



Glenorchy Memorial Pool
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City of Hobart
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Dear Sir/Madam,

Representation to PLN-21-609 – Melville St adjacent road reserve

Cycling South fully supports the concept of a parklet on Melville St to replace on-road car parking spots. This type of placemaking and creating people-friendly spaces in the public realm is important to make Hobart City lively, attractive and good for people.

Melville St has the potential to become an important active travel route, accommodating pedestrians, micro-mobility devices such as e-scooters and people riding bicycles. Although the concept is good, there are specific details in the design that need improvement if Melville St is to reach its potential as a destination and an active travel route.

- Support the removal of on-street carparking for better public realm for people. There is an off-street carpark that provides car parking for people visiting in the area that has capacity to accommodate people who previously used the on-street car parking spots.
- Provision for cycling – current best practice is separated cycleways to cater for a broader range of users than painted on-road bike lanes. Separated cycleways have a physical barrier that prevents motor vehicles from driving in the bike lane. Fear of interactions with motor vehicles is a barrier for people considering active travel. The City of Hobart has approved the installation of separated cycleways on Campbell St, Liverpool St, Argyle St and Bathurst St. This is the standard that Melville St should be aimed at. I have included a photo showing an example from City of Glenorchy.



Cycling South and Bicycle Network Tasmania met with UTAS representatives in December 2020 to discuss to preference for a protected, bi-directional cycleway on Melville St. The Tasmanian Bicycle Council's Hobart City Centre Cycleways Plan (see attached map) identified Melville St as a separated cycleways route and the Active Living Coalition also recommended a separated cycleway on Melville St. Although the bike lane is shown as separated further along Melville St to the NE, it should be separated for the entire length and it should be bi-directional. Bi-directional cycleways are more space efficient than single directional cycleways and can work well if joined up to a broader cycling network. It is disappointing to see that UTAS has offered painted on-road cycleway in their plans adjacent to the parklet area, rather than separated and no provision for people cycling (or scooting) in the NE direction.



- Support the introduction of street trees, landscaping and seating but the current design appears to have a lot of “dead space” which takes up too much of the former road space at the expense of providing for people on bicycles or e-scooters. The design of the seating area with the large round planters with seating around them takes up a lot of space but doesn't suitably provide for people socialising as people are unable to face each other.



Recommendations for planning permit conditions

- Due to the significance of Melville St as part of a future active travel network for Hobart, the *Hobart Active Travel Committee* should have the opportunity to review and comment on the detailed design so their feedback can be considered by Transport staff at City of Hobart when they have final sign-off on a separated cycleway on Melville St.
- The cycleway should be bi-directional and extended all the way between Elizabeth St and Argyle St to connect up with the Argyle St bike lanes currently being designed by City of Hobart. The street frontage is owned by UTAS and peg-down kerbing along the length of Melville St to Campbell St could be quickly and easily incorporated as a trial until further development along Melville St can accommodate a more permanent arrangement. This type of pop-up bike lane has appeared in Melbourne and Sydney during the COVID pandemic and something similar to the design shown in the photo (below) could be installed relatively quickly and inexpensively.



- Placemaking staff at City of Hobart should have input into the design of the parklet to create a space that is conducive to people meeting, sitting and socialising. The current design is space inefficient and puts everything in the centre of the space whereas people naturally gravitate towards the edges of spaces. According to the Urban Design Guidelines for Victoria "*Edges are often the most populated parts of public spaces. People tend to gravitate to, and occupy, the edges of places because they provide good vantage points to view activities within the space as well as to the surrounding area.*"

Yours sincerely,

Mary McParland
Executive Officer