

# Southern Outlet Transit Lane (5<sup>th</sup> Lane Southern Outlet)

## **Submission to the Parliamentary Standing Committee on Public Works**

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# I. Introduction

## I.1. Project Name

Southern Outlet Transit Lane (5th Lane Southern Outlet)

## I.2. Project Summary

The Greater Hobart region's population and employment growth are putting increased pressure on its transport network. The growth of residential areas in Kingborough and the Huon Valley creates commuter pressures on the Southern Corridor comprising of Kingston, the Southern Outlet, and the Macquarie/Davey Street couplet.

The Southern Outlet between Kingston and Hobart carries one of the highest daily traffic volumes on our State road network. As the primary connection between Kingston and the Hobart CBD, there is a need to increase the efficiency and person-capacity of the roadway through the use of higher-occupancy vehicles such as buses and carpools. Building an additional northbound lane to accommodate improved access for public transport and emergency services is a key aspect of the Hobart Transport Vision.

The remaining components of the Southern Projects are described in Section I.4: Related Projects below.

### **Key Benefits:**

- Improved public transport passenger experience for Kingborough and Huon residents
- Improved public transport travel reliability along the Southern Outlet
- Better utilisation of transport infrastructure to address congestion
- Increased capacity along the Southern Outlet corridor

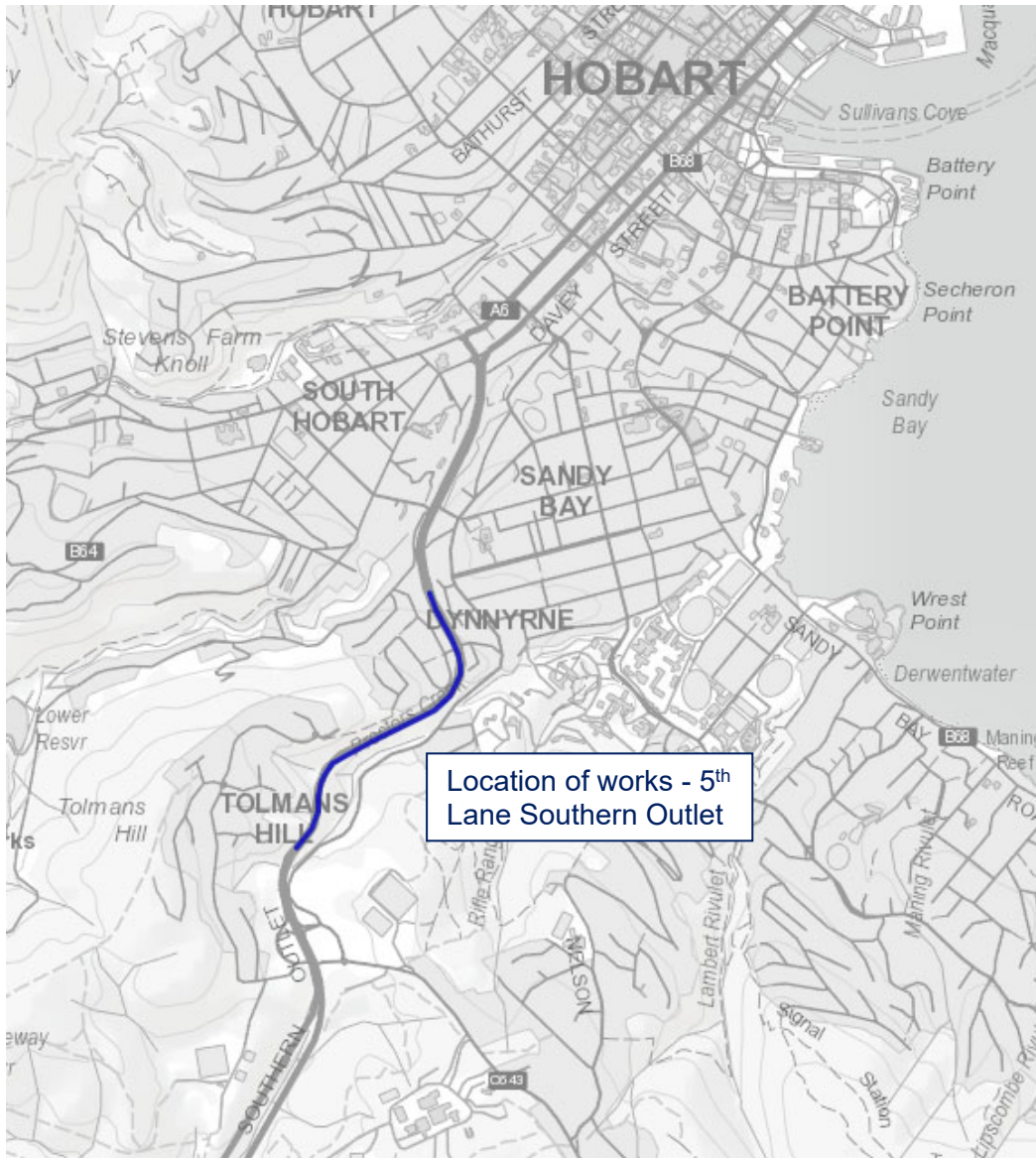
## I.3. Project Location

The project is located on Southern Outlet between the Olinda Grove Interchange and ties into the existing bus lane south of the Lynton Avenue overpass.

The location of Southern Outlet Transit Lane is depicted in the image below. The coordinates are as follows:

- Southernmost point (Olinda Grove): 525308.978, 5249196.686
- Northernmost point (Tie in with existing bus lane): 525781.502, 5250098.999





#### 1.4. Related Projects and Strategic Context

The Southern Projects are a suite of coordinated transport projects being delivered by the Tasmanian Government as part of the Hobart City Deal - Greater Hobart Transport Vision. The objectives of the Southern Projects are:

- To support more people to catch public transport along the Southern Corridor
- To improve public transport travel reliability along this corridor
- To encourage multiple occupancy of private vehicles during peak travel times
- To improve public transport and passenger experience for Kingborough and Huon residents.

This proposed transit lane has been developed in parallel with the following infrastructure and planning works, proposed as part of the Hobart City Deal Southern Projects:

- The transit Lane will continue from the end of the existing bus lane on Southern Outlet on the approach to Davey Street and continue through the Davey Street/Macquarie Street Couplet and terminate at Gore Street.
