

An aerial photograph of Hobart, Tasmania, showing the city built on a hillside overlooking the harbor. The harbor contains several large piers, a marina filled with sailboats, and various commercial buildings. The text 'CITY OF HOBART' is at the top, followed by a horizontal line, and 'TRANSPORT STRATEGY DRAFT' is written in large white letters across the middle of the image.

# CITY OF HOBART

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# TRANSPORT STRATEGY DRAFT



City of **HOBART**





# VISION STATEMENT

Hobart breathes.

Connections between nature, history, culture, businesses and each other are the heart of our city.

We are brave and caring.

We resist mediocrity and sameness.

As we grow, we remember what makes this place special.

We walk in the fresh air between all the best things in life.

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## ACKNOWLEDGEMENT OF COUNTRY

The City of Hobart acknowledges the palawa people as the traditional and ongoing Custodians of lutruwita (Tasmania). The City of Hobart pays its respects to the Elders past, present and future, as we work towards the community's vision for future Hobart.

## INTRODUCTION FROM THE LORD MAYOR



As the Lord Mayor of Hobart, it is my great pleasure to introduce the Transport Strategy for the City of Hobart.

This document has been produced following an extensive program of engagement with the Hobart community and various stakeholders.

It takes into account the recently completed Hobart Vision and builds on work from the Hobart Sustainable Transport Strategy, which commenced in 2010. Much has been achieved since that time; there is now a Southern Tasmanian Regional Land Use Strategy, with urban growth boundaries and areas identified for residential growth. The construction of key bicycle and walking linkages has occurred, and some improvements to public transport

facilities have begun. Indeed, cornerstones from that strategy have now been adopted by Infrastructure Tasmania in its 2018 *Hobart Transport Vision*.

There is much more to do. We are all aware that greater Hobart is at a turning point. In the past decade Australia and the rest of the world have discovered our liveable, cultured city situated in a relatively unspoilt natural environment. Visitor numbers are increasing, our population is growing, and construction projects both in the city and in neighbouring council areas are at a record high.

With this growth comes challenges; our current settlement pattern and lack of transport infrastructure to support mobility options has left many people reliant on their private motor vehicles for daily activities. Our growth has pushed more affordable housing further from the city centre to areas not well-served by public transport.

The world is becoming increasingly aware of the need to substantially limit our greenhouse gas emissions to reduce the real risks of climate change in the next century. As things stand, our children and grandchildren will, at best, inherit a world with higher sea levels, along with a more unstable climate.

But there is cause for optimism. New technologies can help reduce our carbon emissions with more fuel-efficient and electrically-powered transport. Intelligent transport systems, combined with the internet and our mobile devices, can provide us with the information needed to make better transport choices. New housing stock and better land use planning can reduce our need to travel.

Through community engagement with the Hobart Vision process, we have a clearer understanding of what people want, and what can be done but this will require change and investment to create the city that is connected into the future. We need to complete and extend a network of bicycle facilities, we need to make the city even more walkable, and we need real improvements in bus service reach and frequency. We need to develop River Derwent ferry services, passenger transport services and housing on the existing rail corridor.

By implementing this new Transport Strategy for the City of Hobart, and with funding support from the State and Australian governments to implement the *Hobart Transport Vision*, maintaining Hobart as a great liveable city will be one step closer.

Alderman Ron Christie  
Lord Mayor







## EXECUTIVE SUMMARY

Hobart is the capital city of Tasmania, dramatically sited between mountain and river. We are a small city, but we are growing.

Hobartians want to live good lives, connected to our communities and our natural environment. Our spirit of place is strong and we embrace our city's unique beauty and wonder. We want to participate fully in Hobart's vibrant lifestyle and maintain our easy pace of life. We value our fresh air and want to keep our city breathing. These are the things we will seek to maintain as we grow.

Planning for future growth that maintains Hobart's liveability will require well-considered, integrated and sustainable transport outcomes. Transport is one of the most important considerations for a growing city in order to facilitate access and movement that will support us socially, economically and environmentally.

Traffic congestion makes the headlines, however there are two transport stories in Hobart. Compared with the other Australian capitals, Hobart residents are more likely to walk for transport, and some parts of Hobart have very high numbers of bicycle commuters. However, the regional story is quite different. When we look beyond our municipality to include the surrounding municipalities of greater Hobart, we are a very car-dependent population. This car dependence, which is a legacy of land use, settlement patterns and past transport policy decisions, is the reason for the traffic congestion we are experiencing now.

Feedback from the community is that transport can be a problem and we need improvements. This includes fewer cars on the road, real public transport options for people travelling to and around the city and more support for people walking and cycling. Safety is important.

Ultimately we all want to reach our destinations every day: safe, healthy and happy.

In order to achieve those outcomes we need a well-connected pedestrian and cycle network. We need high-quality, accessible streetscapes, and neighbourhoods where the traffic is calm and people are encouraged to choose active travel, regardless of age or ability. We need public transport that is reliable, affordable and connected, and supported by waiting facilities and park and ride.

A Smart Roads approach to network management will give us more efficiency from our existing road infrastructure. We need effectual freight systems to support our economy, and smart parking that meets the needs of residents and businesses.

Getting transport right is a challenge that requires we continue to seek and understand the big picture. The way we use land influences our need to move, and therefore we will strive to create an improved residential, business, institutional and education land use mix in Hobart. Evidence and relevant data will guide our decision making, measure our progress and track the changes. And we will continue to develop the important stakeholder relationships that will allow us to achieve the outcomes we need – with all levels of government, the private sector, advocacy groups and our local communities.

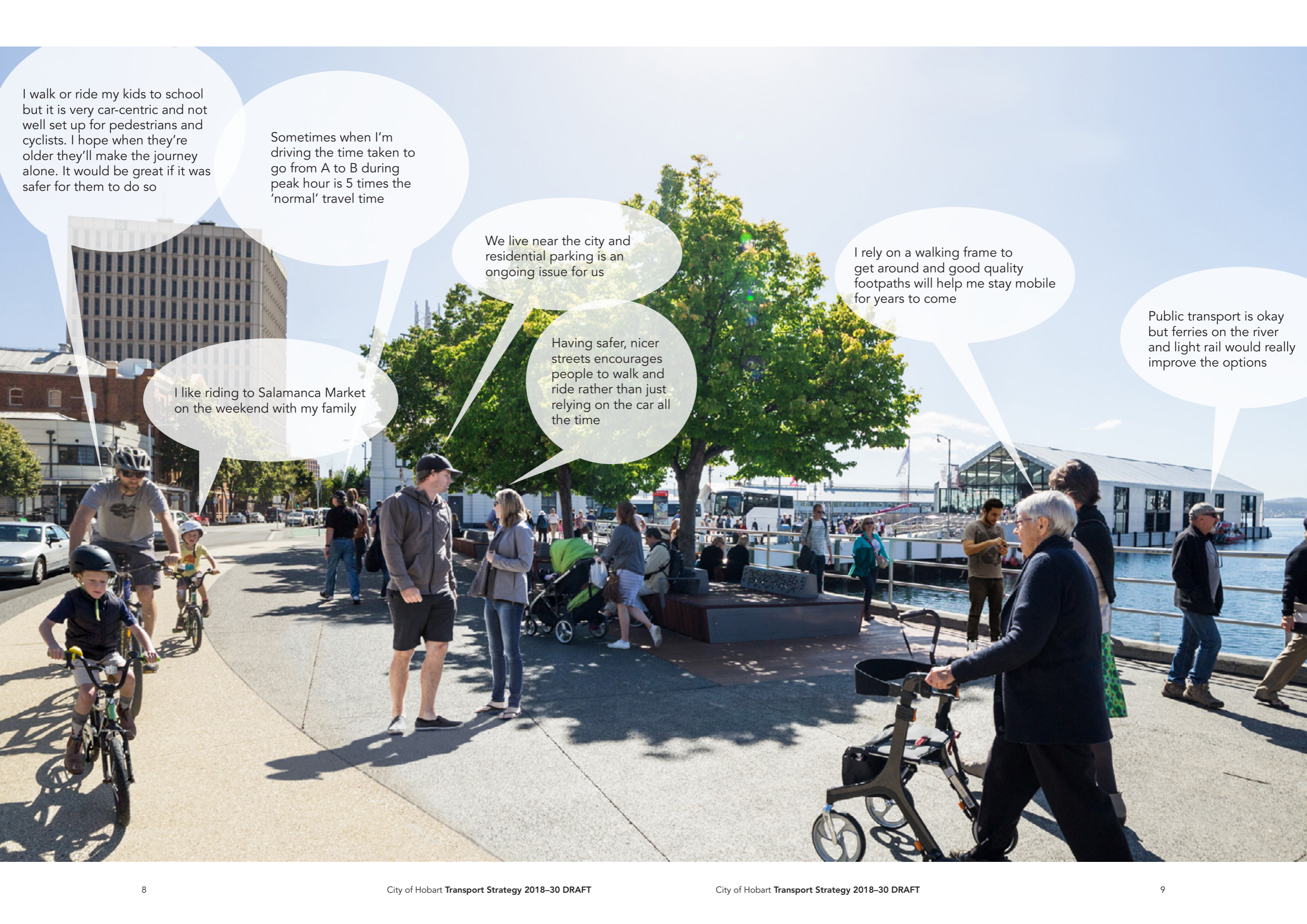
Hobart is experiencing rapid change and growth in our economy and population and this growth is projected to continue. In order to maintain the wonderful qualities that we enjoy about living in Hobart, we need to achieve an integrated and sustainable transport and movement network.

