

The Elizabeth Street / Newdegate Street roundabout is a fairly heavy-handed treatment that seems out of step with the function and place vision for Elizabeth Street. That is, while the roundabout assists access to a relatively low-order link in the movement network (Newdegate Street), the impact to place quality and the walking environment is significant - disproportionately so when considering the place status and significance of Elizabeth Street.

The most pressing issue to address is the incompatibility of most roundabouts with high quality people oriented main streets. Roundabouts can be difficult and uncomfortable for pedestrians to cross due to the priority bestowed to turning vehicles, and become a sub-conscious barrier that limits pedestrian activity beyond the roundabout, obviously to the detriment of retail performance. While they encourage steady and consistent vehicle movement with reduced delays for drivers, for pedestrians this manifests as a noisier, less amenable, less safe and more car-dominated footpath environment.

Better roundabout design (including raised zebra crossings on all approaches) can help to mitigate these flaws, but the large footprint of the existing roundabout probably can't be reduced, and is significantly impinging on valuable footpath space.

For these reasons, the City should consider removing the existing roundabout treatment. This could involve a number of alternative solutions:

- **A simple priority controlled T-junction at Elizabeth / Newdegate Street**
  - This option would be the most cost effective, and would not reduce the permeability of the mobility network for drivers. There would be an impact on traffic delay, albeit relatively minor.
- **A signalised intersection at Elizabeth / Newdegate / Strahan Street**
  - This option would ensure traffic movement is maintained in an efficient manner, while returning some footpath space to pedestrians. This would also offer important additional safe crossing points across Elizabeth Street. It would also be possible to treat Newdegate and Strahan Street as one intersection.
- **Filtered permeability at Newdegate or Strahan Street**
  - Closing either Strahan or Newdegate Street to vehicular traffic at their Elizabeth Street intersections would simplify traffic movements, reduce delay to through traffic on Elizabeth Street, and provide an excellent public space and place activation opportunity. Closing the Strahan Street access to Elizabeth Street could be slightly easier than Newdegate Street, given that there are fewer access limitations in the surrounding network (e.g. left turn only restrictions, incomplete street grids, etc), but both options would still permit relatively easy access to local residents. A perhaps more vital consideration, however, is the activation potential of any public space created. Newdegate Street offers active adjacent tenancies that could easily benefit from the use of additional adjoining public space, whereas Strahan Street features mostly blank frontages and less active uses (e.g. the Commonwealth Bank). For this reason, we suggest closure of Newdegate Street is a more worthwhile proposition.

6.4.2 Case Studies

Table 9: Case study - Road and street network

Fort Street, Auckland, New Zealand

Auckland has embarked on a program of street space reallocation and streetscape re-designs in recent years. Many of these initiatives are based on shared street concepts that prioritise people shopping, dining, walking or otherwise spending time in the street.

One example is Fort Street. Previously a typical downtown street feature two travel lanes and two parking lanes within a 20m road reserve, Fort Street was recently overhauled to deliver a kerbless shared streetscape that uses quality pavement material, ambiguous traffic control, minimal signage and generous landscaping and street furniture to create a comfortable and slow speed environment that treats cars as guests in a pedestrian dominated space. Cars are still permitted (and large public car parks are still accessible from Fort Street), however through traffic is implicitly discouraged.

Following implementation of the plan, pedestrian volumes have increase by 54%, consumer spending has increased by 47%, traffic volumes reduced by 25% and the number of respondents who report feeling safe in the area has increased by a huge 80%.

Relevance to North Hobart
Fort Street offers North Hobart a proven example of how human-oriented street design can deliver significant tangible benefits to the local community. While Elizabeth Street is a more significant link in Hobart's movement network, elements of the Fort Street design can certainly be borrowed (or applied to adjoining local streets) to detune the overtly car-focused existing streetscape.



Before



After

6.4.2 Case Studies

Table 9: Case study - Road and street network

Poynton, UK

Poynton is a town in Cheshire, England, approximately 18 km southeast of Manchester. Centred around a busy intersection carrying approximately 26,000 vehicles per day, including a significant number of large trucks, Poynton previously struggled to cater to the movement needs of people passing through while maintaining a quality main street environment for its community.

In 2012 Poynton implemented a bold streetscape project that replaced traffic lights at the towns busiest intersection with an ambiguous kerbless shared street environment that encourages eye-contact, slow speeds and co-operation between road users.

The Poynton design shared many core principles with the shared street concept adopted in Fort Street, Auckland, and has seen traffic delays reduce and trading conditions improve.

Relevance to North Hobart
Poynton provides an excellent case study of shared street concepts being implemented successfully on higher order roads without unduly impacting the movement function of the corridor. The Poynton corridor (London Rd / A523) in fact accommodates significantly more traffic that Elizabeth Street, and uses kerbless streets and quality materials and textures to foster excellent place quality outcomes in a high street context.



Wilson Avenue, Brunswick – New public space and side street closure

In 2014, City of Moreland delivered a new public space at Wilson Avenue, Brunswick, fronting one of Melbourne's popular high streets, Sydney Road. The project was delivered following an eight week trial period using a 'pop-up park' as a trial activation and involved closing off Wilson Street permanently to traffic from Sydney Road.

The project was delivered with a budget of $760,000 and has since a number of awards for urban design and placemaking.

Source: https://www.moreland.vic.gov.au/about-us/projects/completed-projects/completed-projects-2015/wilson-avenue-brunswick-public-space/

Relevance to North Hobart
Sydney Road is an arterial road that feeds into the Melbourne CBD from the northern suburbs of Melbourne and like Elizabeth Street is also a popular high street for retail, dining and night life as well as a key public transport corridor.

The project demonstrates a positively executed side street closure and is directly applicable to the initiative for Newdegate Street.



6.5 CAR PARKING

6.5.1 Improving car parking management in North Hobart

Why does better parking management matter?

Preparation of this plan is an opportunity for the City to explore a range of options for better parking management outcomes in North Hobart. This would follow the City's recent progress in this area through the stated parking objectives of the Draft Parking Action Plan, a new direction for parking understood to have arose from the City of Hobart Parking Operations Review report.

Parking management refers to the tools that local governments use to achieve desired parking outcomes and meet stated objectives for transport and land use. Therefore, parking management can be used both as a tool to optimise parking space in activity centres and as a strategy to achieve broader transport objectives, including reducing traffic congestion and encouraging a shift to sustainable or public transport.

Parking management tools typically include time restrictions and pricing which are applied in areas that attract high parking demand and visitation. These places are typically activity centres, high streets or other active areas that support local communities but also draw people from afar.

In the absence of parking management tools, motorists are not encouraged to limit their stay to a certain time. This can create a perception that there is an under-supply of parking spaces because some motorists may find it difficult to secure an available parking space. These scenarios can lead to community and stakeholder expectations placed on the City to invest in new parking facilities which are invariably costly to build and maintain. Under-priced or free parking also directly stimulates private vehicle travel over other modes of transport and adds to traffic congestion, which is observed in North Hobart. Avoiding these scenarios reinforces the importance of an effective parking management regime.

Why does better parking management matter?

The City's Draft Transport Strategy presents a good basis for effective parking management and is grounded in latest best-practice principles. It suggests that the City recognises the importance of effective parking management across the municipality which can be applied to a precinct level.

Common practice typically sees priced parking introduced once the effectiveness of time restrictions has been exhausted, making priced parking the final stage in the hierarchy of parking management interventions for public parking spaces (both on and off-street). The steps the City can take when considering changes to parking controls typically responds to the following scenarios:

- If high parking occupancy becomes problematic in an area of unrestricted parking, the application of time restrictions should first be introduced ahead of the consideration of priced parking
- If high parking occupancy becomes problematic in an area managed under time restrictions, the application of tighter time restrictions can be introduced and monitored ahead of the introduction of priced parking; and
- If high parking occupancy continues to be problematic following the application of tighter time restrictions, then priced parking is recommended.