- Macquarie and Davey Street Bus Priority – development of bus priority measures on Macquarie and Davey Streets to improve bus operations and traffic flow.
- Kingborough Park and Ride and improved southern suburbs bus services – creation of two new park and ride facilities in Kingborough at Huntingfield and Firthside to support additional and improved southern suburbs bus services and an extension of the existing bus network.

Additionally, this project features Intelligent Transport Systems (ITS) components to support the operations of the proposed Transit Lane. These features will need to be coordinated with the Department's ongoing On-Road Traveller Information System (OTIS) project.

## **2. Project Scope**

### **2.1. Problem/ Opportunity Statement**

The Greater Hobart region's population and employment growth are putting increased pressure on its transport network. The growth of residential areas in Kingborough and the Huon Valley creates commuter pressures on the Southern Corridor (comprising Kingston, the Southern Outlet, and the Macquarie/Davey Street couplet) between Kingston and Hobart. The Hobart City Deal Southern Projects seeks to encourage modal shift in favour of public transport to address congestion and accessibility issues along the Southern Corridor.

The Southern Outlet between Kingston and Hobart carries one of the highest daily traffic volumes on our State road network. As the primary connection between Kingston and the Hobart CBD, there is a need to increase the efficiency and person-capacity of the roadway through the use of higher-occupancy vehicles such as buses and carpools.

This project focuses on a Southern Outlet Transit Lane, which involves the design for a northbound transit lane on the Southern Outlet between Olinda Grove and ties into the existing bus lane south of the Lynton Avenue overpass. The lane will operate as a T3 lane for use by buses, private vehicles carrying three or more occupants, taxis, and emergency service vehicles. Building an additional northbound lane will accommodate improved access for public transport and emergency services along this critical road corridor.

### **2.2. Options Evaluation**

#### **Original concept design**

The original concept design, which proposed widening on the Hobart-bound side of the Southern Outlet, required acquisition, either whole or partial, of up to 17 properties. Significant excavation of hard rock would also be needed.

#### **Options analysis**

During preliminary design, the Department did further site investigations, a multi criteria assessment, and considered feedback from public consultation in September 2021 and engagement with potentially impacted stakeholders. Through this process, the Department determined an alternative to the original concept design.

