

# Hobart Local Area Mobility Plans: Battery Point

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REPORT  
NOVEMBER 2023



City of **HOBART**





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# 01

## Overview

Battery Point offers a unique living experience only a short walk from the Hobart city centre. Despite its proximity to the city centre, Battery Point retains much of the charm of an intact heritage village, and is characterised by compact streets and inviting Georgian facades. The curiosity generated by this unique and elite built form attracts locals and visitors alike, and Battery Point remains one of Hobart's most recognisable neighbourhoods.

However, the public space around Battery Point, particularly its streets, do not match the quality of its buildings. The footpaths are too narrow, the kerbs are too high, there are inadequate pram ramps, and cars are clogging up limited and valuable public space. The surface treatment of the footpath and traffic surface is at best unremarkable. Whilst this is not uncommon in any inner city location around Australia, it is nonetheless noticeable and detracts from the community's equal access and enjoyment of the area.

This plan adopts a focus on streetscape improvements that not only allow greater mobility choices in the subject area, they will improve amenity on local streets while improving vibrancy on main streets by encouraging people to walk more and stay longer at local destinations. More equitable access to sustainable and healthy modes of transport benefits everyone by providing additional travel choices that are genuinely safe, convenient and attractive.

This plan highlights key mobility issues and identifies key projects to address these issues and improve sustainable transport choices in Battery Point. This will enable safe, sustainable and connected urban living with better streets for people from all walks of life to thrive in. Delivery of these projects will be staged as either short, medium or long term. While funding is not currently available to deliver all identified projects to completion, this plan outlines clear priority projects that may be progressed in a staged manner when funding becomes available. This approach means the City is in a good position to apply for grant funding with a pipeline of projects already identified for the catchment area.

# 02

## Barriers to Access & Mobility

The purpose of this plan is to improve mobility, accessibility and walkability in Battery point. To achieve this goal the plan has identified three key barriers to address that will help meet long term community expectations.



**Limited Pedestrian Space**



**Street Amenity & Parking**



**Lack of comfortable places to ride**



## Pedestrian Space

Battery Point may not at first seem like an obvious tourist destination, but it is an interesting place to walk around and attracts a large number of visitors who enjoy walking through the area. The area is a very convenient walking distance to the Hobart CBD, the Institute for Marine and Antarctic Studies, Salamanca Place, Sullivans Cove and Sandy Bay. This proximity on foot, on top of its unique charm and heritage, makes it a very popular choice for holiday accommodation which itself can impact local amenity.

Battery Point is one of Hobart's youngest suburbs in terms of demographic. Younger people are less likely to own cars and are more inclined to walk places. While the built form in Battery Point is considered remarkable, with a great number of restored Georgian houses, the public realm, streetscapes, and particularly footpaths are unremarkable at best, and footpaths in particular are mostly unsatisfactory. While not inherently a problem, street furniture from local traders clutter paths that are already narrower than Australian Standards permit, contributing to footpaths that are almost unusable for people using wheelchairs or prams. Traffic in Battery Point is of such a low speed and volume that walking or riding a bike on the road is not a significant risk, but it does detract from the overall amenity of the place, particularly given the poverty of space allocated to people walking in contrast to the street space afforded to moving and storing vehicles.

There are no relevant street design guidelines in Australia to refer to regarding quality street making. However, using international street making guidelines, including the NACTO Global Street Design Guide, would be useful in the design of streets that are more in keeping with the Hobart community's expectations of high quality urban streetscapes.

The community raised the issue of the inadequacy of their footpaths, although they are accepting that it has always been part of the Battery Point environment. This however does not have to be the case, particularly as the area continues to attract more people who choose to walk and ride as their primary transport modes. As a whole, the community has identified the value of green streets, walkability, local access to public transport, stores and services in the neighbourhood, along with things to do in the evening. This indicates the need to rebalance the use of space for uses such as outdoor dining, wider footpaths, street trees and gathering space. The trade off to achieve such improvements will involve less car parking on some high value streets, however the community appears to be supportive of such trade offs provided car access and parking is managed fairly.