Paid parking is best implemented as part of precinct-wide integrated parking reforms that also includes improved user information, review of time restrictions, wayfinding and improved enforcement of parking regulations. Future application of a broader paid parking regime in North Hobart presents a good opportunity for future consideration. In the context of North Hobart, this would be introduced to ensure:

- Paid parking is used to assist in allocating scarce kerbside space or off-street parking spaces to higher-value users, particularly in locations with high demand for parking or high potential for alternative uses of space (eg for expanded footpaths or alternative land uses)
- Paid parking is used to increase turnover of users, in particular along Elizabeth Street with potential benefits to traders from higher sales from an increased customer base
- Paid parking is used to reduce externality costs associated with over-provision of un-priced parking including traffic congestion from `cruising' for parking spaces
- Paid parking is used to support broader transport policy objectives, including mode shift towards walking, cycling and public transport
- Paid parking is used to ensure the costs of providing facilities for drivers/ parking users are borne by these users
- Paid parking is used to recover costs of providing parking facilities and to provide a signal to users about the value of publicly-owned parking spaces in high-demand locations.
- Paid parking contributes to vibrant precinct and supports the public realm by accommodating visitors and activating kerbside space.

Identified Parking Reforms

Paid Parking

In a precinct like North Hobart, paid parking would typically be first introduced on-street while off-street parking would be managed under time restrictions to satisfy longer stay demands up to 4P. However, Elizabeth Street is managed exclusively using time restrictions while Condell Place and Lefroy Street car parks are managed with paid parking.

In the short to medium term, the City will need to consider the application of paid parking on Elizabeth Street as the street caters for a greater level of intensity and high visitation as well as a denser residential catchment within 1km (e.g Midtown and UTAS). This would need to be introduced in coordination with the distribution of more generous time restrictions (up to 2P) and a possible relaxation or reduction of paid parking on the City's off-street sites.

Time Restrictions

The City's recent application of 1/2P on Elizabeth Street has naturally received opposition due to it being inadequate time for social and dining related trips to the precinct. Restaurant strips like Elizabeth Street are generally managed using paid parking with supplementary time restrictions that allow more generous stays (1-2P). This means that visitors are typically provided adequate time to fulfill the needs of common trips to the precinct, which for North Hobart are predominantly dining and social purposes.

6.5.1 Improving Car Parking Management in North Hobart

Identified Parking Reforms (continued)

Parking on Residential Streets
Due to an absence of line marking to formalise on-street parking bays on residential streets, parking is often not accommodated to its full capacity and some cars can encroach on residential driveways. Introducing line marking along these streets would increase the parking capacity and likely satisfy the concerns held by some residents. Figure 37 shows an example of line marked bays in residential streets in the City of Hobsons Bay.

The Parking Action Plan recommended the implementation of line marking sensors, something that the City has since adopted and is currently in planning stages.

Other considerations include RACT's ongoing promotion of the smart phone app 'Kerb' which allows residents to rent out their car parking space to anyone who may need parking. In theory, this proposal has some merit however the implications should be known. Prudence on this matter is advised as scenarios where residents rent out their driveway to later park on street using permits is something that should be avoided. E-permits will be rolled out as part of the multi-use mobile parking app understood to be released in the future.

Figure 37: Parking bay line marking on residential streets



Shared Parking Facilities
City of Hobart should investigate providing or encouraging the use of shared parking facilities. Shared parking facilities are publicly accessible parking facilities that are often owned by a private landholding yet made available through certain arrangements.

Shared parking options provide alternative ways to better utilise parking supplies at different times throughout the day. Parking demands, are particularly sensitive to certain times of the day in North Hobart, therefore it is not uncommon for a vast supply of car parking space to be very poorly utilised at certain times of the day. This may include office parking that is well-utilised between approximately 9am and 5pm yet sits vacant overnight, when other parking sites in the precinct are in high demand.

In the context of facilitating future residential development in the area, new multi-story the City parking facilities could be designated as 'shared parking' allowing use by local workers and shoppers during the day and apartment residents at night. Such arrangements could involve the City waiving on-site private parking requirements for medium and high density residential development adjacent to shared parking facilities.

6.5.2 Case Studies

Table 10: Case studies - car parking management

City of Port Phillip, Paid Parking Policy

The City of Port Phillip provides a good example of a Melbourne municipality striving to ensure a consistent approach to management of car parking across its different activity centres and urban contexts. The Draft City of Port Phillip Integrated Transport Strategy articulates the City's role in parking and sets some bold directions for parking management into the future with the intention of reducing traffic congestion and improving transport choice for its residents and visitors.

City of Port Phillip currently manages approximately 57,000 parking spaces which are predominantly on-street. Within activity centre contexts, the Strategy acknowledges that simply building more parking spaces to accommodate growing demand is uneconomic as it would sacrifice space that could be used for higher value land uses.

The Strategy acknowledges that pricing, time restrictions and reserved parking spaces are critical management tools for supporting vibrancy and activity while ensuring the kerbside space is available for priority user groups. Roll out of the strategy is expected to achieve effective responses to existing issues around inconsistent pricing models, lack of seasonal responsiveness, poor demand management and integration with land uses.

Implementation of the policy will be undertaken in conjunction with a parking technology program. Technology will assist in ongoing monitoring of parking activity and can inform regular reviews of parking controls in activity centres.

Relevance to North Hobart
City of Port Phillip applies its paid parking management to many of its in-demand main streets and precincts, including dining strips like Elizabeth Street and areas that are of 'metropolitan significance' like North Hobart is in Hobart.

City of Yarra, Paid parking technology and application of time restrictions on dining strips

The City of Yarra in Melbourne's inner north-east operates a comprehensive paid parking regime in areas that attract high parking demands associated with high visitation for employment, dining and retail. This is supported by a strategic approach to parking management that aims to optimise residents access to parking and to promote sustainable modes of transport.

Paid parking is enforced on many of Yarra's main retail and dining strips. For example on Smith Street in Collingwood, paid parking is operational at an hourly rate of $4 per hour with 2P time restrictions in use. This time limit can be considered appropriate for the type of trips experienced on Smith Street, which is predominantly for dining and retail.

The City has updated its parking technology on Smith Street with new parking machines. When users secure a parking space, they simply enter in their number plate into the machine to make payment.

Relevance to North Hobart
The application of 2P time restrictions and paid parking on Smith Street is relevant to Elizabeth Street due to the similarities of each street in relation to their restaurant offer and night time economies, adjacent residential streets as well as being key transport corridors. (Smith Street tram and Elizabeth Street bus)

6.5.2 Case Studies

Table 10: Case studies - car parking management

City of Gold Coast, PICS parking scheme
I n recognising the complex and sensitive nature of car parking on the Gold Coast, the City of Gold Coast has developed a scheme called the 'Park in centre scheme' or 'PICS' to achieve efficient and equitable parking outcomes. PICs is managed by adjusting parking prices (up or down) by 20-25% increments, which is based on demand data from in-ground parking sensors. Parking prices are reviewed quarterly and can be altered to respond to changes in demand. For example, in streets with low demand, prices may decrease, while streets that record high demand, prices will increase. A pilot was undertaken by Council in Burleigh Heads and Broadbeach in 2015 which is understood to now be permanent. The scheme aims to: · Improve parking availability by encouraging turnover in business districts · Open parking spaces in high demand areas · Reduce traffic congestion caused by 'cruising' for available parking spaces. Costs for Council-owned car parking under the scheme are currently $1.90 per hour to $3.70 per hour and Council has invested $7.5 million to fund the required technology to operate the scheme, which involves in-ground sensors. Additionally, City of Gold Coast will use funds accrued through the scheme for a variety of different initiatives and programmes with 50% of parking revenue allocated for local improvement projects, including streetscaping, landscaping and improved public transport. Source: City of Gold Coast http://www.goldcoast.qld.gov.au/thegoldcoast/parkincentre-schemes-28100.html **Relevance to North Hobart** Due to the variable nature of parking demand experienced in the precinct, demand responsive priced parking cold be a suitable tool to consider to effectively managed parking in peak and out of peak while also reducing local traffic congestion.

6.5.3 Statutory Parking Requirements

Are the requirements of the Hobart Planning Scheme markedly different from other planning schemes around Australia and New Zealand?

The soundness of Hobart's parking requirements can also be tested by comparing MPRs against similar cities around Australia and New Zealand.