Part one of this strategy discusses the background research and results of community and stakeholder consultation – it describes where we are now and how we developed this strategy.

Part two identifies nine themes that reflect the areas of focus that the City of Hobart must develop to achieve the transport outcomes we need.

Part three outlines how implementation will occur in a balanced way to ensure the success of this Strategy.





I walk or ride my kids to school but it is very car-centric and not well set up for pedestrians and cyclists. I hope when they're older they'll make the journey alone. It would be great if it was safer for them to do so

Sometimes when I'm driving the time taken to go from A to B during peak hour is 5 times the 'normal' travel time

We live near the city and residential parking is an ongoing issue for us

I rely on a walking frame to get around and good quality footpaths will help me stay mobile for years to come

Public transport is okay but ferries on the river and light rail would really improve the options

I like riding to Salamanca Market on the weekend with my family

Having safer, nicer streets encourages people to walk and ride rather than just relying on the car all the time





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# PART 1

## A COMMUNITY VISION FOR OUR ISLAND CAPITAL

### INTRODUCTION

In late 2017 and early 2018 the City of Hobart undertook a consultative process with the Hobart community and a community panel to develop a new Vision. The complete document and information about the process is available on the City of Hobart's website.<sup>1</sup>

Final consultation on this new Vision is occurring in June 2018. This is the Vision for Hobart that guides our strategies and actions.

### PILLARS

There are eight pillars within the Vision. Movement and connectivity is the key pillar that is relevant for the Transport Strategy.

The movement and connectivity pillar states the following aspiration:

We are a city where everyone has effective, safe, healthy and environmentally-friendly ways to move and connect with people, information and goods, and to and through spaces and the natural environment. We are able to maintain a pace of life that allows us to fulfil our needs, such as work, study, business, accessing services, socialising, recreation, shopping, entertainment and spending time with loved ones.

- We keep our city breathing
- We maintain our pace of life
- We have transport options
- We use transport and technology to support our connections and access
- We collaborate

<sup>1</sup> <https://yoursay.hobartcity.com.au/the-vision>

## WHY ARE WE DEVELOPING A NEW TRANSPORT STRATEGY?

The City of Hobart is planning for the future transport needs of our community. It is important that, as we move into the next part of the 21st century, we have strategies in place to support the anticipated growth in our population and economy while we hold on to what makes Hobart special and unique.

The City of Hobart is home to 48,700 residents. On any given day in the city there are up to 46,000 workers, 33,000 students and an increasingly large number of people accessing specialist shops and services, including tourists. We need to make sure that the City of Hobart's planning is coordinated with the Tasmanian Government, the Australian Government and other local councils, all of whom have responsibilities for land use planning, infrastructure and transport networks.

Forecasts for economic and population growth in Hobart present significant transport and land use opportunities and challenges. The City of Hobart's planners and decision-makers must anticipate and respond to the challenges while maintaining and enhancing Hobart's strengths and its status as a vibrant, liveable and successful capital city and regional centre.

Hobart is a destination for so many activities. We want to maintain and improve access to and within the City of Hobart. The engagement we have undertaken to understand the trends and issues of transport in Hobart, along with the new Hobart Vision developed by the community, tell us we need more transport options, such as public transport, and walking and cycling facilities, as well as safer more liveable streets. Scientific evidence supports the need to reduce our carbon emissions, which is supported by our Climate Change Strategy. Our lived experience tells us we want to reduce peak hour traffic congestion.

We need to develop a strategy to guide our work and direct our efforts over the next 15 years to deliver a better transport system and more liveable city for the people of, and visitors to, Hobart. This is why we are developing a Transport Strategy for the City of Hobart.

Part 2 of this Strategy outlines the focus areas and actions which will guide the delivery of the strategy.

The City of Hobart's strategic framework links its Vision, Strategies and Action Plans (Figure 1).

# Strategic Framework

## VISION

A Community Vision for our Island Capital

Capital City Strategic Plan

## STRATEGY

The City of Hobart develops strategies to guide various areas of its works. Some examples are below, among these is the Transport Strategy.

Street Tree Strategy

Social Inclusion Strategy

Smart Cities Strategy  
(yet to be developed)

Transport Strategy

Waste Management Strategy

Housing and Homelessness Strategy

Economic Development Strategy

Climate Change Strategy

Positive Ageing Strategy

## IMPLEMENTATION

Action Plans (Detailed in the Transport Strategy)

Walking Plan

Bicycle Plan

Parking Plan

Other Plans and Actions

Figure 1: Strategic framework for the City of Hobart | Source: City of Hobart



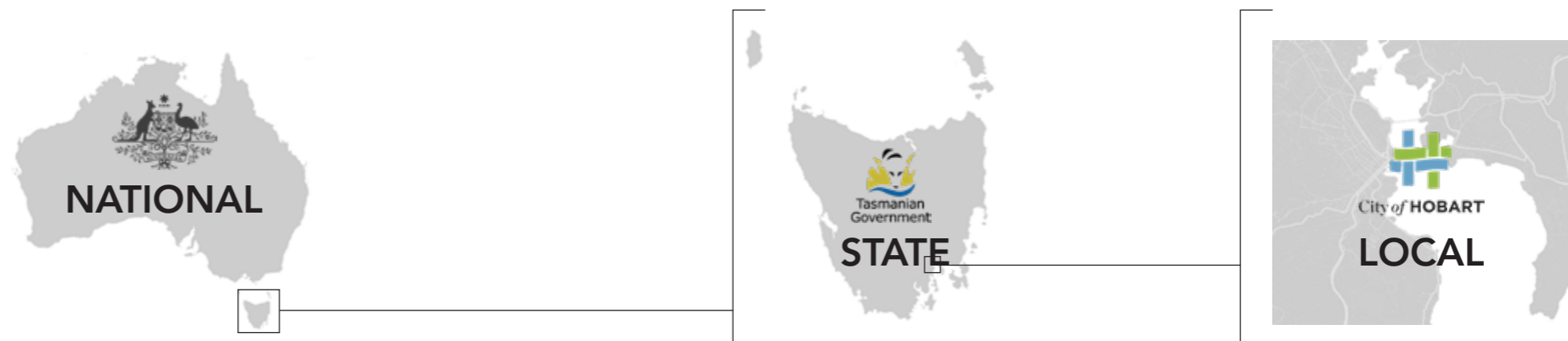


Figure 2: Responsibility of the three levels of government | Source: City of Hobart

## WHO IS RESPONSIBLE FOR THE TRANSPORT NETWORK?

Our transport network sits within a complex legislative, regulatory, policy and funding environment across local, state and federal governments. A complete listing of legislation and a detailed discussion of ownership and responsibilities is contained in the background papers.

### NATIONAL

The Australian Government funds the National Highway, major infrastructure and programs such as Roads to Recovery and Black Spot road-safety funding. Heavy vehicles (over 4.5 tonnes GMV) operate in Tasmania under national regulations managed through the National Heavy Vehicle Regulator.<sup>2</sup>

Australian transport agencies (both state and national), through Austroads, undertake research and produce guidelines for a nationally consistent transport system. For example, Austroads has established a national architecture for intelligent transport systems and its associated framework to guide the implementation of a range of technologies aimed at delivering safer, more efficient and environmentally sustainable transport solutions.<sup>3</sup>

### STATE

Through the Tasmanian Resource Management and Planning System (RMPS)<sup>4</sup> the Tasmanian Government is responsible for state-wide and regional land use planning. The Tasmanian Government is also responsible for major state road, rail and port projects. Beyond these planning functions, the Tasmanian Government influences settlement patterns through the provision of grants and subsidies – such as the first home-owner/builder grants – which in turn impact transport planning. The Tasmanian Government plans and develops a range of social infrastructure including schools, hospitals and other essential infrastructure that can have a bearing on transport demand.

The Tasmanian Government is responsible for the operation and maintenance of the state-owned road network, which primarily consists of roads that provide connectivity between cities, major towns, rural catchments and key marine and air transport hubs.