## Street Amenity & Parking

Other than residential homes and accommodation, parking is the dominant land use in Battery Point, consuming a substantial portion of public space in local streets. In certain streets, parking dominates much of the street space and function. As cars have become larger and Hobart's growth has continued, many streets in Battery Point have attempted to cater to as much parking as possible while sacrificing other amenity improvements like street trees, pedestrian space and street furniture. Opportunistic parking in the area can also attract unnecessary traffic to Battery Point that can make walking and spending time on the street a hostile experience.

Demand for parking close to the city (on weekdays) and Salamanca Place (on weekends), as well as a desire for kerbside parking from residents has led to significant car use which now dominates much of the valuable public space. There are three primary reasons to address this:

### 1. ENHANCING THE CHARACTER OF BATTERY POINT

While the community has preserved character of high quality heritage building frontages, the original streets have been retrofitted to prioritise private vehicles, which detracts from quality and authenticity of the destination as a whole. This makes walking, cycling or spending time on the street more hostile or unpleasant in many circumstances.

### 2. SMALL CHANGES CAN HAVE SIGNIFICANT BENEFIT

Small adjustments to address the dominance of cars in local streets can significantly improve walking conditions. However, if parking conditions remain completely unchanged, the opportunities for streetscape amenity improvements are limited.

### 3. IMPROVING AMENITY AND THE LOCAL ECONOMY

There is only moderate traffic in Battery Point, although some residents did register concern about traffic volumes and driver behaviour. What traffic is present, however, is mostly non-essential and is induced by a large amount of parking being used inefficiently. Managing parking more equitably across the area so that parking is not used inappropriately will free up valuable public space. This action will create space for amenity improvements such as street trees and greening, seating and other infrastructure as well as more space for economic activity. This will improve the quality of public space in Battery Point to complement the high quality of private land uses that make Battery Point unique.





## Bike Facilities

Bike facilities were not prominent in the community engagement sessions in Battery Point, although they were mentioned in the online engagement. This is partially due to people who commute by bike through places like Battery Point to avoid hostile road environments such as Sandy Bay Road.

On-road bike riding facilities in Hobart are mostly non-existent, and Sandy Bay Road between Regen Street and Davey Street is an extremely hostile bike riding environment, contributing to unnecessary city traffic and parking congestion.

Providing better bike riding facilities in Battery Point can not only enable more people to ride through the area but can have a positive impact on calming traffic when designed well. The bike riding demand in and around Battery Point is driven by two different user groups. One being local residents accessing Salamanca, Sullivans Cove and the City, and the other being non-locals seeking to avoid Sandy Bay Road to access the same destinations. Providing safe, convenient and attractive bike environments and facilities along streets such as St Georges Terrace, De Witt Street, Hampden Road and Montpellier Retreat would enable more people to access these areas while calming unsafe traffic behaviour in these streets.