North Hobart is predominately a dining destination, so we have sought to review the MPRs for 'restaurant' land uses in the following planning locations:

- Newstead, Brisbane
- Subiaco, Perth
- Surry Hills, Sydney
- St Kilda, Melbourne

Newstead, Brisbane
Newstead is an inner suburb of Brisbane located approximately 3 km from Brisbane's CBD (North Hobart is about 1.5 km from central Hobart). Formally an industrial and warehouse dominated area, Newstead has become a vibrant neighbourhood with a mix of bars, restaurants and breweries.

Brisbane's Planning Scheme specifies the following minimum parking rates for restaurants throughout most of the city:

Use	Parking requirement
Food and drink outlet, if less than 400m2 gross floor area, where not in the Open space zone, Sport and recreation zone or Conservation zone	12 spaces per 100m2 gross floor area and outdoor dining area

This is only 80% of Hobart's Planning Scheme requirement, however, this standard rate does not apply in Newstead. Brisbane's Planning Scheme provides different maximum rates of supply within the City Core (the CBD and immediate surrounds) and the City Frame (most inner suburbs circling the CBD). Newstead falls within the City Frame, and thus the following rates of supply apply:

Use	Parking requirement
Uses other than multiple dwelling, rooming accommodation and short term accommodation	Maximum 1 space per 100m2 gross floor area

6.5.3 Statutory Parking Requirements

Subiaco, Perth
Subiaco is a vibrant inner suburb of Perth located approximately 3 km from the city centre.

Subiaco's planning scheme (Local Planning Scheme No. 5) specifies parking requirements based on Land Use Categories. Restaurant is a defined use within the Entertainment land use category, however an additional category is defined for Fast Food and Lunch Bar uses (e.g. primarily not for dining-in).

The following parking requirements apply:

Use	Parking requirement
Restaurant	Maximum 1 a within activity centre zone: • Minimum 1 space / 100 sqm NLA (centre zone) • Minimum 1.5 space / 100 sqm NLA (other areas within activity centre) • Maximum 3 space / 100 sqm NLA Not within activity centre zone: • Minimum 2 space / 100 sqm NLA
Fast Food, Lunch Bar	Within activity centre zone: • Minimum 5 space / 100 sqm NLA • Maximum 6.66 space / 100 sqm NLA Not within activity centre zone: • Minimum 5 space / 100 sqm NLA

Surry Hills, Sydney
Surry Hills is one of Sydney's most well-known inner suburbs, located approximately 2 km from the centre of the CBD.

The Sydney Local Environmental Plan (2012) specifies maximum parking rates for broad land use definitions based on several categories of public transport accessibility. For retail uses (which would include restaurants), the following maximum rates apply:

Use	Parking requirement
Retail premises	Public transport accessibility Cat. E: • Maximum 1.66 space / 100 sqm GFA Public transport accessibility Cat. F: • Maximum 2 space / 100 sqm GFA Note: for category D, maximums are calculated using a floor ratio formula. This has been omitted for simplicity.

St Kilda, Melbourne
St Kilda is a popular restaurant, bar and entertainment destination about 5km from the Melbourne CBD. Clause 52.06 of the Victorian Planning Provisions guide parking provision across the state, but permit variations through an overlay process.

Central St Kilda is generally within the catchment of the Principal Public Transport Network, and thus a minimum parking requirement of 3.5 spaces per 100 sqm of gross floor area typically applies for restaurant uses.

Use	Parking requirement
Restaurant	Minimum 0.4 space per patron; or Minimum 3.5 space / 100 sqm GFA when within the defined catchment of the Principal Public Transport Network, or when a parking overlay applies.

Summary
Using the case studies above to compare what parking supply would look like in North Hobart if different planning scheme requirements were applied is a useful way to highlight the anomalous minimum parking rates specified for North Hobart in the Hobart Planning Scheme.

Using the floor areas and parking supply numbers estimated earlier, we have applied different parking requirements for restaurant uses to obtain hypothetical parking supply numbers. We acknowledge that in reality there is a mix of restaurant and other uses, and as such the 2,550 spaces identified as the Hobart Planning Scheme requirement is not necessarily a true reflection of what the Planning Scheme would really require in North Hobart; however, these calculations are certainly illuminating as a means to highlight how parking requirements are substantially higher (300-1500%) in inner Hobart than comparable areas across other capital cities.

This is very strong evidence that MPRs in Hobart are completely out of step with both the character and form of North Hobart, and the City's strategic intent to make North Hobart a more sustainable and walkable place. Indeed, if the City's MPRs are adhered to in the future in North Hobart, it's difficult to see how the urban form and character of the locale would not be ruined over time.

Parking supply case	GFA	Rate of parking supply	Required parking supply
North Hobart – existing	17,000 sqm	2.2 spaces / 100 sqm	370
Hobart Planning Scheme		Minimum 15 spaces / 100 sqm	2,550 min.
Surry Hills NSW (Sydney LEP 2012)		**Maximum** 2 spaces / 100 sqm	340 max.
St Kilda VIC (Victorian Planning Provisions)		Minimum 3.5 spaces / 100 sqm	595 min.
Subiaco WA (Local Planning Scheme No. 5)		Minimum 1.5 spaces / 100 sqm **Maximum** 3 spaces / 100 sqm	255 – 510
Newstead QLD (Brisbane Planning Scheme)		**Maximum** 1 space / 100 sqm	170 max.

6.5.3 Statutory Parking Requirements

Is there genuine demand for lower rates of parking supply?

One of the major signs that minimum parking rates are unreasonable is that development is consistently approved with minimum rates of supply waived (even partially). Minimum parking requirements are sometimes waived when developers seek to satisfy a demand for products with reduced or no parking (e.g. apartments without parking spaces for people who do not own a car and would prefer not to pay for a parking space they don't have a purpose for) in locations with quality access to services by active or public transport modes. When this happens consistently, we have concrete evidence that developers, buyers and the City officers all agree that minimum rates are generally too high.

Other occasions where parking requirements are systematically waived is where existing buildings undergo a land use change, for example from an accountants office to a café.

While a detailed review of planning applications around the study area is not in the scope of this project, we refer previous analysis MRCagney has completed in other jurisdictions around Australia and New Zealand:

- Bendigo, Victoria
- Auckland, NZ
- Christchurch, NZ
- Hamilton, NZ
- Whangarei, NZ.

While every city has unique factors, these are all cities with generally comparable socio-economic and transport contexts to Hobart. All cities have transport systems heavily oriented toward car-based travel, while some (particularly Auckland) have particularly high land values which would provide a stronger disincentive for using land for carparking.

Across all the city centre contexts analysed, the actual rate of supplied on-site car parking is significantly less than the rate currently prescribed by MPRs in Hobart. This is the case across a range of city centre contexts (centres serving a metropolitan population ranging from 75,000 in Whangarei to 1.8 million in Auckland). This strongly suggests that MPRs are 'binding' in Hobart – that is, MPRs are requiring property developers and businesses to supply more parking than they perceive the market to demand.

The analysis reports an average rate of supplied parking across a range of city centre land uses, for a range of periods between 2000 and 2017. The supplied rate was lowest in Christchurch at an average of 1.0 space per 100 sqm of floor area. This was in a period following changes to Christchurch's planning policy that removed MPRs in the city centre. In the other cities investigated actual supply rates varied between 1.1 – 2.0 spaces per 100 sqm, all well lower rates than the 3 – 7 spaces required for common city land uses under Hobart's current Planning Scheme.

The analysis of Auckland planning applications compared rates of parking supplied before and after removal of MPRs in 2008. The average rate supplied dropped from approximately 1.8 to 1.1 spaces after this policy change.

It is important to note that across all contexts that have removed MPRs, developers and businesses continue to provide some on-site parking, but at a reduced rate. This suggests that market actors see a value in providing on-site parking, but that MPRs often over-state parking needs and force actors to provide more parking than necessary.

We also note the concern that a lack of on-site parking will simply lead to parking demand being met by on-street and public parking, however suggest that this is probably overstated because sound on-street parking management policy can easily prevent developers from taking advantage of public parking to satisfy genuine parking demand (for example, through demand responsive pricing, time limits, and a controlled parking permit system that excludes residents of new development). With an effective parking management system in place, developers have every incentive to cater to the amount of parking that the market genuinely demands.