The Tasmanian Government provides funding for public transport through Metro Tasmania (a state-owned company) and contracted private bus operators. TasRail (a state-owned company) manages all rail freight operations. TasPorts (a state-owned company) operates all four major ports in Tasmania: in Hobart, Burnie, Launceston and Devonport, and is responsible for some roads, and provides car parking in Sullivans Cove. Hobart International Airport is privately owned by the Tasmanian Gateway Consortium.

The Tasmanian Government regulates vehicle licensing and registration, legislates for and enforces road rules, including speed limits, and controls all public road traffic signals (traffic lights). The Tasmanian Government generally obtains its legislative powers through the Roads and Jetties Act 1935 and the Highways Act 1951.

### LOCAL

In Tasmania, local government, has powers delegated under the *Local Government (Highways) Act 1982* and the *Local Government Act 1993*, to make by-laws to regulate and control conduct on highways in a municipal area.<sup>5</sup>

Local government is delegated the authority to manage and develop the local transport networks by the State Government in accordance with Australian Standards and relevant guidelines. It can make policies and develop strategies, such as this document, to guide how it manages and develops its transport network.

The City of Hobart is responsible for parts of the road network and the 'last mile' connections to businesses and associated access arrangements, such as loading zones and access for public vehicles, including buses and taxis in and around greater Hobart. This responsibility includes the control of occupation of roads and footpaths for other development works, such as construction, as well as outdoor dining, signboards, trading, footpath crossings and events.

The City of Hobart maintains and renews its roads and footpaths. We plan, develop and build enhancement projects to improve transport, and general safety and amenity for the public. We manage on street parking, and some off street parking.

The City of Hobart also has a role in regulating development on private property, although the Statewide Planning Scheme and system constrains our influence in some areas.

The City of Hobart advocates for change on behalf of the community, and partners with external stakeholders. We play a role in educating and supporting individuals to make sustainable transport choices and, as the capital city, we play a role in providing leadership for the region and the state.

<sup>2</sup> [www.nhvr.gov.au/](http://www.nhvr.gov.au/)

<sup>3</sup> [www.ausroads.com.au/road-operations/network-operations/national-its-architecture](http://www.ausroads.com.au/road-operations/network-operations/national-its-architecture)

<sup>4</sup> [www.planning.tas.gov.au/how\\_planning\\_works/tasmanian\\_planning\\_system](http://www.planning.tas.gov.au/how_planning_works/tasmanian_planning_system)

<sup>5</sup> A complete listing of legislation and a detailed discussion of ownership and responsibilities is contained in the background papers.



## ABOUT THE CITY OF HOBART

It is important to understand some of the context of Hobart – who we are and where we are going – to develop a strategy that is relevant and useful. The four background papers contain more detailed information and these are available on the City of Hobart’s website.

### REGIONAL POPULATION, DEMOGRAPHICS AND SETTLEMENT PATTERNS

Understanding where population, demographic and housing growth is occurring in relation to employment, education and other major land use activities is critical to identifying and addressing transport issues in greater Hobart.

Population as at 31 December 2015 <sup>6</sup>

<b>Tasmania</b>	519,050 (projected to be 589,000 by 2062 <sup>7</sup> )
<b>Greater Hobart</b>	220,953 (57% of Tasmania’s population)
<b>Hobart local government area (LGA)</b>	50,796 (23% of the greater Hobart metropolitan area population)

With nearly one in every five people aged 65 years and over, Tasmanians have the highest median age (42) of all the states and territories, four years above the national average. It is projected that 25% of the state’s population will be 65 years of age or more in 2030, an increase of nearly 60% of Tasmanians in that age group from 2011.

In 2015, the Tasmanian Government committed to increasing Tasmania’s population to 650,000 by 2050, to offset the impacts of an aging population.<sup>8</sup>

The Tasmanian Government’s Population Growth Strategy includes measures such as increasing migration and supporting and retaining international graduates, who currently comprise 70% of Tasmania’s skilled migrants. A report showing progress towards this strategy is available.<sup>9</sup>

Planning for future land use and residential housing demand was considered in *The Southern Tasmanian Regional Land Use Strategy 2010-2035 (STRLUS)*. It was declared by the Minister for Planning in November 2013 (amended in September 2016), pursuant to Section 30C of the *Land Use Planning and Approvals Act 1993 (LUPAA)*, and included a greater Hobart residential strategy to manage residential growth.

The STRLUS established a 20-year urban growth boundary based on 50% of growth occurring in existing suburbs (infill development) and 50% on greenfield (new) sites. Currently, 15% of growth is infill and 85% is on greenfield sites.

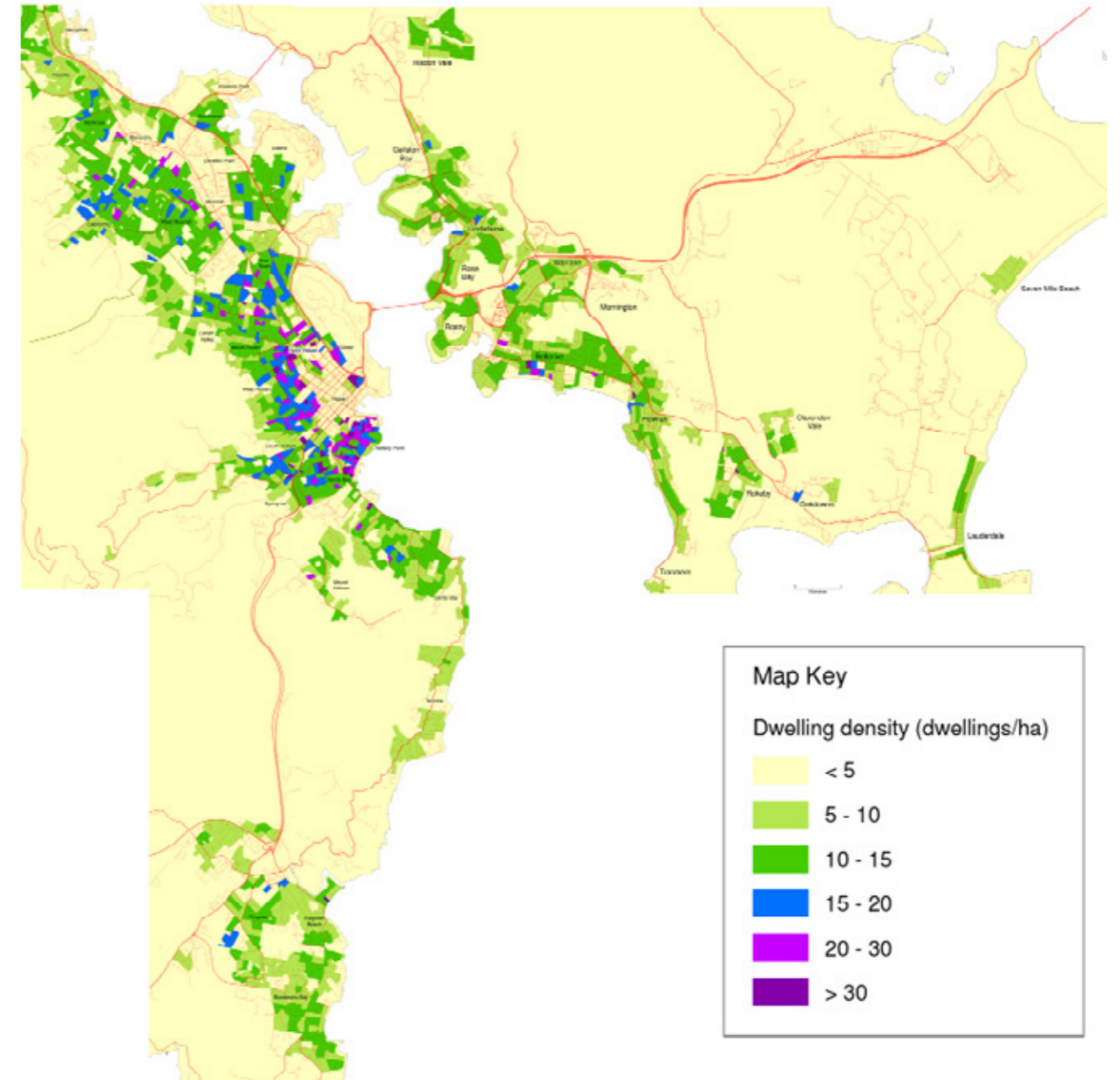
The following maps show the dwelling density of the greater Hobart region, and the areas designated in the STRLUS for increased residential density.