*Bike lanes installed in compact streets in a heritage context in Newtown, NSW*

# 03

## Solutions, Actions & Recommendations

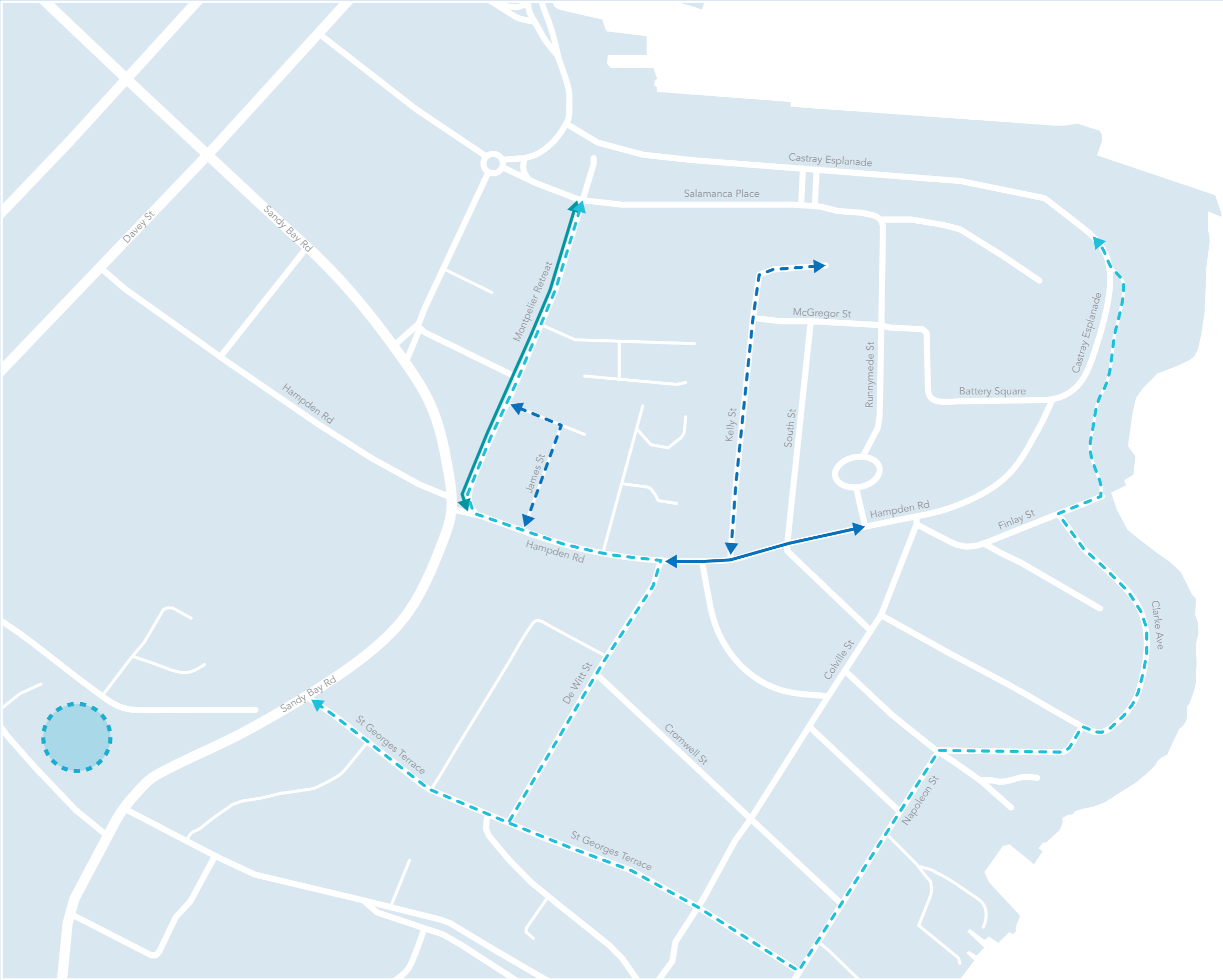
The solutions presented in this section are inter-related and address the key focus areas of this report. These actions will aim to provide more balance in the use of space and improve the quality of life on Battery Point's streets as places to walk, meet, live, and spend time.



Project		Description
Priority Project	Streetscape Improvement of Montpelier Retreat	<p><b>Short term:</b> Trial short term outdoor dining and other tactical streetscape improvements on Montpelier Retreat.</p> <p><b>Long term:</b> Design and construct permanent streetscape improvements to Montpelier Retreat to create a more attractive walking environment on this key route.</p>
	Streetscape Improvement of Hampden Road	Streetscape improvements of Hampden Road (from De Witt Street to Runnymede Street) to create a more attractive walking environment and retail precinct.
Program of review and upgrades	Implement a program of audits and upgrades for isolated traffic concerns that align with the themes of the City's Transport Strategy. This includes interventions/upgrades such as pram ramps, footpath upgrades, e-scooter parking installation, sight distance issues at intersections. E.g. De Witt Street / Hampden Road intersection.	
Cycling improvements	<p>Improve cycling connections in and around Battery Point to connect the suburb, and connect the CBD with Sandy Bay. Include the following routes:</p> <ul style="list-style-type: none"> <li>• St Georges Tce &gt; De Witt &gt; Hampden &gt; Montpelier</li> <li>• Clarke &gt; Marine &gt; Napoleon &gt; Finlay</li> <li>• Battery Point Walkway. Council has committed funding to progress the planning for this project.</li> </ul>	
School Access Travel Plan	Continue working with Albuera Street Primary School to progress the School Access Travel Plan.	
Streetscape Improvement of Kelly Street	Develop a streetscape improvement plan for Kelly Street which adopts a 'shared street' typology to increase pedestrian safety and slow vehicle speeds.	
Streetscape Improvement of James and Knopwood Streets	Develop a streetscape improvement plan for James Street and Knopwood Street that considers a shared space environment.	