Will parking demand grow in the future?

While parking access appears to be completely reasonable and practical at present, what happens as growth and development occurs across the city?

The short answer is that council's vision is well established: we want to shape a more walkable and sustainable city where people increasingly drive less. If we want that to occur, the rate of total parking required will need to reduce over time. In that case, if the total rate of public and private parking supply in North Hobart is approximately 2.2 spaces (excluding residential on-street spaces) per 100 sqm of gross floor area, it would be inappropriate to require new private development to supply parking at a higher rate.

Notwithstanding, if a 20% growth in floor area occurs in North Hobart to 2030 (i.e. an additional 3,400 sqm based on our earlier estimations) , that would entail an additional 80 parking spaces based on current supply rates, which as previously discussed, is comfortably catering to current demand. Given current pricing structures and demand, it's unlikely that private parking operators would identify a viable opportunity to finance and operate a consolidated parking facility in North Hobart to satisfy such a modest increase in parking demand. However, this parking could absolutely be accommodated within private development as it occurs, but it's important that this doesn't impact on the quality of the urban form, given the significance of North Hobart as a destination.

A better solution, more instep with the City's active travel and sustainability objectives as well as the directions from the Retail Precincts Plan, would be to commit to significant reforms of minimum parking requirements and focus investment on the quality of the destination, and improving the modes of transport that we want people to use most.

Summary

Based on the above, the apparent supply appears to be very much lower than the planning scheme requires. But what this really highlights is that the Hobart Planning Scheme requires massively more parking than other jurisdictions in similar contexts, and indeed much more than what drivers currently use in North Hobart. The fact North Hobart has been able to avoid such high supply is a virtue, not a problem, and helps to explain why it's a vibrant, much loved and interesting place today.

We suggest that North Hobart pursue parking maximums, removal of minimum parking rates, or at very least the substantial reduction of minimum parking rates (to the order of 1 space / 100 sqm).

6.5.4 Condell Place Car Park

Condell Place Car Park sits on valuable land in North Hobart with convenient access to Elizabeth Street through Tony Haigh Walk. The site is used exclusively for off-street car parking and together with the paid parking regime in operation at Lefroy Street Car Park, The City receives approximately $150,000 in revenue per annum for both parks.

Surface carparking areas constitute significant City property assets that should be effectively used to support broader policy objectives for placemaking and sustainable transport. Recent increases in land values and demand for residential and commercial space in North Hobart mean that existing car parking uses may no longer represent the most valuable use of the land on which they are located. This is particularly the case for Condell Place due to its proximity to North Hobart and the CBD and accessibility to local jobs, services and entertainment attractions, making it prime for suitable development opportunities.

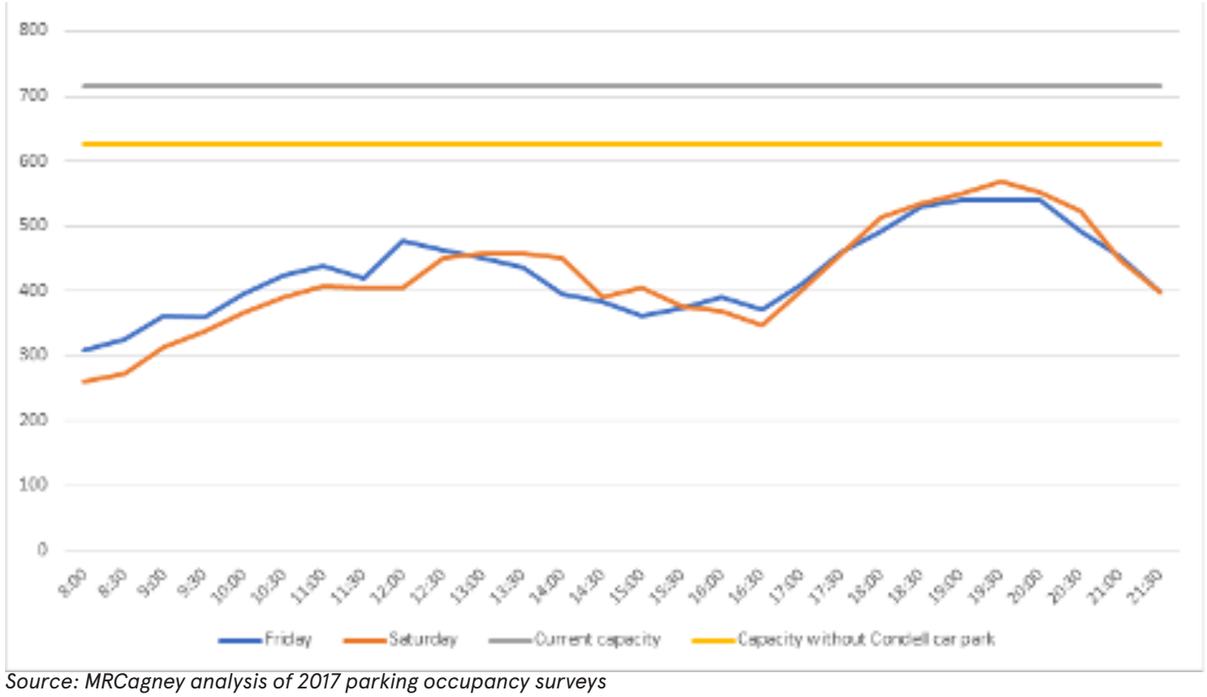
Engagement with the community and local trader reveals that there is a genuine appetite to investigate alternative uses of the site with the community particularly interested in seeing it transformed to a community space, among a range of other options. While the push for this change is stronger from the community, local businesses would also like to see the City establish a strategic position for this site, although understandably would see any loss of parking as a threat to their business operations.

In Section 5 of this report, parking demand was analysed to understand how Condell Place is used at different times of the day. It showed that outside of the evening peak, Condell Place is largely underutilised and generates only a small revenue stream compared to the opportunity costs of the site. We now analyse parking demand at Condell Place to understand the implications for parking under a scenario where Condell Place was used for an alternative use.

Figure 38 shows parking demand experienced across the entire study area under a scenario where parking supply was removed from Condell Place Car Park. It demonstrates that should Condell Place Car Park be re-purposed in the future to an alternative use that does not offer public parking, parking demands will be comfortably satisfied using existing parking supply within the precinct.

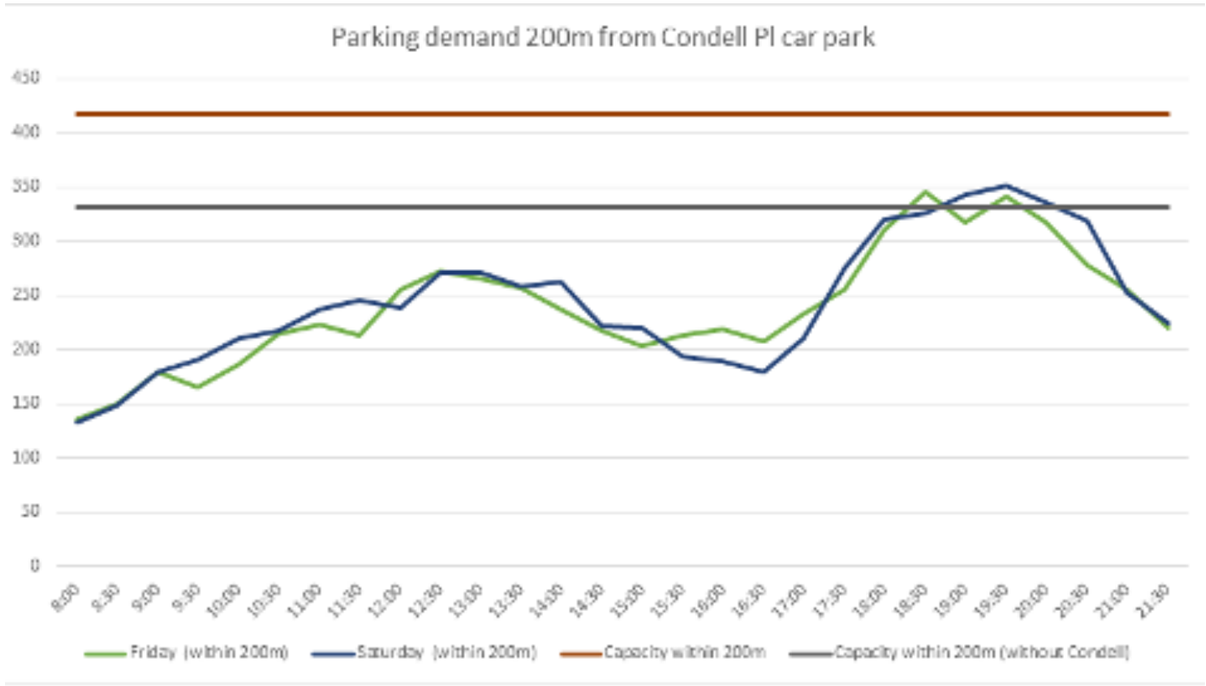
Similarly, Figure 39 also analyses parking demand in the context of Condell Place Car Park being re-purposed however this graph is focussed on understanding parking availability 200m in walking distance from Condell Place. It shows that if Condell Place Car Park was re-purposed, visitors only willing to park 200m from Condell Place would be inconvenienced during the PM peak however during other times of the day, parking demands 200m from Condell Place can be satisfied using existing supply.