<sup>6</sup> [stat.abs.gov.au/itt/r.jsp?RegionSummary&region=6GHOB&dataset=ABS\\_REGIONAL\\_ASGS&geoconcept=REGION&datasetASGS=ABS\\_REGIONAL\\_ASGS&datasetLGA=ABS\\_NRP9\\_LGA&regionLGA=REGION&regionASGS=REGION](http://stat.abs.gov.au/itt/r.jsp?RegionSummary&region=6GHOB&dataset=ABS_REGIONAL_ASGS&geoconcept=REGION&datasetASGS=ABS_REGIONAL_ASGS&datasetLGA=ABS_NRP9_LGA&regionLGA=REGION&regionASGS=REGION)

<sup>7</sup> Department of Treasury and Finance, ‘Population Projections: Tasmania and its Local Government Areas’, December, 2014.

<sup>8</sup> Information on an aging population and the Tasmanian Government’s population strategy: [www.stategrowth.tas.gov.au/\\_data/assets/pdf\\_file/0017/100376/Background\\_issues\\_paper.pdf](http://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0017/100376/Background_issues_paper.pdf)

<sup>9</sup> [www.stategrowth.tas.gov.au/\\_data/assets/pdf\\_file/0017/142109/Population\\_Growth\\_Strategy\\_-\\_Annual\\_Report\\_2016.pdf](http://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0017/142109/Population_Growth_Strategy_-_Annual_Report_2016.pdf)



Map 1: Southern region – dwelling density | Source: Southern Tasmanian Councils Authority

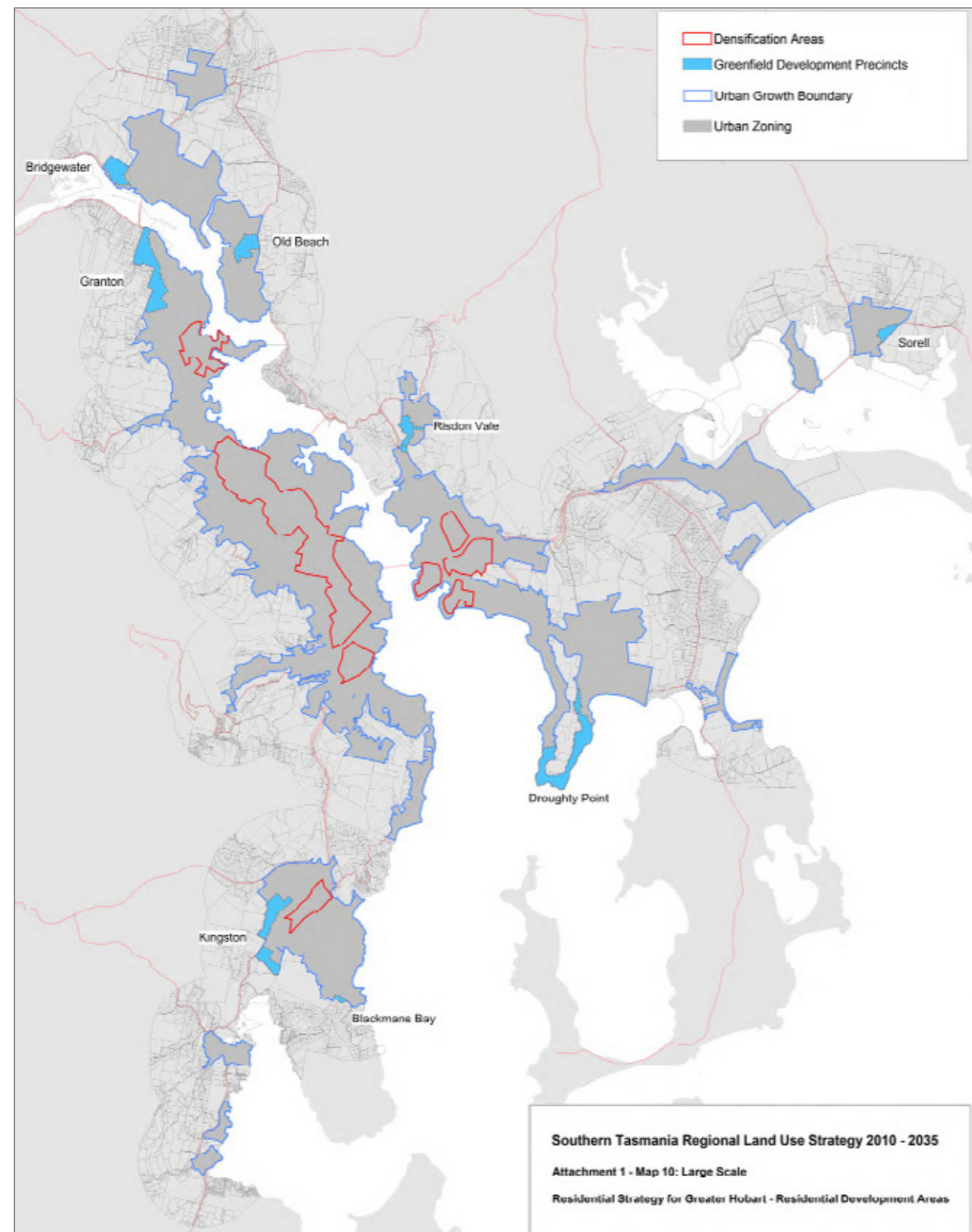
The STRLUS recommended that infill housing growth totals 13,228 dwellings across these local government areas:

Hobart LGA	25% (3312 dwellings)
Glenorchy LGA	40% (5300 dwellings)
Clarence LGA	15% (1987 dwellings)
Brighton LGA	15% (1987 dwellings)
Kingborough	5% (662 dwellings) <sup>10</sup>

<sup>10</sup> *Southern Tasmanian Regional Land Use Strategy 2010-2035*, p. 97



Map 2, taken from the *Southern Regional Land Use Strategy*, indicates where the Tasmanian and local governments have determined more housing will be developed in the future, it gives us an indication of where future transport demand will occur and informs us what strategies might be most effective.



Map 2: Residential Strategy for greater Hobart – residential development areas | Source: Southern Tasmanian Regional Land Use Strategy 2010–2035

### EMPLOYMENT IN HOBART

Hobart is a key economic region in Tasmania, attracting many people to work in the following sectors:<sup>11</sup>

- health care and social assistance – 9327 employees
- public administration and safety – 7983 employees
- education and training – 5392 employees
- accommodation and food services – 4551 employees
- retail trade – 4520 employees
- professional, scientific and technical services – 4084 employees.

These groups total 35,857 employees, though the actual number may be higher.

Health care and social assistance has seen a notable increase in employment levels of 24.8% (census year to census year), overtaking public administration and safety as the top employer. The tourism sector is also experiencing a growth in employment rates.

Of particular interest for transport planning purposes, the Hobart LGA, predominantly in and around the CBD, contains more than half of all the jobs in greater Hobart, with relatively few through-city traffic movements between other council areas for the journey to work. This location of employees and school enrolment locations (section 4.3) indicates, for example, that a Hobart city bypass road may not actually address the issue of congestion. A more in-depth discussion is contained in Background Paper 2 – Private Transport page 72 and within the STRLUS.

<sup>11</sup> All employment data is sourced from the Australian Bureau of Statistics Census 2016.

### OTHER NOTABLE ACTIVITIES IN HOBART

Education is a significant activity in Hobart; there are multiple campuses of University of Tasmania and a significant number of independent and government schools and colleges. The university, public and private schools in Hobart have an estimated combined enrolment of over 25,000 students.<sup>12</sup>

Science also plays a key role in Hobart. The city hosts a significant CSIRO research presence and the Australian Antarctic Division's principal supply, logistics and science base, which support activities in Antarctica.

Hobart is a centre for culture in Tasmania. The creative economy is a significant contributor to the life and liveability of Hobart. Major festivals occur in and around the city and on the waterfront during the summer and winter seasons.

Tourism activity in Hobart is growing significantly and the city is accessed by an international airport, hosts over 60 major cruise ship visits each year, and receives significant visitors from the Australian mainland via the Spirit of Tasmania roll-on roll-off ferry vessels.

The Tasmanian Parliament sits on the Hobart waterfront and there are a significant number of government departments which provide administration for the state.

<sup>12</sup> <https://docs.education.gov.au/node/45161> and <https://documentcentre.education.tas.gov.au/Documents/DoE-Annual-Dataset-2016-17.pdf>



## GREATER HOBART'S TRANSPORT NETWORK

A transport network is a spatial network that provides for the movement of people and goods. In Tasmania, it is predominantly road based. Rail transport is restricted to the movement of goods (freight between the northern Tasmanian ports and the Brighton transport hub) or short tourist trips. The same is generally true for shipping (ferry) transport.

An extensive footpath network exists in Hobart. The dedicated bicycle facility network in Hobart is limited and still in development. Cycling is also permitting on most footpaths and roads in Tasmania.

