11 March 2021

Mr. Philip Holliday
Executive Manager City Placemaking
City of Hobart
HOBART TAS 7001

***By email***

Dear Mr. Holliday,

**Re: North Hobart Place Vision and Access & Parking Plan**

I am writing to you to provide feedback to the City of Hobart's North Hobart Place Vision and Access & Parking Plan.

Firstly, we are able to provide in-principle support for the two documents, subject to a few key concerns that we would like addressed.

The concerns relate to actions from our Greater Hobart Mobility Vision that have not been specifically considered in these documents, including:

- An active transport spine on Elizabeth Street (north and south bound)
- Removal of on-street parking on Elizabeth Street (and Main Road) to facilitate prioritisation measures for public transport, as well as separated cycleways
- Infrastructure projects that reduce interaction between people and vehicles and more shared, low speed environments in the CBD

While we support most of the objectives and recommendations in these documents relating to public and active transport, particularly in the Place Vision, we believe some are too high-level and do not properly address active and public transport integration into North Hobart as outlined in our Vision.

Specifically, these documents do not explicitly refer to the need for a bi-directional separated cycle lane along Elizabeth Street, nor do they discuss a transit lane for public transport prioritisation.

RACT believes these actions can be facilitated by the removal of parking along the North Hobart 'strip'.

However, the recommendations in these documents showcase the continued dependence on parking at the expense of alternate transport modes, which is of significant concern to RACT.

While RACT believes the implementation of paid parking can deter vehicle use in North Hobart, the increase of time limits to 1 or 2 hours will only facilitate further reliance on parking.

There are 48 parking spaces on the strip between Federal and Burnett streets, all of which could be removed to facilitate separated cycleways and/or a priority bus lane through North Hobart.

RACT would be interested to understand the impact of removing these parking spaces, which would ultimately improve public and active transport access to North Hobart.

We understand loss of these parking spaces will result in spill over to neighbouring streets. However, as the parking time limits in North Hobart are already low (between 15-30 minutes), we would be interested to hear whether drivers are already more inclined to use side streets.

In regards to Condell Place, RACT is open to considering redevelopment of the site to include some form of community space, with activation and bicycle parking.

Lastly, in terms of speed limits, RACT believes that North Hobart should be a 30km/h zone, in order to improve safety of cyclists and pedestrians, but to also create a more shared environment

In order for RACT to fully support these documents, we encourage the City of Hobart to consider incorporating our recommendations. We would be happy work with council on achieving this goal.

Yours sincerely,



**Stacey Pennicott**
**Chief Member Experience Officer**