Figure 38: Condell Place Car Park scenario testing



Source: MRCagney analysis of 2017 parking occupancy surveys

Figure 39: Parking supply 200m from Condell Place Car Park



Source: MRCagney analysis of 2017 parking occupancy surveys

6.5.4 Condell Place Car Park

Table 11: Case studies – Off street parking sites

Praca De Lisboa, Porto Portugal

Praca de Lisboa is a central public space in the city of Porto, Portugal. Once a deteriorating, derelict and largely underutilised public plaza, the site was transformed to become an inviting public space which has helped revitalise the adjacent area.

The design is defined by green roof which pays homage to the site's setting and history with the planting of olive trees that re-create the `porta do olival` gate, once an entry to the city. The middle level comprises retail and dining establishments that are accessible via the street through a thoroughfare that traverses through the complete structure. Parking is provided with access sleeved in the development and access possible from the adjoining street, as shown below.

Relevance to North Hobart
This location was specifically referenced during community workshops as an aspiration for the future of Condell Place and provides a good example of how an underutilised central site was transformed to bring together bespoke design, green public space and retail.

Source: https://architizer.com/projects/praca-de-lisboa/



Source: https://www.designboom.com/architecture/balonas-and-menano-architects-design-an-urban-garden/

Table 11: Case studies – Off street parking sites

Cato Square, Prahran

Cato Square is a newly developed public space in Prahran, Melbourne. Once an extensive surface level car park (see below), this project delivered by the City of Stonnington has seen the creation of around 10,000 square metres of multi-functional urban parkland with the provision of 500 basement car spaces, a project totalling $60 million.

Since its completion in late 2019, the site has received mixed reviews with the design not catering well to glare with insufficient shade. The basement level car parking is understood to only reach 25% occupancy.

Relevance to North Hobart
This case study provides a relevant example for Condell Place demonstrating good re-use of surface level parking in an area endowed with good public transport connectivity, high-quality walkability and a dense residential catchment. While the final design of the site is understood to be unpopular due to its overuse of hard surfaces and exposure to the sun, the significant cost of the project was likely attributed to the provision of basement parking. This case study has been designed to offer a warning of the full cost of providing basement parking which should be useful for Condell Place.



Source: https://architectureau.com/articles/burying-carpark-creates-much-needed-open-space-in-prahran/



Source: Nearmap (before)

7.0 RECOMMENDATIONS

This section identifies a set of recommendations that have been designed to address the key challenges and issues associated with North Hobart's transport network. Recommendations have been developed with reference to the City's existing transport policy directions, community and stakeholder engagement, and best practice precedents for similar interventions used in other contexts. Most critically, recommendations have been designed in alignment with the established place vision of the precinct and expected to complement the realisation of this vision moving forward.

Table 12 summarises the proposed recommendations across five topic areas, as organised by each mode of transport. Recommendations are designed to address key issues and shortcomings to effectively improve sustainable transport outcomes for North Hobart in alignment with the City's established policy objectives for transport, aspirations emerging from community and stakeholder workshops, and the place vision for the precinct.

The summary table provides a rationale for each recommendation and is ranked in terms of its magnitude of benefit in assisting and complementing the place vision for the precinct. The ranking is organised as follows:

- ✔ Minor magnitude of benefit and minor likelihood of assisting place vision.
- ✔✔ Clear positive contribution to place vision. High level confidence of recommendation complementing place vision.
- ✔✔✔ Very significant contribution to place vision. Very high level of confidence of recommendation in complementing place vision.

Recommendations have been designed to work towards delivering the place vision and transitioning to a more sustainable movement network for the precinct over a ten-year horizon to 2030. Projects vary in size, scale and likely budget and have been assigned different timeframes for delivery, as follows:

- Short: 1-2 years
- Medium: 2-5years
- Long: 5-10 years

Table 12: Summary of recommendations

Mode of Transport	Recommendation	Rationale	Timeframe	Considerations/ interdependencies	Magnitude of 'place' benefit & alignment with place vision
Walking	Introduce corner block pedestrian crossing treatments for residential streets that intersect with Elizabeth Street (raised threshold treatments) see Figure 33.	Side road raised threshold treatments increase safety and attractiveness for people on foot by inducing lower traffic speed, improving communication between road users and minimising the detour required by people walking. They also reduce the crossing distance for pedestrians, rationalise vehicle movements, discourage rat running and can help activate corner blocks where generous kerb radii is returned to the public realm.	Short	Can be undertaken independently of other streetscape and network design initiatives.	✔✔✔
	Investigate use of available laneways to create revitalised pedestrian links to Elizabeth Street.	Fine grain pedestrian links improve permeability throughout a precinct like North Hobart by providing opportunities for mid-block crossing and access. They can also become popular places for lingering and additional community space, as well as good opportunities for dining and retail premises. The laneway opposite Tony Haigh Walk on Elizabeth Street is the obvious location for a laneway activation which would allow a continuous link between Condell Place and Lefroy Street (subject to arrangement with land owner).	Short	Can be undertaken independently of other precinct initiatives	✔✔✔
	Improve streetscape amenity on Elizabeth Street	Amenity improvements are an important complementary measure to the provision of pedestrian infrastructure, as they influence the comfort, attractiveness and pleasure of people's experience of the public domain. While these elements are difficult to quantify, they can influence individual modal choice decisions consciously or subconsciously. Designing for the comfort of user experience of place can provide sensory rewards for the pedestrian and encourage positive social interactions, the occurrence of which in turn encourages walking.	Short - medium	Should consider future street configuration of Elizabeth Street and supporting street upgrade initiatives	✔✔✔
	Introduce mid-block crossing on Elizabeth Street at future location	Mid-block crossings refer to crossing facilities that are located at the mid-section of a typical block or high street. They facilitate crossings to assist people reach both sides of the street, instead of having to walk to an intersection to cross. Mid-block crossings are typically suited to busy high street environments and should be provided every 80-100 metres. The location/s of a future mid-block crossing would be best situated north of the existing crossing, however an additional third crossing could also be considered between the existing crossing and Burnett Street.	Medium	Confirmed future direction for Elizabeth Street configuration and traffic function needs to be known before these interventions are considered.	✔✔
	Review pedestrian signal timings at Burnet Street and Elizabeth Street intersection with the view of increasing green time for pedestrians	This intersection performs an important entry function to the North Hobart precinct for pedestrians and accomodates high levels of pedestrian movements between North Hobart and Midtown. Currently, signal phasing significantly favours vehicles, causing delay and frustration for pedestrians. The need for coordination of traffic lights for pedestrian convenience at this intersection should be considered by shortening traffic light phasings and increasing green time for north-south pedestrian movements.	Short	Could be introduced as part of Midtown revitalisation works	✔✔

7.0 RECOMMENDATIONS

Table 12: Summary of recommendations (continued)