The road transport network supports private motor vehicle movement with buses providing the only mass public passenger transport. Taxi services have been supplemented with Uber, and community transport plays a major role in providing for

the over 65s and people with a disability. There are four key metropolitan arterial road links for greater Hobart, all of which have a presence within the City of Hobart and are pivotal in the road transport network in southern Tasmania. These are the Brooker Highway, Tasman Highway, Southern Outlet, and the Davey Street and Macquarie Street couplet. These major arterial roads (and associated major bridges and structures) are mostly owned<sup>13</sup> and managed by the Tasmanian Government and they all converge in Hobart. Within the city, metropolitan road links are supported by the local road network, with different roads having different functions.

Of particular interest are the differences in travel modes used between the residents of Hobart and the residents of the surrounding local government areas in getting to their places of work in Hobart.

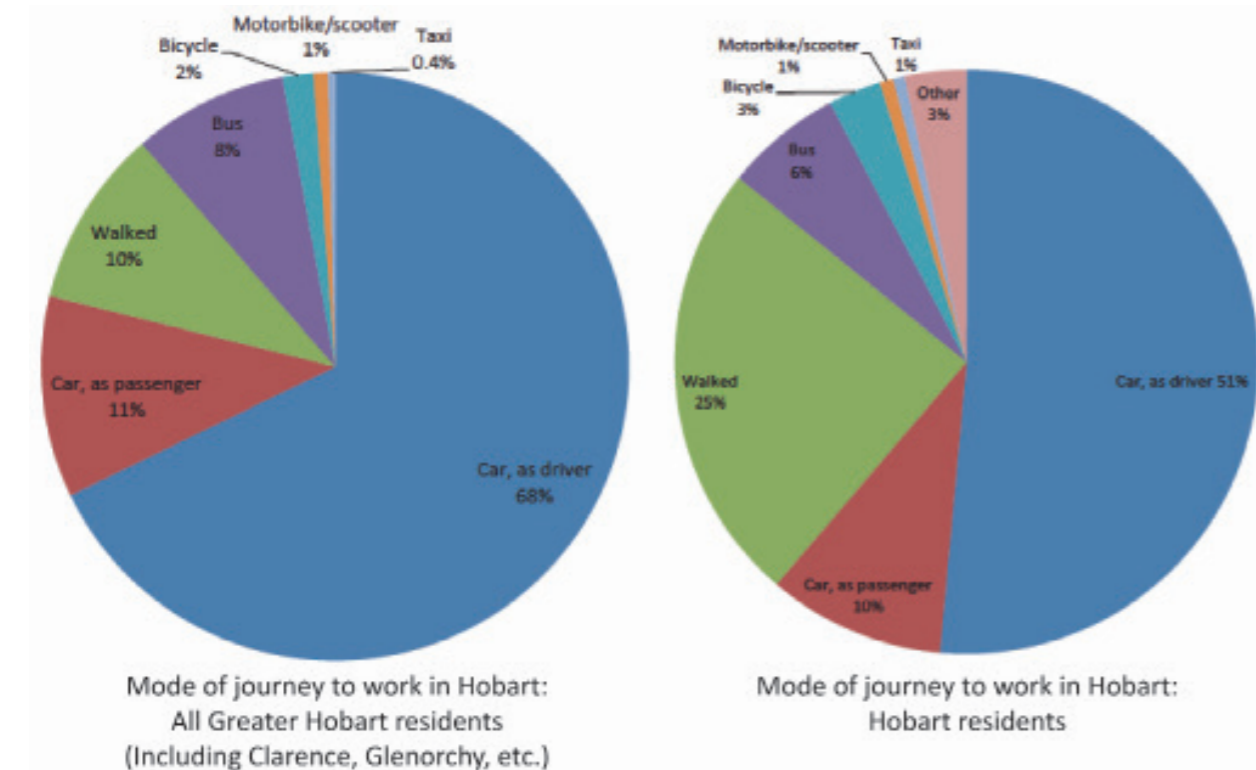
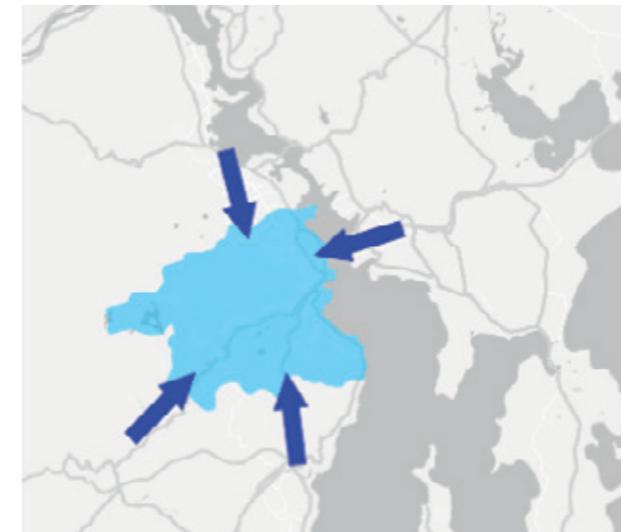
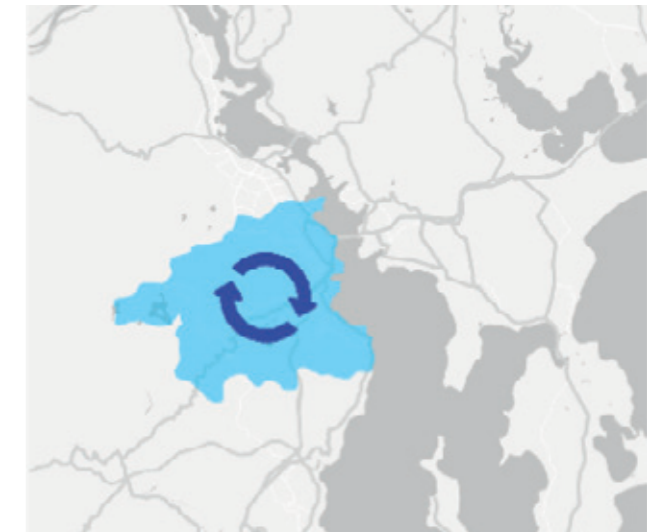


Chart 1: Southern region modes used for the journey to work 2011 | Source: Department of Infrastructure, Energy and Resources, Journey to Work data Analysis Values exclude those who did not go to work and those who worked at home.

## JOURNEYS INTO HOBART



## JOURNEYS WITHIN HOBART



Map 3: Stylised mapping of journey to work – 'tale of two cities' | Source: City of Hobart

The generalised situation described for greater Hobart, most notably in the Australian Bureau of Statistics (ABS) census journey to work (JTW) statistics, show a different pattern to that occurring within the Hobart LGA. A large number of Hobart residents make their journey to work using active transport means: 25% walk, 3% ride a bike and 6% take the bus. Hobart has the highest proportion of the walking journey to work mode of all Australian capital cities. In some suburbs the proportion of individuals using active transport for their journey to work is even higher. In many cases it can be seen that proximity to high quality walking and bicycle paths, along with frequent public transport services and relatively short journey distances (less than 4 km) to key employment, education and service areas plays a large part in an individual's transport mode choice.

This 'tale of two cities' has implications for a range of solutions that this Transport Strategy will present.

<sup>13</sup> In 2018 the Tasmanian Government took control and ownership of Macquarie Street and Davey Street between the Southern Outlet and the Tasman Highway from the City of Hobart.



## SCOPE OF THIS STRATEGY

This Transport Strategy for the City of Hobart details strategic actions that can be primarily undertaken by the City of Hobart, both as a discrete local government body and in partnership with other stakeholders.

The City of Hobart is a defined Local Government Area (LGA) that has direct boundaries with the City of Glenorchy and Kingborough Council and the River Derwent in southern Tasmania. The metropolitan centre of the region is greater Hobart which extends to the Local Government Areas of Brighton, Clarence, Glenorchy, Hobart, Kingborough and Sorell.

The transport challenges present in Hobart are the result of many factors. Several factors are outside the control of the City of Hobart (as noted in sections 3 and 4), and as a result solutions are not the sole responsibility of the City of Hobart.

The Australian and Tasmanian governments have entered into an agreement to develop a City Deal<sup>14</sup> for Hobart in partnership with local governments in the urban Hobart area. There is also the intention to create a Capital City Act, which will legislate for some arrangements for council areas to further work together.

Developing transport and settlement solution options will need the involvement of all parties in Southern Tasmania and so this Transport Strategy also focuses on collaborations with other local councils, the Tasmanian Government, the Australian Government, and other key stakeholder bodies in Tasmania.

## APPROACH TO DEVELOPING THE HOBART TRANSPORT STRATEGY

The Transport Strategy has been developed following a four-step process (shown in the diagram below) involving engagement with key stakeholders and the community.