# Project Map



Legend	
	Hampden Road streetscape improvement
	Montpelier Retreat streetscape improvement
	Shared streets
	School access travel plan
	Cycling improvements



## Street Amenity & Parking

There needs to be changes to streetscape and parking management in Battery Point to address the issues discussed in this report, including the creation of traffic demand and the deterioration of the walking environment. To address these issues, the following is recommended for further consideration and implementation.

### 1. MORE STREET SPACE FOR LOCAL AMENITY

Kerbside space should be balanced to create walking and greening opportunities that improve overall streetscape quality in Battery Point. By reallocating some vehicle parking spaces in select streets, significant amenity improvements can be made to improve the local area. This will improve the value of streets in Battery Point while making walking more attractive for visitors compared to driving and tour buses. Key improvements on Runnymede Street, Hampden Road, Kelly Street and Montpelier Retreat should be considered for amenity improvements that create more pleasant people focused streets.

### 2. REVIEW PARKING RESTRICTIONS

The streetscape plans will consider a review of the current parking restrictions to free up public street space for wider footpath, street trees and bike lanes while ensuring parking spaces are available for appropriate users. It may be necessary for parking restrictions modifications on side streets to mitigate any impact to residents or businesses on the street. A review of parking management city-wide is occurring through the City's Parking Management Plan which will be delivered by mid 2024.

## Pedestrian Space

The standard of footpaths in Battery Point is inadequate. They are too narrow, the crossing points are substandard, they are littered with street furniture, as well as the new addition of hire e-scooters. Existing footpaths on Hampden Road and connecting streets are narrower than 1.2m in most locations, which is too narrow for two people to walk side by side in conversation comfortably, or for people using wheelchairs or prams, and is simply narrower than the minimum Australian Standard allows for footpaths.

This plan identifies key streets for pedestrian improvements that will have a broad impact on the area's walkability. It is recommended for some streets to be furnished with minimum 3m footpaths complemented by additional width for street trees and outdoor dining opportunities. A pedestrian environment of this quality is considered an important necessity for a location aspiring to be a high quality walkable precinct with a vibrant economy and well-connected local community. However some trade-offs will need to be made to repair past retrofits of streets in Battery Point to accommodate car access and storage. Travel and/or parking lanes may need to be conceded in some locations to create better quality walking and commercial street environments.

It is recommended that the following streets be prioritised for Streetscape Improvement Plans;

- Hampden Road (De Witt to Runnymede Street)
- Montpelier Retreat

Shared Zones

- Kelly Street
- James Street and Knopwood Street

## Hampden Road

Hampden Road from De Witt Street to Runnymede Street is the epicentre of activity on Battery Point's main street and has the greatest value as a destination. It is also understandably a place where the value of streetscape space is at a premium with use of the street most acutely impacted by vehicle movement and parking.