Mode of Transport	Recommendation	Rationale	Timeframe	Considerations/ interdependencies	Magnitude of 'place' benefit & alignment with place vision
Cycling	Review Principal Bike Network and work towards a complete cycling network	Improving the quality and quantity of cycling infrastructure presents a significant opportunity for North Hobart, given its distance to the Hobart CBD and good concentrations of local services and attractions that could be accessed by bicycle by local residents. The improvement of cycle facilities should be conducted in a holistic way and make consistent interventions within the City's existing directions for transport mode shift as detailed in the Draft Transport Strategy.	Short	To be undertaken with consideration to the directions provided in this report and the City's ongoing cycling upgrade works on Argyle Street, Bathurst Street, Campbell Street and Liverpool Street.	✔✔✔
	Develop 'shimmy' route connecting North Hobart and West Hobart	Shimmy routes direct cyclists away from busy roads where conflicts with moving vehicles is high to local neighbourhood and low-street streets. Use of sharrows, on-street painted lanes, wayfinding and marketing of the route/s are required to formalise the route. A logical start point of the route would be Newdegate Street. The route would then traverse through North Hobart's low stress residential streets to connect with West Hobart (Hill Street) with potential further connection with the Hobart Rivulet Park in South Hobart.	Short	Can be planned and delivered independently from other initiatives for the precinct.	✔✔
	Improve cycling on Elizabeth Street	Elizabeth Street is the major spine through Elizabeth Street and due to its lower volume of traffic, access to restaurants and attractions, and directness to the CBD, it attracts more cyclists then Argyle Street. A holistic design response to Elizabeth Street, factoring in the needs of other users including bus services, pedestrians and placemaking opportunities within a relatively constrained carriageway, will support safer cycling along Elizabeth Street by creating a low stress, slow and shared street environment.	Medium-long	Confirmed future direction for Elizabeth Street configuration and traffic function needs to be known before these interventions are considered. Short-term improvements, including use of sharrows could be considered as interim measures.	✔✔✔
	Introduce new bike parking facilities	Improvements to the quantity and quality of bicycle parking provision at key destinations including community facilities and along Elizabeth Street will encourage greater use. Furthermore, planning policy levers to induce the inclusion of bicycle parking in large scale commercial and residential developments should be considered as the broader area accommodates more development to 2030.	Short	Can be delivered independently of other cycling initiatives	✔
	Improve facilities on Argyle Street	Argyle Street is a key route on the Principal Bike Network (PBN) which takes high levels of vehicle traffic creating holistic and unsafe conditions for cyclists. Providing physical separation along this corridor will provide important improvements to safety and amenity and encourage use by a broader cross section of users.	Medium	This should consider the ongoing and proposed cycling facility upgrades on Argyle Street (Midtown), Campbell, Bathurst and Liverpool streets.	✔✔
Public Transport	Improve bus stop facilities and amenity	Quality bus stop infrastructure and facilities enhance the appeal of catching bus services and can complement the broader street setting. Integration of bus stops within streetscape and or/landscaping enhances useability and supports possible multi-functionality	Medium	To be delivered as part of broader streetscape upgrades for Elizabeth Street and confirmed future street configuration.	✔✔
	Consolidate bus stops	Consolidating bus stops rationalises boarding/alighting and improves bus services. In a busy street like Elizabeth Street, consolidating bus stops allows some streetscape space be used for alternative uses, simplifies boarding and improves service efficiencies.	Short-medium	May require coordination with future planning activities for Elizabeth Street (footpath widening, shared street treatments).	✔
	Work towards better bus priority	The carrying capacity of a bus in servicing a key route like Elizabeth Street is far greater than a private vehicle and is more spatially efficient in a confined street environment. Prioritising bus services by encouraging vehicles to take alternative routes will improve service frequency and boarding.	Medium-long	For full capacity improvements, future position on Elizabeth Street is required.	✔✔
	Develop Travel Plan for North Hobart	A travel plan is a package of transport options designed to inform, encourage and incentivise use of sustainable modes of transport to a precinct. For North Hobart, future development of a travel plan will be used to support visitors, residents and businesses to feel comfortable to use walking, cycling and public transport to access the precinct.	Short	Can be undertaken independently of other initiatives.	✔

7.0 RECOMMENDATIONS

Table 12: Summary of recommendations (continued)

Mode of Transport	Recommendation	Rationale	Timeframe	Considerations/ interdependencies	Magnitude of 'place' benefit & alignment with place vision
Street and Road Network	Side street closure of Newdegate Street	Closing off Newdegate Street to vehicular traffic at the Elizabeth Street intersection would simplify traffic movements, reduce delay to through traffic on Elizabeth Street, and provide an excellent public space and place activation opportunity. Maintaining free access for active modes while restricting motor vehicle access through this intersection will provide benefits in terms of priority for people walking and cycling. Additional space created from this intervention will offer important public realm enhancements and opportunities for placemaking.	Medium	Can be designed and delivered independently from proposed options for Elizabeth Street. Will require installation of a simple priority controlled T-junction at Elizabeth Street/ Strahan Street to replace existing roundabout as well as associated traffic analysis.	✔✔✔
	Investigate new cross section for Elizabeth Street	The existing cross section of Elizabeth Street where the majority of space within the carriageway is allocated to vehicles (traffic lane and on-street parking) does not cater for the needs of other users, including bus services, cyclists and pedestrians, which collectively make up a greater proportion of trips. A future cross section can allow for expanded footpaths, greater bus priority and a traffic lane to ensure the street can function as efficiently for the most spatially efficient modes of transport while also providing additional space and opportunities for placemaking.	Long	A signature project for the precinct, the future street cross section of Elizabeth Street is a precondition for complementary place and transport initiatives detailed in this report.	✔✔✔
Parking	Investigate shared parking opportunities	Shared parking options provide alternative ways to better utilise parking supplies at different times throughout the day. Parking demands, like other forms of transport, tend to vary across the day therefore it is not uncommon for a vast supply of car parking space to be very poorly utilised at certain times of the day.	Short	Suitable off-street parking facilities for shared parking opportunities can be identified concurrently with progression of a preferred future use of Condell Place.	✔✔
	Introduce line marking/sensors on residential streets	Introduce line marking on residential streets is a 'quick win' the City can implement cheaply which will serve benefits by improving parking capacity and satisfying local residents who can be inconvenienced by poor parking behaviours.	Short	Proceed with ongoing City activities deriving from parking Action Plan	✔
	Relax time restrictions on Elizabeth Street to provide more 1P and 2P.	For a restaurant strip like Elizabeth Street, visitors who arrive by car require more time then 30 minutes which is the predominant time restriction in use currently. Reducing the provision of 1/2P time restrictions and replacing them with 1P and 2P is easily implementable and will be effective in supporting trips to the precinct and regaining some confidence from traders.	Short	Implementation recommended as part of future application of paid parking on Elizabeth Street	✔✔
	Consider implementing paid parking on Elizabeth Street	Elizabeth Street is an in-demand dining strip that attracts visitors from all over Hobart therefore requires a stronger parking management regime to support optimal outcomes for the strip and to reflect the true value of the street's kerbside space. Its advised that the City consider the introduction of paid parking on Elizabeth Street (Burnett Street to Federal Street) together with the loosening of time restrictions to accommodate more medium-term stays (1-2P). Under this arrangement, the first 30 minutes could be free with a total of 2 hours allocated per use.	Short	Application of paid parking should be considered as a short to medium term measure irrespective of the street's longer term opportunities for reconfiguration. This decision does have interdependencies with the operational status of Condell Place.	✔✔
	Investigate Condell Place opportunities	Condell Place is a centrally located parcel of City owned land that presents a genuine opportunity for redevelopment. As a parking facility, it does not generate the level of utilisation to justify continued operation as an exclusive parking facility and instead should be subject to further discussion to identify a preferred future use, in line with community and local business aspirations.	Medium-long	The site's future parking capacity to consider changes to parking supply in other locations within the precinct i.e on-street parking on Elizabeth Street	✔✔✔
	Consider the introduction of parking permit-only zones on residential streets in PM	A permit zone is a length of a road to which a permit zone sign applies to prohibit non permit holders to use the parking space. Due to parking spillover from Elizabeth Street impacting residential streets in the evening, permit only parking zones could alleviate some of these problems and ensure secured on-street parking for residents with no off-street parking.	Short	Can be undertaken independently of other initiatives.	✔
	Monitor food delivery and consider detailed future study	Naturally the rise of Uber Eats and other food delivery providers has caused some vexation amongst community and local traders in North Hobart. This is likely attributed to both real and perceived concerns. As this issue may likely continue in the future, it is advised that the City undertake a more detailed study that involves targeted engagement with providers and businesses, surveys and procurement of data.	Short	Can be undertaken independently of other initiatives.	✔
	Review statutory parking requirements	Reviewing the planning scheme standards for maximum and minimum parking provision in North Hobart with the view of amending the rate is an important action as the precinct enters a new phase of growth and attracts suitable development. Introducing parking requirements in line with the Retail Precincts Plan will be more supportive of accommodating the suitable land use to complement the transport and place objectives of this plan. Furthermore, As the Retail Precincts are occurring across the city, the business owners should understand that a bespoke parking policy should apply in North Hobart.	Short	Can be undertaken independently of other initiatives.	✔✔