Two consultation rounds were undertaken, the first focusing on each of the four background papers<sup>15</sup>, the second involving the draft strategy.

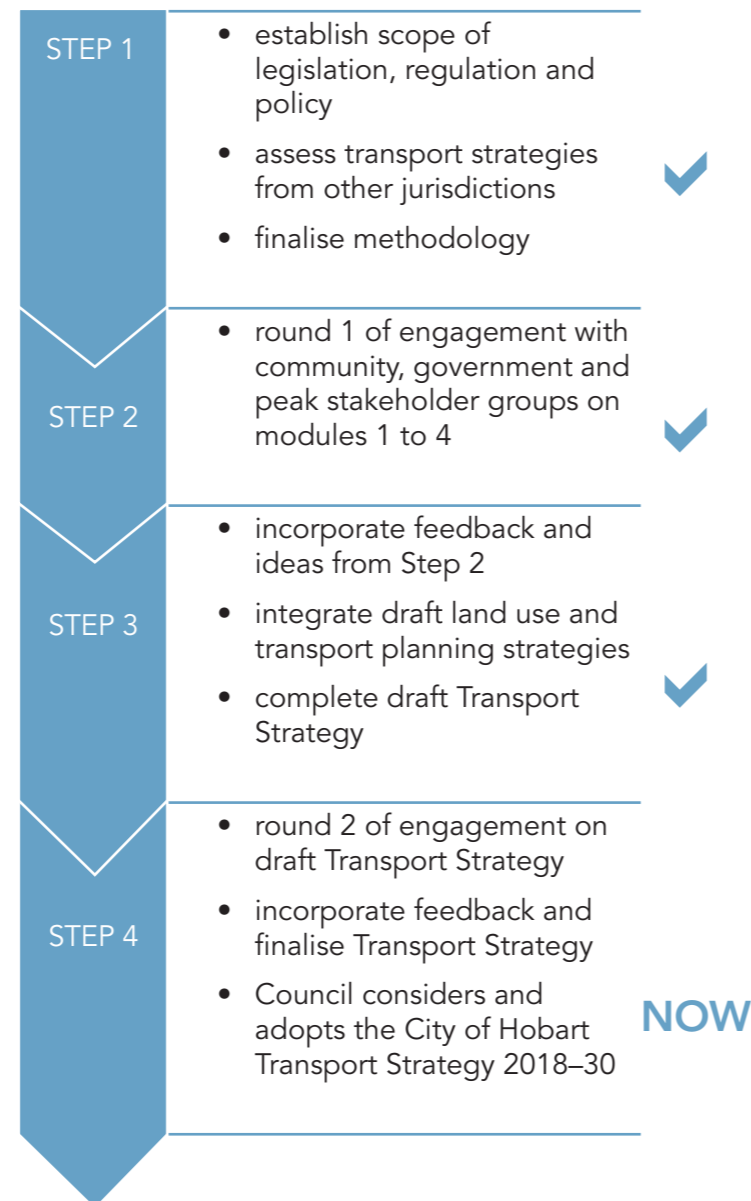


Figure 3: Strategy development process | Source: City of Hobart

<sup>14</sup> For more information about City Deals see <https://cities.infrastructure.gov.au/city-deals>

<sup>15</sup> <https://yoursay.hobartcity.com.au/transport-strategy>

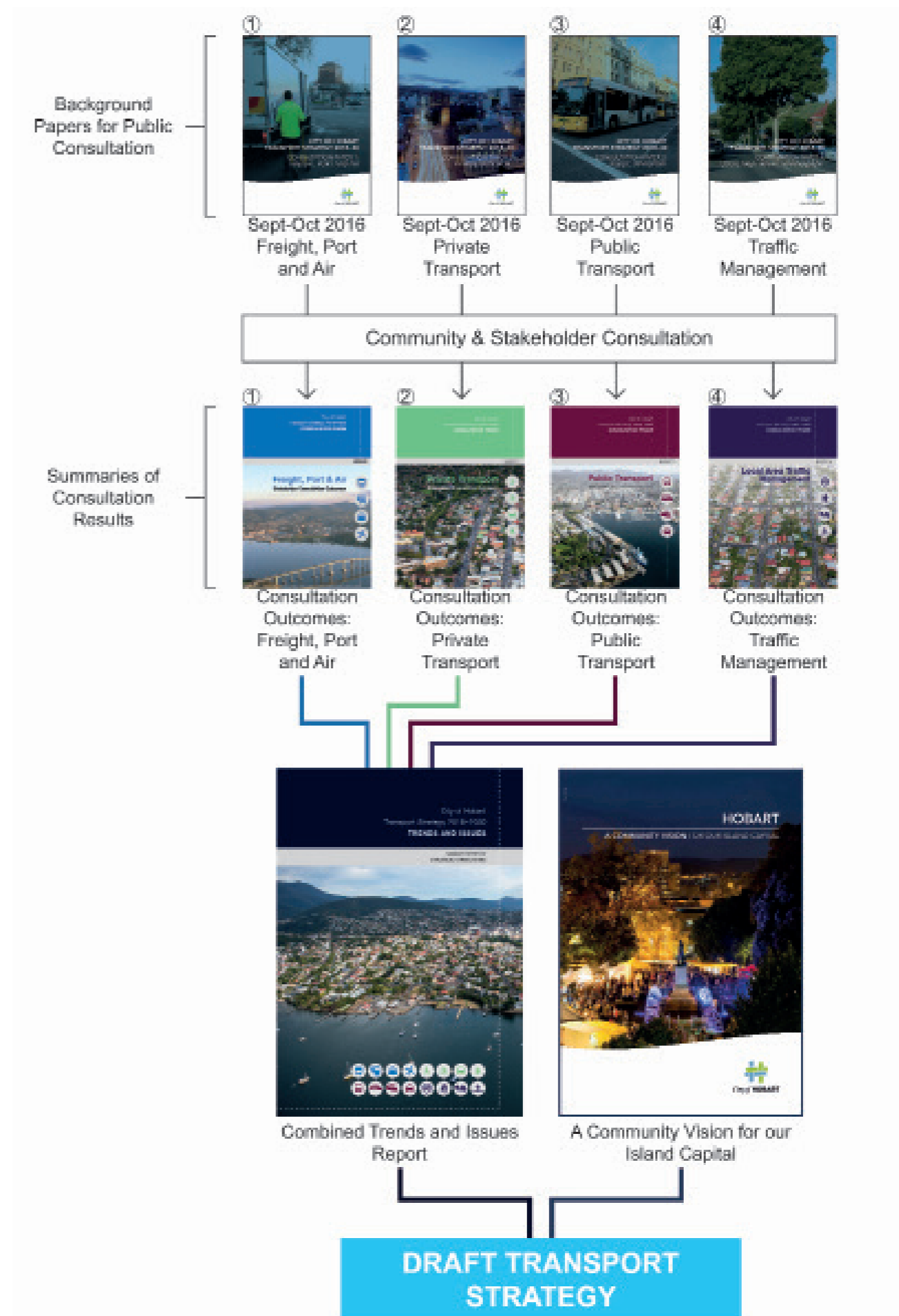


Figure 4: Strategy engagement evolution | Source: City of Hobart





Four background papers were based on research and review of relevant reports, a comparative analysis of national and international cities' transport strategies across key indicators, and assessing baseline and future conditions for Hobart. The papers contain detailed data, information and discussion to support the consultation, discussions and surveys that occurred during Step 2.

The views and insights of stakeholders, along with survey results, were published in a summary document titled Trends and Issues – *Summary Report of Stakeholder Consultations*.<sup>16</sup>

In a parallel process, the City of Hobart has undertaken the development of a new Vision for Hobart. As noted in Section 1, this new Vision provides a way to approach and address the identified trends and issues for transport identified in the detailed transport stakeholder engagement.

The staged process that was undertaken to release background papers and gather community and stakeholder input has provided an opportunity to deepen the understanding of the range of transport problems facing greater Hobart. Traffic congestion is not the only issue.

Information and data has been drawn from a range of recent engagements including the development of the City of Hobart's Vision, the Transport Strategy engagement process, the City of Hobart's Climate Change Strategy Review and project-specific engagements such as the Retail Precinct upgrade projects in local neighbourhood areas.

By tapping into this broad range of engagements, we can understand the city more holistically across a number of intersecting urban systems, beyond just transport.

Ultimately the constant question being asked every time we engage and consult is:

**What do we want Hobart to be like in the future?**

We are now undertaking Step 4: engaging again with the greater Hobart community and stakeholders on this draft Transport Strategy. The strategy actions are those that we believe can help manage and improve our current transport system, and move it closer to the future system desired by the community.