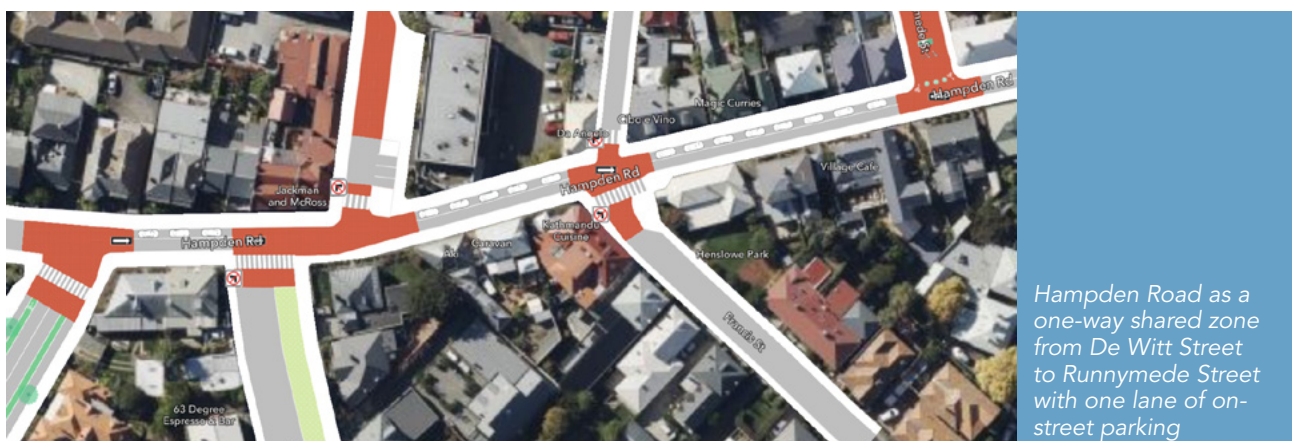
The strategic objective of this project is to develop a street environment that enhances Hampden Road as the "Town Centre" of Battery Point and creates a better public meeting place that supports business and community activity. This street should help Hampden Road evolve as a thriving local centre with a high number of people walking, meeting and dining on the street.

Through the design process for developing a Streetscape Improvement Plan for Hampden Road, there are several options for achieving this to be considered. However there will be trade offs with each option due to the space restrictions on the street. The design process will work with the community to consider some of these issues to achieve the best outcome for the area.

Options for consideration include:

- Maintaining two-way vehicle travel between James and Runnymede Street and sacrificing on-street parking.
- Considering one-way vehicle movement only, but allowing on-street parking.

These options are summarised in the below concept images. Further information is included in the appendix.



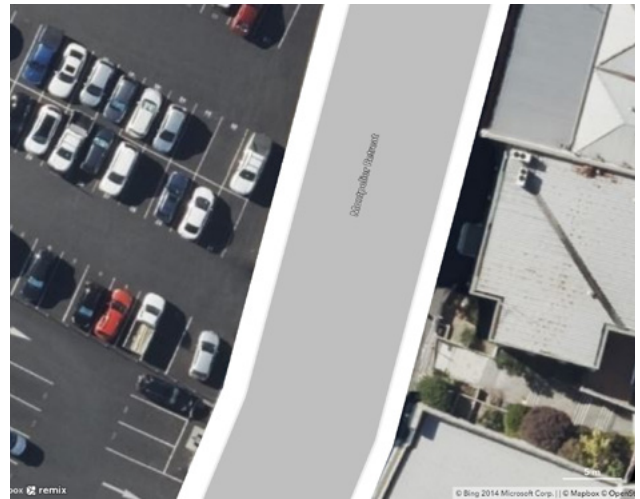


## Montpelier Retreat

Montpelier Retreat is an underutilised walking and bike riding street that is made hostile by excessive width and on-street parking that contributes to an unfriendly streetscape. A holistic streetscape revitalisation project could expand the footpath environment and allow the street to accommodate a higher demand for walking, cycling and commercial activity. In order to accommodate wider footpaths, parking along Montpelier Retreat would need to be reduced, however the availability of parking in the large off-street car parks nearby would help to support this reallocation of kerbside space. Kerbside drop off and loading zones may be retained where appropriate.

Use of a different paving material, similar to the adjacent Salamanca Place, could be considered to support a welcoming and comfortable pedestrianised street environment, reduce vehicle speed, and help drivers identify the area as pedestrian priority environment.

It is recommended that tactical, flexible installations, including an outdoor dining trial be implemented in the short term to demonstrate the benefits of streetscape improvements. Design and construction of permanent streetscape improvements to Montpelier Retreat would follow.