#### **Preferred option**

The preferred option is to move the central retaining wall and use the existing shoulder on the Kingston-bound side to create the transit lane on the Hobart bound side of the Southern Outlet. This will make more room on the Hobart bound side and minimise the number of properties needing to be acquired (down to three full properties, which have already been acquired; and some land from a further two properties). Additional site investigations are being done as part of the detailed design development process.

This option meets the required outcomes of the project, is estimated to be more cost effective than the original design, and significantly reduces the need for acquisition.

## 2.3. Scope of Project

The Southern Outlet Transit Lane, involves the development of a northbound Transit Lane on the Southern Outlet between Olinda Grove and ties into the existing bus lane south of the Lynton Avenue overpass. The lane will operate as a T3 lane for use by buses, private vehicles carrying three or more occupants, taxis, and emergency service vehicles.

As a bus lane already exists on the Southern Outlet between 8 Dynnyrne Road and just south of Davey Street, the project proposes to use this lane as the T3 lane. A new transit lane will then be constructed through the Couplet and terminate on Gore Street as a separate project (refer I.4 Related Projects section). Bus Priority measures will be implemented on Macquarie Street between Gore Street and Elizabeth Street also as a separate project (Refer I.4 Related Projects).

## 3. Project Cost

### 3.1. Overall Project Cost Summary Table

	P50 (\$m AUD)
Base Cost Estimate	25.34
Contingency	3.38
Total Project Cost Estimate	28.72
Escalation	1.06
Total Outturn Cost Estimate	29.78

### 3.2. Budget profile for the Project

Financial Year Forecast Funding Profile

P50 Outturn (or Actual as appropriate)		FY21/22	FY22/23	FY23/24	FY24/25	FY25/26
		(\$m)	(\$m)	(\$m)	(\$m)	(\$m)
	Australian Government contribution	0	0	0	0	0
	State Government contribution	1.00	5.00	11.89	11.89	0
	Other contribution (provide detail)	0	0	0	0	0
	Total	1.00	5.00	11.89	11.89	

## 4. Project Benefits

### 4.1. Expected positive outcomes and benefits to be delivered by the Project

The key anticipated project benefits include:

- improved travel time for both buses and transit vehicles
- increased capacity for general traffic which will lead to travel time reliability
- improved public transport passenger experience for Kingborough and Huon residents
- improved public transport travel time reliability along the Southern Outlet

- better utilisation of transport infrastructure to address congestion
- increased capacity along the Southern Outlet corridor
- providing long-term solutions to meet future demand and improve road safety

## 5. Finance and Procurement

### 5.1. Preferred procurement method for the Project

The design is currently being developed, as such a construct-only procurement method will be used for the delivery of this project.

### 5.2. Project Timeline

Activity	Timeline
Detailed Design completion	November 2022
Tender	December 2022
Construction commences	March 2023
Construction completion	October 2024

## 6. Risk and Sustainability

### 6.1. Major risks, and proposed mitigation strategies

Through the risk assessment process, several items with a residual risk of high were identified as follows:

- Implementation
  - Planning process results in delays to commencement of construction. Various options regarding planning approvals are currently being considered including confirmation of exemptions. This also includes ensuring the elected members of the Council are informed of the project.
- Scope
  - Complexity of structural activities (i.e. retaining walls) results in increased costs. The geotechnical data gathered during the current design phase is currently being analysed to ensure the structural design is refined and fit for purpose.

Other risks during this phase of the design that have been actioned resulting in a reduced residual risk rating include:

- Environmental – design refined from concept to avoid threatened communities of blue gums.
- Stakeholder – reduced negative commentary and community dissatisfaction by design refinement from concept to minimise property acquisition and landowner impacts, instead moving the central retaining wall.

### 6.2. Major dis-benefits including likely impacts to the community and environment

**Property acquisition**

The concept design required the likely partial or full acquisition of up to 17 properties, all on Dynnryne Road, Dynnryne. The design has since been refined to only require full acquisition of 3 properties, and partial acquisition of 2 additional properties.

### **Road network performance during construction**

During construction, there will be a need to reduce the number of trafficable lanes on the Southern Outlet to one lane in each direction during certain periods in order to safely manage traffic around some of the work areas that would be required on road (i.e. tie-in works and safety barrier relocation). The speed limit would also be reduced from the current 80 km/h posted speed limit, to a suitable speed to provide a safe work zone environment – this may be required to be lowered to 60 km/h or 40 km/h should the works be proposed directly adjacent to the travel lanes.