## THE ICEBERG MODEL OF PROBLEMS AND DECISIONS

Transport planning is a good example of how technical, social, moral, cultural, past land use planning and economic aspects of greater Hobart interact. When faced with familiar situations, we may be tempted to think we understand the problem and jump to a solution.

**But what is the problem?**

The drive to find 'solutions' often presupposes that we understand the problem.

[Problems] ... 'lead groups to challenge each other, and often require us to confront our own assumptions of what is right. They require ways of thinking and working through difference. They are comprised of a constellation of connected issues that extend across time and space. The overlapping or conflicting interests, values and concerns of different groups and individuals connect these issues.

Though there will always be unintended consequences of policy, these can be reduced when it is not only the experts but also the diverse stakeholders who contribute meaningfully, effectively and efficiently to understanding the problem.' Robert Hoppe's (2011) argues that political decision processes often jump rapidly from problem-signalling to the development of options or solutions that supposedly solve the problem. These pay attention only to the tip of the iceberg and ignore most of what is below the surface.

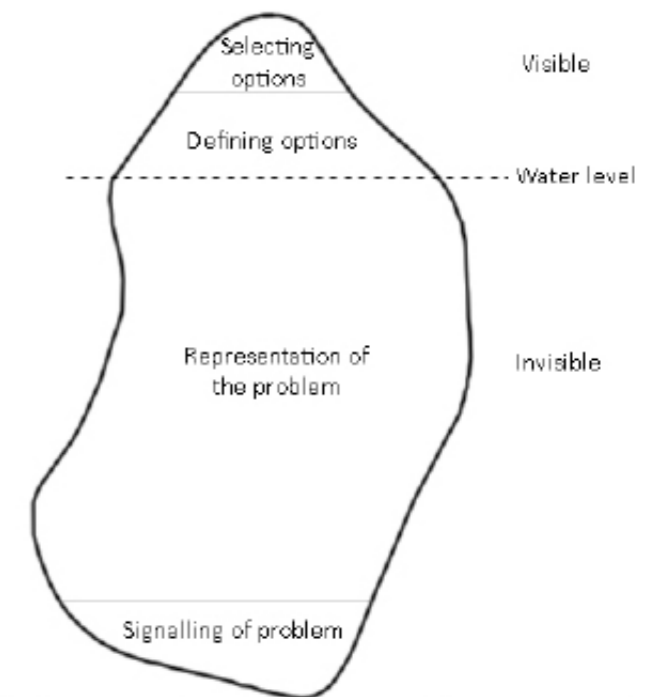


Figure 5: The 'iceberg' model of problems and decisions emphasises the importance of problem-finding, through signalling and representing.<sup>17</sup>

<sup>16</sup> All background reports, engagement outcomes reports and the trends and issues summary are available at: <https://yoursay.hobartcity.com.au/transport-strategy>

<sup>17</sup> Leith, P., O'Toole, K., Haward, M., Coffey, B., (2017), ENHANCING SCIENCE IMPACT: Bridging Research, Policy and Practice for Sustainability, CSIRO Publishing



## WHAT YOU TOLD US – ISSUES, PROBLEMS AND CHALLENGES

Grouping the issues, problems and concerns that individuals and stakeholders have told us about can help us focus on identifying solutions.

### **Hobart is a growing city in a region where our heritage and topography constrain simply developing more roads to service our transport demands**

Tasmania is an island of great natural beauty and southern Tasmania provides an enviable lifestyle setting. Our reputation as being clean, green and beautiful, with a temperate climate, in a peaceful part of the world is, in part, driving growth in our resident population and tourism visitation.

Hobart is an area rich in Aboriginal heritage sites and cultural landscape. The Hobart area also contains a significant number of heritage European buildings. The River Derwent, kunanyi/Mt Wellington and other similar landforms, along with heritage considerations, all place significant constraints on the ability to simply and cheaply build more roads and bridges, or in many instances, even widen the ones we have. We need to better manage the infrastructure we have now to move more people.

### **The Tasmanian population is aging**

The age structure ‘bulge’ caused by baby boomers has implications for Tasmanian society and creates challenges, across many areas including transport.<sup>18</sup> Demand for facilities to support mobility devices, and accessible public transport services will continue to rise.

### **Tasmanians currently experience some of the worst population health outcomes in Australia**

‘The Tasmanian Government has the goal of making Tasmania the healthiest population in Australia by 2025. This is an ambitious target, since Tasmanians currently experience some of the worst population health outcomes in the country, with high rates of chronic disease and health risk factors like smoking, obesity, poor nutrition, low physical activity levels, and risky alcohol consumption.<sup>19</sup>

Active transport, including public transport, can play a part in increasing an individual’s incidental physical activity and this is an important part of improving health.<sup>20</sup>

### **Housing prices in Hobart are no longer ‘cheap’ compared to other Australian capital cities**

Tasmania’s growth in property and housing prices in the past decade is no doubt due to a complex range of factors including the excellent liveability of our region. Certainly tourism and visitor numbers have grown strongly in recent times, in part due to the ‘Mona effect’<sup>21</sup> and high impact events such as the visit of the Chinese President in 2014.

Property conversion to Airbnb accommodation, growth in tertiary student numbers, workforce shortage due to large infrastructure projects and the desirability of Hobart as place to live and work are also likely factors that contribute to growing house prices. Consequences of this include a scarcity of rental property stock and subsequent rise of rental accommodation prices in and around Hobart.

### **Land is available, and houses continue to be built**

Housing continues to be constructed in Hobart. However the rising cost of building supports the expansion of the housing settlements at a distance from the Hobart CBD where underlying land prices are lower. Greater Hobart has a low density settlement pattern and significant housing and population growth continues to occur in Sorell, Kingston/Margate and Brighton. It would appear that the growth in job opportunities in these areas is not keeping pace with the overall local population growth. Public transport services in these areas are limited, and many individuals in these areas are reliant on a motor vehicle to access work and services.

Locating new affordable, high quality, medium density housing near public transport, schools, jobs and services will need to be a priority to improve the sustainability and liveability of our settlement.

### **There is high public demand for much better public transport, walking and bicycle riding facilities**

Where Metro has introduced high frequency services on key routes, (Turn up and Go) passenger numbers have increased. The survey results from the engagement of consultation papers also indicate that people want better public transport, high-quality walking and cycling facilities. We have very high numbers of people walking and cycling in parts of Hobart and there would appear to be latent demand for more uptake of these transport modes – if improved facilities were provided.

The recently published *Infrastructure Tasmania – Hobart Transport Vision*<sup>22</sup> – focuses on creating high frequency, park and ride supported, bus transit priority services on six main corridors to service greater Hobart: Main Road and Brooker Highway to the north, the Southern Outlet and Sandy Bay Road to the south and the Tasman Highway and Clarence Street to the east. Ferry connections between the Hobart waterfront and the eastern shore, along with cycling facilities to support ferry use are also considerations. Mass transit on the existing, but currently unused, western shore rail corridor is listed as a future stage of the Infrastructure Tasmania – Hobart Transport Vision for servicing the transport needs of people to the north of the City. This arrangement was detailed and promoted in the City of Hobart’s 2009 Sustainable Transport Strategy.

<sup>18</sup> [www.stategrowth.tas.gov.au/\\_data/assets/pdf\\_file/0017/100376/Background\\_issues\\_paper.pdf](http://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0017/100376/Background_issues_paper.pdf) and [www.dpac.tas.gov.au/\\_data/assets/pdf\\_file/0018/216018/Facing\\_the\\_Future\\_Fact\\_Sheets.pdf](http://www.dpac.tas.gov.au/_data/assets/pdf_file/0018/216018/Facing_the_Future_Fact_Sheets.pdf)

<sup>19</sup> [www.dhhs.tas.gov.au/about\\_the\\_department/our\\_plans\\_and\\_strategies/a\\_healthy\\_tasmania](http://www.dhhs.tas.gov.au/about_the_department/our_plans_and_strategies/a_healthy_tasmania)

<sup>20</sup> [www.menzies.utas.edu.au/news-and-events/menzies-blog/2017/how-do-you-get-from-a-to-b](http://www.menzies.utas.edu.au/news-and-events/menzies-blog/2017/how-do-you-get-from-a-to-b)

<sup>21</sup> [themonaeffect.wordpress.com/](http://themonaeffect.wordpress.com/) and [www.hamessharley.com.au/knowledge-article/the-mona-effect-how-an-iconic-building-can-transform-a-city/](http://www.hamessharley.com.au/knowledge-article/the-mona-effect-how-an-iconic-building-can-transform-a-city/)

<sup>22</sup> [www.stategrowth.tas.gov.au/\\_data/assets/pdf\\_file/0011/166079/Hobart\\_Transport\\_Vision\\_small\\_20180117.pdf](http://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0011/166079/Hobart_Transport_Vision_small_20180117.pdf), January 2018





### **Climate change implications need to be considered and transport emissions must be reduced**

Adapting to and planning for climate change impacts will continue to be an important consideration for asset managers and government policy makers during the life of this strategy.<sup>23</sup> Rising temperatures and higher atmospheric CO2 concentrations will have significant impacts on our current way of life. Particulate emissions from fossil fuels contribute to poor local air quality – and are linked to a range of diseases and reductions in life expectancy. As the transport sector is a major contributor to Tasmania’s greenhouse gas emissions, reducing those emissions will be a challenge, but also a huge opportunity for a state with large renewable energy resources and the growing acceptance and affordability of electric vehicles, including electric bicycles.

