



Legislative Council Select Committee Inquiry into Greater Hobart Traffic Congestion, 2019.

The Secretary

Legislative Council Select Committee – GHT Legislative Council

PARLIAMENT HOUSE HOBART TAS 7000

The South Hobart Progress Association (SHPA Inc.) takes this opportunity to thank the Committee for the opportunity to make this Submission to the Legislative Council's Inquiry into Greater Hobart Traffic Congestion.

South Hobart suffers significant traffic congestion, particularly during peak periods for a number of reasons:-

1. The increase in traffic due to population growth and the relatively high number of residents who are employed out of the Suburb. This is evidenced by the fact that it can take up to 20-30 minutes to get into the City at the wrong time of the day, with traffic backed up from the Southern Outlet to near *St. John's Hospital*. In the space of a decade, this has gone from a rare to a common occurrence.
2. The inadequacy of the road network, particularly the main feeder roads of Davey and Macquarie Streets, which were originally designed for horse and wagons and now carry most of the traffic in and out of the Suburb (excluding the Southern Outlet). Evidence of this is the number of locations where the streets narrow and create dangerous circumstances [e.g: *The Salad Bowl*, *Southern Tasmanian Badminton Centre* in Cascade Road, and near *Jane Franklin Hall*].
3. The increase in commuter parking and riding into town: Whole streets are now taken up with out-of-municipality commuter parking, which not only creates congestion, but is a major issue for residents as they seek to get street parking for a range of purposes. This Association has lobbied the *City of Hobart* for many years to develop and implement a coherent Parking Strategy specifically designed for South Hobart that deals not only with commuter parking but also addresses increased demand and the wishes of local residents in terms of zoned or timed parking. Inner city suburbs should not be made the "fall guys" to take responsibility for the parking issues caused by failure to properly anticipate population growth outside Hobart. Local ratepayers are made to pay for these commuters - both financially and in other ways (e.g: commuters often wilfully disobey parking regulations,

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creating dangerous conditions at intersections within the Suburb.) Neither the local council, nor residents benefit from these "free loaders".

4. Engineering infrastructure solutions do not automatically solve human-related problems. For example, the *City of Hobart* recently installed much-needed traffic signals at the intersection of Macquarie and Elboden Streets (a "black spot"). The engineering works were carried out professionally and to the satisfaction of everyone, and have led to a much-improved pedestrian amenity. However, innovations, such as so-called "wombat crossings" have led to several "near misses" in Elboden Street, as there is a lack of understanding - by both pedestrians and motorists - as to the use of such infrastructure. Anecdotal first-hand information indicates that motorists are going faster than before around the new corner from Macquarie Street into Elboden Street. This is creating unsafe conditions for pedestrians. Further, motorists do not seem to recognise the new traffic arrangements and speed through the crossing, even when the pedestrian light is "GO"

This highlights the need for publicity and educational programmes for the Public. In the case of the new traffic lights in South Hobart, perhaps we need yellow flashing lights added to the crossing to alert motorists, plus some *City of Hobart* publicity? The community asked for flashing lights (similar to those at railway and children's crossings) to be added originally, but the HCC engineer told us it was "overkill". How ironic!

These sorts of pressures are only exacerbated by an inadequate local road network that is under considerable strain. These inadequacies were highlighted in the *Traffic Impact Assessment* prepared for the Cable Car proposal where a multi-million dollar upgrade of the Cascade and McRobies junction would be necessary. Furthermore, the narrow, single lane, one-way Degraeves Street and Apsley Street were described as being "of poor geometric standards." If the proposed Cable Car went ahead, an extra half a million people and an extra 200,000 vehicles will pass through the heart of South Hobart's road network.

This Association has been calling for the need for a 40kmh speed limit through the Village for over ten years. It is important that the Committee does not focus on the needs of motorists to the detriment of pedestrians and other road users. Shopping precincts need protection from vehicular traffic.

The State Government has yet to rule out creating a bus lane along the full length of the *Southern Outlet* running into the City. The net effect of this option would be the redirection of up to 5,000 vehicles per day into Elboden Street causing further traffic congestion and inconvenience for local traders.

The SHPA (Inc.) welcomes the Legislative Council Inquiry into Greater Hobart Traffic Congestion, and would be happy to expand on this Submission.

Yours sincerely,



Phillip Hoysted.

President. SHPA (Inc.)
26th September, 2019