The temporary reduction of travel lanes and speed limit would impact road users' travel time. However, temporary lane closures will only be proposed outside of the road network peak periods (where the traffic volume is low), and mainly at night-time to ensure longer uninterrupted working periods for the construction contractor.

We are currently undertaking construction phase traffic modelling to better understand the impact and implement mitigation.

## **6.3. Detail any sustainability strategies that will be adopted**

The Department of State Growth embed sustainability in all their activities. For this project, sustainability initiatives will be considered by the nominated designer and contractor during the Delivery Phase.

Potential initiatives include consideration of:

- Native plants will be used in any landscaping
- Stormwater management considered in design to reduce runoff volume and flow
- Reusing material on site
- Sourcing material from nearby
- Consideration of recycled materials

# **7. Stakeholder Engagement**

## **7.1. Public and Stakeholder Participation and Consultation**

There has been ongoing public and stakeholder consultation on this project since its inception. A brief history includes:

- ongoing regular engagement with City of Hobart officers and elected officials
- public consultation on the current Southern Outlet bus lane (2018)
- focus group meetings about local issues (2019)
- public consultation on Kingborough park and ride facilities and improved southern suburbs bus services (2020) which are a key component of the larger Southern Projects package, of which the Southern Outlet transit lane is a part of.

Following this, the Department contacted potentially impacted property owners via a doorknock to advise of upcoming consultation. During this activity, the Tasmanian State Election was called, which put the Department under caretaker conventions, effectively pausing further consultation. Following the completion of the election and the reinstatement of the government, public consultation on the Southern Outlet transit lane and Macquarie and Davey Streets bus improvements projects was then able to start.

This public consultation took place for four weeks from Monday, 31 August to Tuesday, 27 September 2021. The Department offered a range of ways to provide feedback, to allow the community to engage with the project team about issues, challenges, and opportunities. A consultation and feedback summary is included with this report, and is also available on the Transport website.

While feedback from consultation was being analysed, detailed design work began. During this period, there were ongoing discussions with potentially impacted property owners via email, phone conversations and face to face meetings with Department and government representatives.

## Record of Stakeholder Consultation

Date	Type of Consultation (stakeholders invited i.e. industry, community)	Issues raised	Management plan
31 August to 27 September 2021	Public consultation (Social Pinpoint)  Online stakeholder briefing (15 attendees)  Community webinars (17 attendees)  Online survey (511 respondents)  Facebook posts (532 comments)  Emails relating to the project (37)  Phone calls relating to the project (9)	Concerns about the transit lane (congestion, cost)  Opposition to land acquisition  Support for an alternative solution	Ongoing engagement and development of options that minimise acquisition.  Raise awareness that the transit lane will work together with other related projects to make public transport an attractive alternative to private vehicle travel.

## 7.2. Directly affected land owners and property acquisition

The Department has been engaging with stakeholders including impacted landowners throughout the life of this project and will continue to do so. Initially, 19 property owners were informed of potential impact to their property, based on the original concept design. Since that time, the Department has been able to determine an alternative option that minimises property acquisition (as noted above in section 2.2).

The Department has been granted Ministerial Approval to acquire the necessary properties for this project.

Three full properties have been acquired through negotiated process.

A further two properties require some partial land acquisition and the Department is following compulsory acquisition processes for these. The Department is continuing to engage with property owners closely through this process.

Thirteen properties required no acquisition.

These outcomes were formally delivered to property owners in March 2022.

Relationships with property owners of the two properties to be partially acquired remain generally positive, with most owners primarily focused on how they are to be compensated and curious about construction and noise impacts.

The relationships with owners of the thirteen properties not required for acquisition remained mixed, with some owners feeling frustrated and disappointed at the withdrawal of a conditional offer.

## **8. Compliance**

### **8.1. List Commonwealth or State legislation triggered by the Project**

The following legislation has been identified as applying to the proposed works.

- Weed Management Act 1999
- State Policies and Projects Act 1993

### **8.2. Noise**

Base level noise logging has been completed. Noise modelling is currently underway, the results of which will determine the level of required noise mitigation.