**Top and Centre:** Montpelier Retreat existing conditions  
**Bottom:** Montpelier Street two-way slow street

## De Witt Street

De Witt Street is one location that already has reasonably wide footpaths, however the excessive width of the carriageway can induce dangerous vehicle speeds. De Witt Street is also a route that can be used inappropriately by drivers seeking short cuts. As the street is a natural cycling corridor through Battery Point, De Witt Street would benefit from cycle lanes to improve the safety and attractiveness of cycling. Well-designed bike lanes can also result in traffic calming by discouraging high speed traffic.

Reducing the vehicle travel lane width will allow for the provision of dedicated on-road bike lanes. While kerb protected bike lanes would be preferred in this location, existing street trees and limited kerb-to-kerb width make these treatments difficult to provide. Following implementation, the City should continue to monitor travel speeds and volumes, and consider a filtered permeability treatment between Logan Street and Cromwell Street to disrupt through traffic for cars, while enabling bike movement.



**Top and Centre:** De Witt Street existing conditions  
**Bottom:** De Witt Street with proposed buffered bike lanes

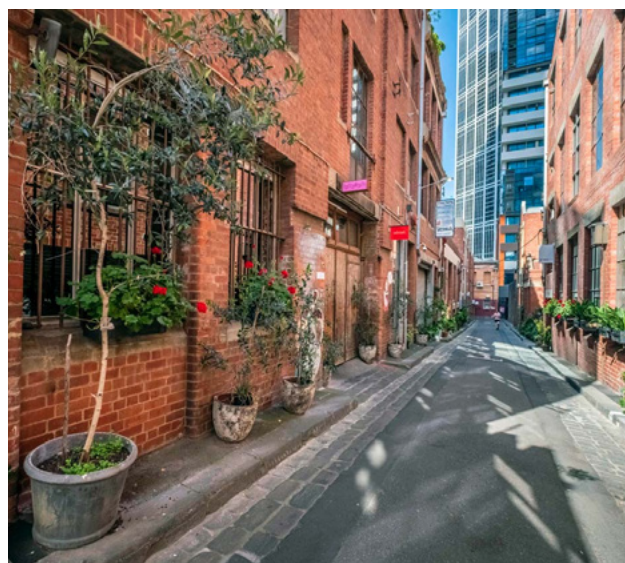
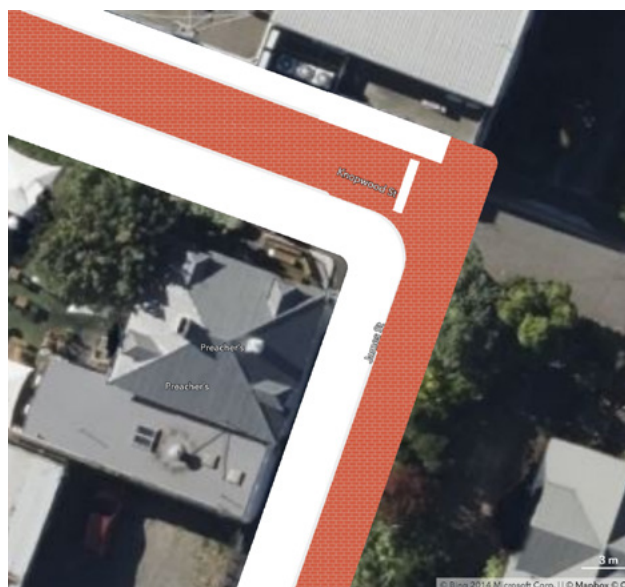
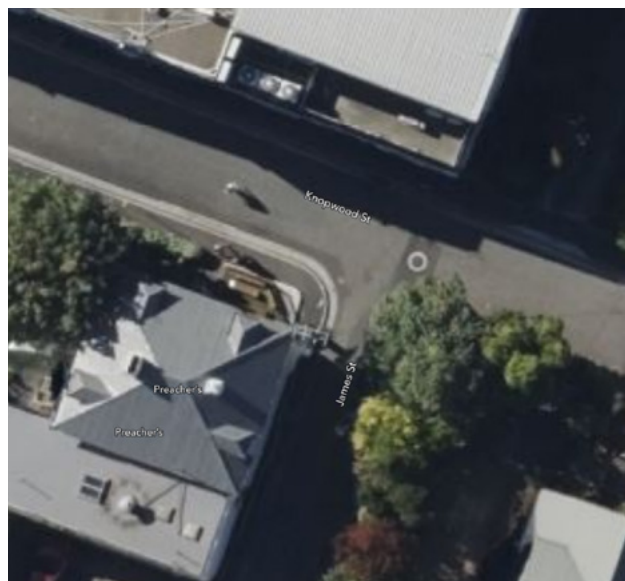
## James Street & Knopwood Street