APPENDIX I - COMMUNITY AND STAKEHOLDER ENGAGEMENT SUMMARY

This section provides a summary of feedback generated during community and stakeholder engagement workshops as part of group discussion and activities.

Walking

Overall, the community's walking experience in North Hobart is positive. People enjoy walking because it is easy, fast, flexible, and enjoyable, and provides opportunities to enhance physical and mental health, as well as interact with people and dogs. The community enjoys the central location and connectedness of North Hobart, including the village feel, and walkability. There is a high value placed on pedestrian amenity, with the wide footpaths, and community interactions consistent as highlights. The existing built form of Elizabeth Street, with the human scale architecture, heritage and vibrancy contributes to an enjoyable local walking experience.

The community also outlined several dislikes, with consistent notes about traffic volume, congestion and speed of vehicles. There was also repeated comments regarding driver behaviour which made it challenging to safely cross Elizabeth Street (outside of the pedestrian crossing which many people freely do).

Aspirations for Walking

- A safer walking environment that prioritises pedestrians
- A fully accessible environment for all
- Decrease in traffic
- Improve the greening of Elizabeth street and provision of additional shelter a seating for pedestrians
- Create wider footpaths along Elizabeth Street
- Improve connections for walking (a network of footpaths)
- Improve walking surface
- Removal of unnecessary obstacles along footpaths
- Develop a pedestrian only space that Is flexible to meet the whole of communities' needs
- Develop campaigns to promote walking to move in and around North Hobart

Cycling

Elizabeth Street is the preferred cycling spine for those who wish to ride in and around Hobart. Consistent comments from the workshops were that they found Elizabeth street more comfortable and more interesting to ride along rather than Argyle Street which is currently listed as part of the Principle Bicycle Network. In addition, people found that due to the slow-moving traffic on Elizabeth Street it generally felt safer to ride along rather an Argyle Street.

Despite the positive attributes of Elizabeth Street for cyclists there were several dislikes that came through strongly; the lack of protection from vehicles and buses and the priority given to cars was consistent across the workshops. In addition, there were comments made regarding behavioural attitudes from car drivers towards cyclists that made those riding bicycles feel unsafe to do so.

Aspirations for Cycling

- Implement separated bicycle lanes to enable everyone to cycle safely (from 8 - 80 years old)
- Improve bike parking facilities
- Investigate bike racks on buses
- Develop campaigns to educate both drivers and riders of respective behaviours (drivers to be aware of cyclists and the importance of cyclists being visible)
- Develop campaign to promote riding as a viable form of transport in and around North Hobart
- Develop a holistic and connected bicycle network (bidirectional roads
- Implement bike flow and green wave prioritisation for bicycles along Elizabeth Street
- Investigate use of E-bikes and associated charging stations

Bus

Throughout the workshops the importance of bus services along Elizabeth Street came through very strongly. People liked the fact that buses are a social space and that the services were friendly and clean. Buses are considered a space for meeting people on board who live in the local community. The service is largely considered cheap and reliable making it easy for people to access including some people who use it to go to work along Elizabeth Street.

Despite the popularity of buses there were also numerous dislikes; the location of the existing bus stops were considered to be unsuitable and the current configuration of Elizabeth Street is very narrow to accommodate bus stops. The lack of shelters, inadequate seating at bus stops and general visibility of bus stops all made it difficult to use the service.

While people acknowledged the strong north/south frequency of services along the spine of Elizabeth street there are poor connections (both physical and timed) with other services making it only useful those running in and out of town. By the far the strongest dislike was the amount of time it takes to go anywhere on the bus. It was acknowledged that due to the slowness of traffic (congestion caused by cars) it was very slow to travel even short distances.

Aspirations for Buses

- Implement exclusive bus lanes
- Remove parked vehicles from bus zones
- Implement bus priority at intersections
- Investigate park (car and bike) and ride facilities
- Investigate shuttle service to/from CBD to North Hobart
- Implement bike racks on buses
- Improve amenity of buses (more shelters, aesthetics of bus stops and additional seating)
- Investigate use of smaller buses
- Invest in smaller buses and more regular services/ smaller buses at night
- Convert to tram/electric trackless tram
- More consistent stop locations
- Explore flexible drop-off points
- Investigate alternative fuels for buses
- Investigate longer service hours to support North Hobart's night-time economy
- Improve service and operating hours during weekend
- Review fare structure (cheaper/free)
- Buses 24/7 – support the night-time economy/ Late night and weekend services/turn up and go (3)
- Provide real-time information for services
- Invest in app development and integration

Parking and Access

Parking and access generated robust conversation among all the workshops. People liked the fact that North Hobart is easy to access by car but also felt it very convenient and relatively cheap to commute to by taxi or uber if going for a night out. For these people, leaving the car at home made them not worry about having to find a car park. Overwhelmingly, all workshops liked that there was parking available within North Hobart and that It was close by to where they wanted to visit.

There were several dislikes around parking and access.

Driver behaviour was a significant and recurring theme in the workshops, cruising to find a car park as well as aggressive behaviour to park often came up as a key concern. Overwhelmingly the issue of timed meters was a consistent dislike. All groups echoed that the 30min and 2-hour time restrictions do not work. Other reoccurring Issues were that of rat running, people parking inefficiently particularly in side streets and the behaviour of Uber Eat services and drivers.

Aspirations for Parking and Access

- Improve balance between supply and demand (particularly during busier periods)
- Review existing time limits
- Increase parking enforcement out of business hours
- Investigate new parking meters (customer friendliness)
- Review current residential parking permits
- Shared zone/flexible parking
- Remove parking from Elizabeth Street (create more public space)
- Investigate alternative locations for parking (e.g. private car parks and underground options)
- Incentivise active and sustainable transport over vehicle access (e.g. walking, cycling, car share)
- Disincentivise private vehicle ownership – taxes, levies, charges
- Implement dedicated queueing area (e.g. taxi rank)
- Encourage drivers to switch modes (motorbikes, bikes)
- Introduce traffic calming measures to discourage through traffic
- Investigate development of tunnels underneath Elizabeth St
- Reduce speed limit In North Hobart
- Remove vehicle access from Elizabeth St (pedestrianise)
- Encourage Electric vehicles & implement charging stations
- Investigate dynamic parking signs
- Car share
- Investigate Mobility as a Service and App technology to improve parking and access.

APPENDIX 2 - STAKEHOLDER MEETINGS

The City of Hobart directly engaged with cultural clubs in North Hobart, including the representatives from both the Italian community who organise Festa Italia and the Greek Community who organise Estia, as well as a representative from the Chinese Community Association of Tasmania ('CCAT'). A summary of the outcomes from these conversations is included in this section.