### **8.3. Environment (Flora, Fauna, Landscaping and visual amenity)**

A Natural Values Assessment has been completed and report provided. Some potential threatened communities (including *Eucalyptus globulus* - Blue Gum) have been identified during this process which has contributed to revising the design to avoid these areas.

### **8.4. Heritage (Aboriginal and Historic)**

No Aboriginal heritage values have been identified. The Unanticipated Discovery Plan will be followed as required.

Refer to 8.5: Planning Approvals for Historic Heritage advice.

### **8.5. Planning Approvals**

Based on exemptions within the planning scheme, it is not expected that a Development Application will be required.

## **Appendix A: Public Display Plans**



Southern Outlet  
Transit Lane





## **Appendix B: Community Consultation & Feedback Summary Report**

# Hobart City Deal – Southern Projects

Stage Two Public Consultation  
July 2022

## About the project

The Hobart City Deal is a 10-year partnership between the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough councils, to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city.

City Deal partners are delivering a broad package of infrastructure improvements and services to encourage changed transport habits, manage congestion, improve traffic flow, and inform future decision making in the Greater Hobart region.

The Southern Projects are a suite of coordinated transport projects being delivered and funded by the Tasmanian Government as part of the Hobart City Deal.

Key components of the Southern Projects commitments include:

- **Southern Outlet Transit Lane** - development of a new transit lane on the Southern Outlet between Olinda Grove and Macquarie Street
- **Macquarie and Davey Streets Bus Priority** – development of enhancements on Macquarie and Davey Streets for buses, cyclists and pedestrians
- **Kingborough Park and Ride** – creation of two new park and ride facilities at Huntingfield and Firthside to support additional and improved southern suburbs bus services.

## Stage Two Public Consultation

Concept designs were prepared for these projects and consultation took place in two stages:

- **Stage One:** Wednesday 18 November – Wednesday 2 December 2020 – Kingborough park and ride facilities and additional and improved southern suburbs bus services
- **Stage Two:** Tuesday 31 August – Monday 27 September 2021 – Southern Outlet Transit Lane and the Macquarie and Davey Streets Bus Priority

This report details the public consultation feedback from Stage Two. A separate report was prepared in December 2020 to capture consultation feedback from Stage One and is available on the Transport website at [www.transport.tas.gov.au](http://www.transport.tas.gov.au).

*The Department started discussions with property owners who may be potentially affected by the Southern Outlet Transit Lane before the public consultation period. These conversations are ongoing and are focused on individual needs and personal circumstances.*



Image 1: Proposed Southern Outlet Transit Lane intersection depicting transit lane approach and realigned intersection, traffic islands and crossings.










Image 2: Proposed changes to Davey Street depicting signalised pedestrian crossing and new bus platform

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## Public consultation promotion

We provided a variety of opportunities for stakeholder and community feedback as part of the public consultation process. We advertised widely to make sure there was broad exposure and awareness of the feedback opportunities available. We also offered a range of ways to contact us. Promotion of the public consultation included:








 <b>MAIL NOTIFICATIONS</b>	<b>Hard copy notification letters</b> outlining the Stage Two public display details and project fact sheets were posted via Australia Post to all property owners and occupiers within 200 metres of the project areas, reaching a total of 3,071 properties.
 <b>STAKEHOLDER EMAIL</b>	<b>An email providing details of the Stage Two consultation period was delivered to 81 key stakeholders</b> from representative organisations, including state and local government, emergency services, transport organisations and representative groups (including bus, cycling and motorcycles), local schools and aged care facilities, large organisations located near the project precincts, and community associations.
 <b>SOCIAL MEDIA</b>	<b>The RoadsTas Facebook page</b> was used to both advertise the consultation period and as a platform to receive feedback. Two posts were made – the first on Tuesday 31 August and the second on Monday 6 September.
 <b>NEWSPAPER ADVERTISEMENTS</b>	<b>Regular advertisements were placed in four local newspapers</b> including the Kingborough Chronicle, Huon News, the Hobart Mercury and The Classifieds.
 <b>BUS POSTERS</b>	<b>A3 landscape posters</b> were placed on 30 buses used within the Kingston region.
 <b>BUS STOP POSTERS</b>	<b>Posters were also placed at 21 bus stops</b> in Kingston, Firthside, Huntingfield, and Hobart.
 <b>EVENTBRITE</b>	<b>The online event booking website Eventbrite</b> was used to promote and register attendees for the community webinars. The Eventbrite page allowed the community to register for two sessions on Wednesday 8 September 2021 and Thursday 16 September 2021, held via Zoom, including a presentation from the project team and an opportunity for questions via the chat function.