A shared zone treatment is the preferred outcome for James Street and Knopwood Street. Ideally these streets would have a flush kerbing treatment along the full length that could enable more flexibility to these streets for on-street activations and installations while improving the pedestrian amenity and comfort levels. However as these treatments can be expensive and time consuming creative solutions should be considered on these narrow streets to enhance their amenity and walkability. Improvements to these streets with a shared zone approach would reduce vehicle speed and safe pedestrian experience.

James Street and Knopwood Street provide a valuable link between Hampden Road and Montpelier Retreat, further linking to Salamanca Place. Improving these streets would have a positive impact on overall connectivity through Battery Point and Salamanca.

## Kelly Street

Kelly Street is a popular pedestrian connection between Salamanca Place and Battery Point via the Kelly Steps, however the existing footpaths are impractically narrow. The creation of a shared street environment on this key corridor would formalise existing usage patterns, and improve pedestrian safety and connectivity.



**Top:** James and Knopwood Street existing condition

**Centre:** James and Knopwood Street proposed one-way shared street

**Bottom:** City of Melbourne – Greening Laneways Program

## Bike Facilities

Bike riding was not frequently identified as a key issue by local residents. It is however a crucial bike link for the rest of the city, due to the lack of comfortable alternative facilities via Sandy Bay Road or the Derwent River foreshore. The key streets in Battery Point are St Georges Terrace, De Witt Street, Hampden Road, Castray Esplanade, James Street and Montpelier Retreat.

It is important to note that a local bike route may not require dedicated cycle lanes in all sections. However, feasible improvements to these routes should be made to ensure bike use on these corridors is safe, convenient and attractive for all ages and abilities.

Further consideration will also be given to the proposed Battery Point Walkway which will improve connectivity for pedestrians and cyclists travelling north-south between Sandy Bay and the CBD. The City has committed funding towards preliminary planning for the walkway.

## Simple projects, significant impacts

Relatively simple interventions, such as upgrading a kerb to include ramps, can have a significant impact on the ability of pedestrians to move safely and easily through the area. Similarly, the cumulative effective of narrow footpaths and sight distance issues at intersections can contribute to a negative experience when on foot or on wheels around the neighbourhood. A program of audits and upgrades for isolated traffic concerns that align with the themes of the City's Transport Strategy is recommended. This includes interventions/ upgrades such as kerb ramps, footpath upgrades, escooter parking, and sight distance improvements at intersections.

## Other Issues Raised

### *Tour buses*

The residents of Battery Point highlighted a number of recurring issues that impede their day-to-day lives. Tour buses and e-scooters were two common issues referenced by residents in particular. Tour buses were felt to intrude on residents enjoyment of their neighbourhood and can provide a feeling of flooding the area in peak tourism seasons for Hobart. Engagement with tourist bus operators to determine appropriate behaviour, frequency and route choice is necessary to ensure the growth in Hobart tourism benefits the area and doesn't detract from what makes Battery Point a special place to live, work, visit and enjoy.

### *Hire and Ride E-Scooters*

E-scooters were raised many times during the engagement for this plan. While there was no single solution clearly preferred in this process, the need for e-scooters to be managed carefully is essential and a clear priority for many residents. Much of the feedback highlighted concerns with hire and ride e-scooters cluttering footpath space and inhibiting the ability for people to walk safely and comfortably in the area. Some residents highlighted many positives of e-scooters in Battery Point which can allow people to explore the area in a sustainable manner and connect people to key destinations nearby.