Department of State Growth - Network Performance

- Prioritisation of public transport as the primary mode of transport along Elizabeth Street. As detailed in plans it is a dedicated movement corridor, but this should not be about private vehicles
- Transport to be considered as key enabler to future land use (e.g. increased densities and use types) within the precinct. The aspiration for North Hobart (and surrounds) to be managed through governance including City Deal with a strong focus on mobility
- DSG keen to explore incentives to promote appropriate land use e.g. fresh food supermarket within precinct into the future
- Bus prioritisation is key for the corridor and this is already starting to take place ($1.2M in budget over next 4 years) but will take some time to implement and is holistic
- DSG open to removal of car parking on Elizabeth Street to create a more efficient bus service and focus on modal shift away from private vehicle to public transport
- DSG looking holistically at North Hobart to prioritise all users in a more efficient way; cars, buses and cyclists with key priorities for each use.

Department of State Growth - Passenger Transport

- Elizabeth St is key public transport service 'turn up and go service' and would look to increase services to 7min (during peak) current at 10min (restricted due to traffic congestion) to enable further efficiency in service
- There is very good patronage along the corridor (during and outside of peak times)
- Very supportive to promote active transport along the corridor and keen to work with transport regulators including roads to strategically design a whole of network approach including taking into account prioritisation at intersections
- Also currently seeking to influence active transport and appropriate priority for required amenity with the City to shift policy leavers and move more people way from cars
- Keen to consolidate bus stops (in partnership with Metro Tasmania) to further improve efficiency of bus service and improve amenity
- Keen to explore improving bus stops along the corridor as there are some existing bus stops that are not long enough
- Keen to invest in additional bus stop facility and amenity including; seating, lighting, weather protection as well as future proof stops with electricals etc for possible real-time information into the future
- Maintenance of passive surveillance from Elizabeth Street is essential to continued use and growth of bus patronage
- DSG have observed that UTAS is having an impact on the corridor and creating more residential activity and a few blocks further down there are changing face of the businesses and F&B has gone up and hobby craft have pulling back a bit
- Keen to introduce minor but important bus priority measures so that the bus can travel directly without being impeded along the corridor (north and south)
- Keen to explore increase in infill development (rather than focusing on greenfield developments) across all of Hobart and would also apply to the precinct, for example a lot of light industry which could be rezoned into the future. Critical that any future developments (large, medium, small take into consideration
- Car parking along Elizabeth St is less desirable than a bus stop that is fit for purpose, may need to look at reallocation of existing stops and car parks to ensure prioritisation of public transport

Metro Tasmania

- Keen to see consolidation of bus stops in this part of Elizabeth Street
- Development of improved infrastructure and amenity to provide accessible and safe services
- Increase in service offering (time and frequency, especially during evenings to provide alternative mode of transport and on weekends)
- UTAS campus will likely see increase in service, already very good numbers during peak and inter-peak periods
- Bus prioritisation key measure to provide a more efficient and reliable service
- Currently only boarding measurement, keen to implement alighting measures for whole of network
- Keen to explore additional technology to provide improved customer experience e.g. real time information

Royal Automobile Club Tasmania (RACT)

- RACT's remit is Tasmania wide however policies as outlined in Greater Hobart Mobility Vision 2030, apply to North Hobart and the study area
- Keen to see reliable public transport running through Elizabeth Street (without being impeded by vehicular traffic)
- Short term is to have bus prioritisation measures in place may impact on parking and traffic
- Active transport linkages to be considered critical to overall network design
- Committed to seeing improved cycling infrastructure and facilities including parking stations Cycling - facilities and having this as a priority
- Keen to advocate for continued separation of vehicles from people
- Overall North Hobart needs to be more of a people place
- Liverpool street treatment has worked really well – this previously would have been considered a high traffic area and now it's low speeds and co-mingling of people and cars works really well
- Short term parking only available on Liverpool Street - this might reduce the number of overall vehicles and Liverpool St doesn't maybe carry as much through traffic (when compared to Elizabeth St)
- The removal of parking along Elizabeth Street would be consistent along with RACT work - improve amenity, facilitate a more efficient PT network
- If keen to reduce vehicle traffic, RACT advise to look at PT connections (bus with eastern shore (appreciate this is outside of the project precinct), unfortunately buses on Elizabeth St have limited connections
- Consider investigating KERB - Air BnB for parking spaces. North Hobart may be a really good opportunity for the service and local residents could offer up their car park for a fee
- Reduce private vehicle use city wide, at the same time consider use of uber and uber eats (because if left unmanaged can increase congestion on the road network)
- Cruising on Elizabeth St problem from a timing parking point of view - compare with Liverpool street
- 30kmph speed limit for high pedestrian areas - in line with Heart Foundation and Bicycle Network

Festa Italia

Conversation based on current event:

- Event does draw significant and growing attendance. This year 13,000 - a 30% increase on the previous year – with the ATM running out of cash
- People travel intra-state to attend the event
- The provision of parking is important for both attendees and organisers
- The Italian Club has off-street parking for 40-50 cars, but much of this area is used for stalls etc. during the festival
- Growth is limited by its volunteer staffing structure, though the festival could grow to include the entire street, with an audience appetite to double the entertainment, and food and beverage offering
- Joint North Hobart Event:

- Interest in a shared festival and some work was done around this 6 years ago

- They see the Moonah Taste of the World event (https://moonahtasteoftheworld.com.au/) to be a good model for a North Hobart multi-cultural festival

- Sees the benefit of a winter event and noted there was a lot of community interest in this, with possible links to Dark Mofo or Festival of Voices events

Chinese Community Association of Tasmania

- The Chinese Community Association of Tasmania Inc (CCAT) advised that the car parking provided by Con-dell Place is critical to their operation
- CCAT is committed to staying the area and has just sent $100,000 renovating the building
- CCAT operate a range of community activities:

- Senior day center for over 70's (with the Migrant Resource Centre) on Thursdays 10.30 – 2.30 pm. Parking provision in Condell Place is good but cost is an issue. The Condell Place parking fee increase from $1 per hour to $3 per hour has impacted attendees, in particular older members and this has reduced their participation. Around two thirds of members drive. CCAT has asked on a number of occasions for 'parking vouchers' - this is difficult for us to provide I understand from a policy position - to assist with senior attendees

- Children's martial arts – after school and on weekends

- Dancing groups – Saturday

- A major function with around 150 people up to 5 time a year

- Would be interested in holding and being involved in more events in North Hobart

- The Luna New Year festival was moved to Sullivan's Cove 2 or so years ago, given space issues. Condell Place car park was also not optimal given it took parking away, was too hot and had no shade/trees for the event

Housing Tasmania

- More parking for North Hobart / that combines residential apartments – at multiple sites·
- Affordable homes could be mandated through the planning scheme (such as inclusionary zoning)
- Encourage continuation of restaurant/commercial strip from CBD through Midtown through North Hobart to New Town, that allows out-front dining space similar to Salamanca Place or Liverpool Street CBD
- Create / utilise shop tops for residential apartments along this strip
- Consider car-traffic along this strip, so that pedestrians have thoroughfare – with comforts such as street furniture (seats) and shade (trees) that supports multi use that allows bicycles and public transport
- Consider inter-city public transport link (such as light rail) and how the connecting side-streets can be activated
- Keep green space on Burnett St
- Condell Place is a site that could benefit significantly from redevelopment, with intensification of yield and improved

The Greek Community in North Hobart

- The Greek Community of Tasmania is one of Tasmania's oldest organisations representing Greek migrants.
- The community's 67 Federal Street, North Hobart site of some 40 years standing, includes Hellenic House which offers a function room with seating for 350 guests, a Greek Club Room catering for up to 120 guests, and the Centre for Hellenic Cultural Studies which operates a Greek School offering education for both children and adults.

The Estia Greek Festival

- The Estia Street Festival and Taverna Night Dinner is usually staged in March each year, but was postponed in 2020 due to the COVID -19 pandemic
- This year was to be the 27th festival.
- The event, which is staged by the Greek Community of Tasmania, is very popular, drawing around 10,000 people from across Hobart and elsewhere in Tasmania.
- The provision of parking is important for both attendees and the event organisers. The general increasing 'busyness' of the North Hobart area was raised.
- The Greek Club and Hellenic House complex has off-street parking for around 30 cars, however most of it is occupied by stalls and activities during the Estia festival.

Aspirations

- A joint 'North Hobart Multi-Cultural Festival' could be an interesting option to explore.
- The festival and community sees the potential for, and may have interest in, events in North Hobart at other times of the year, including potentially during the winter period.