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## Public consultation activities – by the numbers

Stage two consultation took place for four weeks from Monday 31 August – Tuesday 27 September 2021. We offered a range of methods to provide feedback. These are outlined below. These opportunities allowed the community to engage with the project team about issues, challenges, and opportunities, and to provide feedback on the project in a variety of ways.

 <b>STAKEHOLDER BRIEFING</b>	<p><b>81 key stakeholders</b> were invited to attend an online briefing including local councils and councillors; local school leaders; local businesses; and local community groups.</p> <p>A total of 15 stakeholders attended.</p>
 <b>COMMUNITY WEBINARS</b>	<p><b>Two webinars</b> held via Zoom. A total of 17 community members attended the two briefings.</p>
 <b>PARKING IMPACT DOORKNOCKS</b>	<p><b>A doorknock was conducted</b> during the first week of public display, reaching 59 properties on Macquarie Street and 7 properties on Davey Street, to inform residents of parking changes and seek their feedback.</p>
 <b>SOCIAL PINPOINT SITE</b>	<p>The online mapping platform which included an interactive display of the concept designs and a link to the online survey received <b>10,263 total visits</b> within the four-week consultation period.</p>
 <b>ONLINE SURVEY</b>	<p><b>511</b> people provided feedback via the online survey.</p>
 <b>SOCIAL MEDIA (FACEBOOK)</b>	<p><b>2 posts on the RoadsTas Facebook page</b> received 532 comments (including comment replies), 252 reactions and 52 shares. The posts were seen by over 68,400 individuals.</p>
 <b>EMAILS AND PHONE CALLS</b>	<p><b>37 emails and 9 phone calls</b> were received throughout the consultation period.</p>

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## Public display feedback

We analysed the data from each feedback method used throughout the public consultation period. Clear themes emerged showing community and stakeholder key concerns and ideas. The key themes noted here represent an analysis of all the feedback that emerged most strongly throughout the engagement period for each of the projects.

What did we hear?	Our response
<b>Southern Outlet Transit Lane</b>	
<b>Concerns about the Transit Lane</b>  Many people who responded held concerns over the proposed Transit Lane. Key reasons included: <ul style="list-style-type: none"><li>• concern that the Transit Lane will not improve traffic congestion or save enough time for commuters</li><li>• concern that the Transit Lane does not address the main reason for congestion - the bottleneck at the Macquarie and Davey Street intersection.</li><li>• concern that the project is too expensive for a short-term solution.</li></ul>	<p>The Southern Outlet Transit Lane is not a short term solution to traffic congestion, but rather forms part of a larger series of improvements for Hobart which will provide a holistic solution for Hobart's future transport needs.</p> <p>The transit lane will work together with the park and ride facilities in Kingborough, increased and improved bus services to and from the Kingborough and Huon region, and the work on Macquarie and Davey Street to improve traffic flow and bus priority.</p> <p>In time, we plan to extend the transit lane from Olinda Grove back to Kingston, to link up with the new Huntingfield park and ride, which will greatly improve travel time reliability from the southern suburbs.</p> <p>Significant behavioural change is required, and we are striving to put in place measures to make public transport an attractive alternative to the car and a mode of choice, including adding new bus services and providing park and ride options.</p> <p>We recognise that prioritising limited road space for vehicles with the greatest person-carrying capacity – being buses and T3 vehicles – is the most cost-effective way to move people.</p> <p>The Macquarie and Davey Street intersection is a key filter into the city, and we have looked at ways to improve it. We plan to realign the Southern Outlet between Davey Street and Macquarie Street to accommodate four travel lanes into Macquarie Street. This will allow the transit lane to continue through the existing bottleneck into Macquarie Street. The transit lane will stop soon after Gore Street and return to general traffic usage.</p>

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## Opposition to land acquisition required for the project

Land acquisition of properties on Dynnyrne Road was the key reason provided for opposition to the project. It is noted that a petition was created to oppose potential property impacts as part of the project which received a number of community signatures.