The management of e-scooters in Battery Point has significantly improved since their introduction to Hobart. However, arrangements between the city and e-scooter operators should ensure that streetscape space is effectively managed. A balanced approach is important and serves as a good trial for the City of Hobart to consider as new mobility services such as car-share, autonomous vehicles, drones, on-demand services are introduced to major cities. This will be crucial to ensuring areas such as Battery Point maintain a high quality of liveability as mobility technologies evolve.

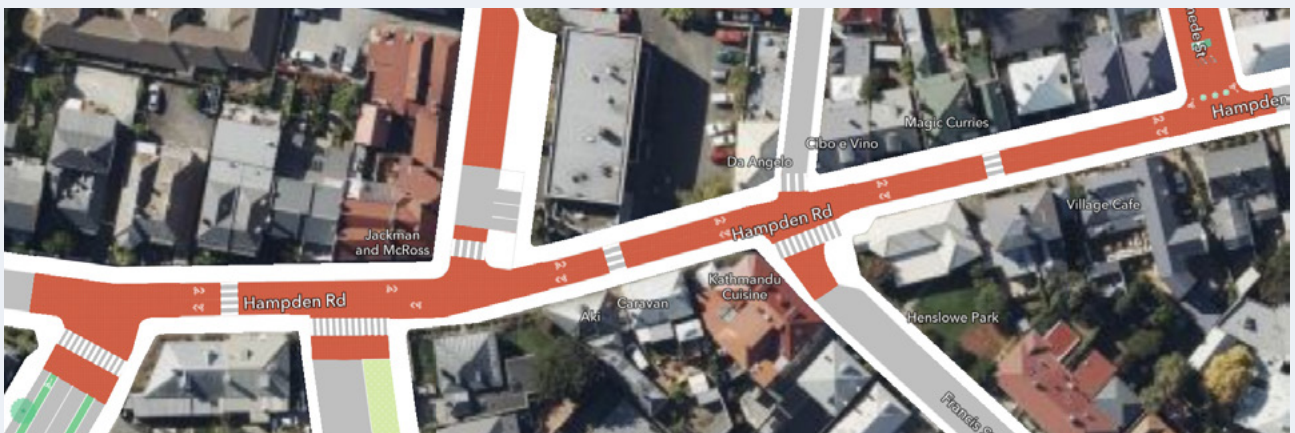
## Appendix 1: Hampden Road Streetscape Plan Options – Shared zone and One-way restrictions

In this location the trade-off to be reckoned with is whether the community would prefer to maintain two-way travel on Hampden Road or on-street parking, given that the approximately 10m road reserve is insufficient to accommodate both alongside appropriate footpaths.

A shared two-way street would require parking to be removed, however would enable the provision of wider footpaths of about 2.5m on both sides (or an asymmetrical cross section with a wider footpath on one side). From Stowell Ave to Runnymede St on-street parking is predominately 2P restricted with few exemptions for residential permit holders, and as such the direct impact on residents would be minimal.

A genuine shared street would need to be carefully crafted with kerbless edges and significant investment in landscaping, street furniture, quality pavement materials and other measures to signify pedestrian priority and passively slow vehicles. Notwithstanding these treatments, the presence of two-way traffic may make it impossible for people to genuinely own and hold the space at various times, however the higher quality street amenity created would be a significant improvement on the existing streetscape.

### Shared Zone Two-Way



Hampden Road as a two-way shared zone from De Witt Street to Runnymede Street



Existing conditions –  
Hampden Road / Runnymede Street intersection



Potential Hampden Road / Runnymede Street intersection

## One-Way with Parking Retained



Hampden Road as a one-way shared zone from De Witt Street to Runnymede Street with one lane of on-street parking



Existing conditions –  
Hampden Road / Runnymede Street intersection



Potential Hampden Road / Runnymede Street intersection

### Further Information

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