Sometimes, additional land is needed to build a new road, widen a road, or for other facilities or purposes so we can improve the safety and efficiency of the transport network. The decision to acquire land is not taken lightly and in all cases, alternatives are considered before contacting property owners.

The area of the Southern Outlet referred to as Cat's Eye Corner is a challenging section of road both northbound and southbound. The existing road does not meet current road design standards. Some of the design challenges include steep topography, existing retaining walls, and property boundaries with houses in very close proximity on both sides of the road.

These design challenges mean that some of the houses along the Southern Outlet would be impacted to accommodate the additional lane. We are moving into the detailed design stage now and working to mitigate the property impacts, looking at the need and level of acquisition and how we can reduce those factors. The number of properties identified for potential impact at the time of consultation were early estimates and we have now been able to significantly reduce this to fewer than four houses, with some additional properties needing partial land acquisition. We understand community concern around the acquisition of the properties in Dynnyrne and we continue to work closely and respectfully with each of the affected property owners to ensure our support is targeted to the individual needs and circumstances of each resident. Given the sensitive nature of these conversations, we are honouring the privacy of property owners by keeping this information confidential.

## Support for an alternative solution

Many people suggested that alternative solutions should be further explored and presented to the community for consultation. The alternative solution mentioned most often was a city bypass which many people believe is necessary for Hobart's future.

The *Hobart Western Bypass Feasibility Study* (September 2020) located on the [Transport website](http://www.transport.tas.gov.au) ([www.transport.tas.gov.au](http://www.transport.tas.gov.au)) provides more information about the alternative solutions we explored to bypass the city.

We also explored a number of alternative options before progressing with the concept design for the transit lane.

In particular, a tunnel to bypass the city was explored and deemed unfeasible. To construct a tunnel costs in the order of \$1 million per metre. A tunnel at least 3 km long

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	<p>would be required to bypass Cat's Eye Corner and would involve more property acquisition as well as significant construction impacts to the local community.</p> <p>We looked into an above-ground city bypass, but it was deemed not feasible at this time based on value for money and property impacts with a projected cost upwards of \$3.3 billion for a four-minute time saving to general traffic.</p> <p>We also explored other options such as a reversible lanes like those used during peak times on the Tasman Bridge into the Hobart CBD; or using Proctor's Road. These options were discounted due to significant property acquisition, risk of increased congestion and geographical reasons.</p> <p>More information about these options is available on the <a href="http://www.transport.tas.gov.au/southernprojects">Transport website</a> (<a href="http://www.transport.tas.gov.au/southernprojects">www.transport.tas.gov.au/southernprojects</a>)</p> <p>It's also important to note that a bypass won't solve traffic congestion because most of the vehicle movements at peak times are going to or from the city, not through it. The <i>Hobart Western Bypass Feasibility Study</i> showed that only about 27 per cent of vehicles contribute to through traffic, where the rest have an origin or destination as the Hobart CBD.</p>
<b>Macquarie Street Bus Priority Measures</b>	
<p><b>Support for increased cyclist safety and better cycling infrastructure</b></p> <p>People felt that this is not being addressed by the proposed changes with many suggesting they would ride their bike through the city if safer cycling infrastructure existed as well as safe connections between cycling paths and lanes.</p>	<p>Active transport is an important part of the way we travel around Hobart, and we are committed to providing safe and accessible options within the city and surrounds.</p> <p>We understand that the community would like to see improved cycling options and safety in the CBD, and we will investigate further opportunities to improve cycling facilities during the detailed design process.</p> <p>The primary focus for both Macquarie and Davey Streets is car and transit movement, as these are key arterial routes. We are working with City of Hobart to develop a plan for the road network in the city and will look at how to improve cycling access and facilities to ensure safety and connectivity. This work looks to prioritise cycling movements on nearby streets that connect to existing cycle ways such as Collins Street and Sandy Bay Road.</p>



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<b>Support for clearways</b>  People were supportive of the peak period removal of parking on Macquarie Street with many suggesting the clearway should extend the entire length of the street (including on Davey Street) as this would ease much of the traffic congestion in this area. Others suggested that the proposed times for clearways should be slightly extended to have greater effect (for example, past 9:00 am).	<p>It is important that we strike a balance of parking for residents and businesses and improving traffic flow on these streets which is why the clearways are only proposed for a key section of Macquarie Street at peak times.</p> <p>We understand the community would like to explore the option of clearways further. We will look at opportunities to expand on this during the detailed design process, and we will continue to work with City of Hobart on this issue.</p>
<b>Davey Street Bus Priority Measures</b>	
<b>Support for increased cyclist safety and better cycling infrastructure</b>  Many felt that the proposed climbing bike lane on Davey Street was not enough to encourage cyclists to use the lane. Concern was specifically around safety. Many respondents suggested installing extended cycling lanes on this street and making them separated from the traffic by a kerb.	<p>We understand that the community would like to see more cycling connections and safety measures in the CBD to encourage cyclists.</p> <p>As noted, above, we are working with City of Hobart to develop a plan for the road network in the city and will look at how to improve cycling access and facilities.</p>
<b>Concern that the proposed design will not solve the problem long-term and support for additional public transport priority</b>  A number of people did not believe the changes will make a significant difference over time and that the proposed traffic improvements may create more demand. The key reason provided was that congestion in the Hobart CBD is caused by through-traffic which will not be solved by the changes being proposed on Davey Street or other aspects of the Southern Projects.  Additionally, there was some support for more public transport priority measures, such as bus lanes, on Macquarie and Davey Streets.	<p>As noted above, the Southern Projects, and the measures proposed for Davey Street, are one part of a larger series of improvements for Hobart which will provide a holistic solution for Hobart's future transport needs.</p> <p>The Davey Street measures will work together with the Southern Outlet transit lane, park and ride facilities in Kingborough, increased number of bus services to and from the Kingborough and Huon region, and the work on Macquarie Street to improve traffic flow and bus priority.</p> <p>The Southern Projects are focused on improving public transport options and uptake in the southern suburbs and into the CBD. Opportunities to increase public transport priority along Macquarie and Davey Streets, such as introducing dedicated bus lanes, may be considered in the future.</p>
<b>Support for alternative options</b>  Many people suggested that alternative solutions should be considered to ease traffic congestion in Hobart CBD, with most suggesting a CBD bypass. Respondents were unsure what this might look like; however, most frequently suggested were tunnels	<p>As outlined above, a number of alternatives have been investigated and deemed unfeasible, including the possibility of a CBD bypass.</p> <p>The Southern Projects are focused on improving public transport options and uptake in the southern suburbs and into the CBD, and we will investigate other options to</p>

# Hobart City Deal – Southern Projects

Stage Two Public Consultation  
July 2022

or overpasses.	implement this objective in the most effective way based on feedback received during detailed design.
<b>General Feedback</b>	
<p>Across both projects, general calls for the improvement of the public transport system emerged from feedback. Specific suggestions for improvement varied throughout the feedback provided, but a common theme was a desire for cheaper bus fares to increase attractiveness of bus travel.</p> <p>Support for a greater uptake of public transport and carpooling was the most highly rated project feature in the survey, and feedback on this topic was received throughout the survey, Facebook, and phone calls.</p>	<p>We understand that improving the current public transport system is important to stakeholders and community members in Hobart.</p> <p>Research (<i>Tasmanian Travel &amp; Physical Activity Study 2017</i>) shows that service improvements provide a much greater incentive for motorists to move to public transport than fare abolition.</p> <p>We are introducing up to 70 new bus services a day for the southern suburbs which will come online in the first half of 2022. We have already started an express bus service from Huonville which operates four times in the morning and four times in the afternoon, during peak times. The Department is also working on other projects to improve public transport and we will keep the community informed of our progress.</p> <p>Feedback we received suggested that a campaign to help change commuter behaviour would be an important part of improving the public transport system, and we will investigate the most effective ways to do this over the coming months.</p>

## Next steps

We appreciate the strong interest and response received from stakeholders and community on the concept designs for the Southern Outlet Transit Lane and the Macquarie and Davey Streets Bus Priority. All feedback received will be considered and used to inform the detailed design stage for the projects.

We have started work on detailed design for the Southern Outlet Transit Lane, and further work on the Macquarie and Davey Streets Bus priority project is expected to start in the coming months. Stakeholders and the community will have the opportunity to view the detailed designs as the Department continues to refine these projects.

We will provide updates about the project as it progresses via our website at [www.transport.tas.gov.au](http://www.transport.tas.gov.au)