### **Traffic congestion is created by concentrated peak demand for road space by motor vehicles**

A large number of factors contribute to peak hour traffic congestion, resulting in increased travel time and a decline of travel time reliability. (Interestingly the impacts are much less during school holidays.) Outside of peak hours the transport network operates well and has significant excess capacity.

As with any system operating at close to capacity (in terms of traffic, power and water) minor incidents or breakages can severely impact the system operation. Vehicle crashes on key parts of the road network, such as the Tasman Bridge, can introduce significant delays.

There is relatively little real-time data currently available to assist individuals to understand the overall extent of transport congestion or incident impacts. It is noted that the Department of State Growth has committed to implement a new Intelligent Transport System which could provide such real-time information and incident alerts to travellers in 2019.

With the transfer of Macquarie Street and Davey Street to the State Government in 2018, the Department of State Growth now controls and manages a linked set of roads. The Department of State Growth and Infrastructure Tasmania have a Hobart Transport Vision that prioritises ‘rapid passenger transport solutions to move people as a competitive alternative to private car travel’.

Reducing traffic congestion will require less single occupant private vehicle use at peak times and more use of alternative travel modes such as public transport, walking, cycling, and carpooling. Travel demand management measures, including workplace travel plans and assisting individuals to retime their journey, will also be important measures.

### **Our streets are part of where we live, not just roads for cars**

There is strong desire within the Hobart community to take a more holistic view of our place and manage and develop our streets for people. Ensuring that the city’s character, scale and connections to people, places and nature are maintained in unobtrusive, place-sensitive ways was a priority that emerged in the Vision engagement.

People want to not only feel safe, but see further reductions in crashes and dangerous road user behaviours such as running red lights, speeding, hooning and mobile phone use while driving.

Maintaining and enhancing the liveability of the city is a high priority for the people of Hobart. There was strong sentiment expressed for slowing and calming traffic in local residential areas and in high pedestrian traffic areas, such as the CBD, suburban retail precincts, around schools and the Hobart waterfront. Further effort to create walking and bicycle routes to local schools was seen by many as critically important.

The Tasmanian Government has produced summaries of the greater Hobart transport situation. This Infographic summary (Figure 6) was released as part of the Tasmanian Government’s Hobart Transport Vision in January 2018.

<sup>23</sup> <https://yoursay.hobartcity.com.au/29366/documents/67328>



## Hobart transport in context



Figure 6: Hobart transport in context | Source: Infrastructure Tasmania: Hobart Transport Vision, January 2018

## GUIDING PRINCIPLES

In addition to the issues and priorities identified by the community and stakeholders, there are other contexts that impact on, or are impacted by, transport planning in Hobart and the broader region. The following 'guiding principles' have influenced the development of the actions in this strategy.

### A. COMMUNITY ENGAGEMENT IS CENTRAL TO OUR PLANNING

The aspirations of Hobart's community are embedded in this Strategy. In addition to the staged background paper engagement process, the new Hobart Vision, engagements on the local retail precinct upgrades, the City of Hobart's Climate Change Strategy, and input from the Access Advisory Committee, Bicycle Advisory Committee and Resident Traffic Committees have been significant in providing both high-level and detailed understanding of the aspirations of Hobart's community.

Through direct participation, the community has provided an understanding of the full breadth of issues, views and ideas, based on diverse health and education needs, age groups, occupations, lifestyles and day-to-day activities. Whilst monetary, physical and political constraints may not allow us to implement every wish and desire of sections of the community, our commitment is to actively engage and seek out solutions to the problems that we as a community face.

### B. VISION ZERO AND THE SAFE SYSTEMS APPROACH

The safety and efficiency of the City of Hobart's transport network is of paramount importance to residents, businesses, road users, transport operators, parents and school children, the government sector, and tourists and visitors.

Although there is diversity in people's transport needs and the modes they use, most people want the same thing: to be able to move about with ease and safety, and in a timely manner, whether they are on foot, using a mobility device, in a bus, truck, ferry, or car, or riding a bicycle.

The City of Hobart is responsible for delivering safe roads and roadsides as well as safe speeds; a safe systems approach is our guiding principle for making decisions about the road network.<sup>24</sup>

The Australian Government's National Road Safety Strategy and Tasmanian Government's *Towards Zero—Tasmanian Road Safety Strategy*<sup>25</sup> aim to achieve a safe system, with the ultimate goal of zero deaths and serious injuries as a result of road crashes. Road safety is a shared responsibility between infrastructure providers, road managers, vehicle regulators and road users.

<sup>24</sup> [roadsafety.gov.au/nrssi/safe-system.aspx](http://roadsafety.gov.au/nrssi/safe-system.aspx)

<sup>25</sup> [www.transport.tas.gov.au/roadsafety/towards\\_zero](http://www.transport.tas.gov.au/roadsafety/towards_zero)



### C. TRANSPORT IS AN IMPORTANT ASPECT OF THE TASMANIAN ECONOMY

The Transport Strategy recognises the pivotal role of transport in our daily lives and in Tasmania's economy.

Transport underpins essential social and economic interactions and is an important sector of the economy in its own right. Transport infrastructure and its various operations contribute directly to our economy. Inadequate or poorly directed transport investment can result in poor economic, health, social and environmental outcomes.

The impact of investment in transport networks on local, regional and state economies is often context-specific. Some actions to improve local conditions may deliver a one-off economic outcome, whereas others, for example, investment in road safety, can deliver incremental benefits to the entire community.

### D. TRANSPORT SITS WITHIN A REGULATORY AND POLICY CONTEXT

Key state and national policies provide broader context and guidance to ensure the Strategy reflects our needs now and into the future. Examples include Tasmanian Government's Vision Zero – Safety Strategy 2017-2026, the Southern Tasmanian Regional Land Use Strategy 2010-2035 (STRLUS) the Affordable Housing Strategy 2015-2025, the Hobart Transport Vision 2018 and policies that promote healthy communities with affordable and convenient access to the local and regional transport networks, through integrating land use and transport planning.<sup>26</sup>

<sup>26</sup> The background papers (<https://yoursay.hobartcity.com.au/transport-strategy>) and their attachments (<https://yoursay.hobartcity.com.au/21422/documents/42514>) provide further information about the regulatory and legislative framework for Tasmania.

### E. CHANGE AND DISRUPTION IS CERTAIN

The world has undergone incredible change in the past century.

Population growth, technological innovation, globalisation, human rights improvements and disparities in equality and wealth sharing have produced a world that our great grandparents might not have imagined was possible.

Technological and social change is expected to continue at a rapid pace in our societies. We can expect to have cleaner power sources for new transport vehicles, which will be equipped with new technologies. It is envisaged we will have new mass public transport modes available to service the needs of greater Hobart. Apps on mobile devices will assist us in selecting transport options and providing information to support our day-to-day lives. Housing choices will have improved and, based on trend figures, the Hobart population will have continued to grow in number. Further improvements in health and liveability outcomes will be demanded by communities. Climate change mitigation and adaptation to rising temperatures and sea levels will continue to require attention during the life of this strategy and beyond.

As a guiding principle we should accept that our transport future will not simply be a bigger version of our recent road building past. The way we approach and frame our problems and the solutions we adopt to solve them will also need to change and evolve.

The Tasmanian Government would appear to have adopted a similar position. In its Infrastructure Tasmania – Hobart Transport Vision 2018, it has stated, 'Evidence has proven that more roads and wider roads result in more cars and worse congestion. Instead, we need to re-balance our network to provide more choice, greater equity and improved accessibility for all.'<sup>27</sup>

<sup>27</sup> [https://www.stategrowth.tas.gov.au/\\_data/assets/pdf\\_file/0011/166079/Hobart\\_Transport\\_Vision\\_small\\_20180117.pdf](https://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0011/166079/Hobart_Transport_Vision_small_20180117.pdf) (pg. 5)

## PLANNING BETTER CITIES

When it comes to planning better cities for the future there's one simple rule: connect people to places, people to transport and people to people.

Bringing the people and place connections to fruition requires an accurate diagnosis of current levels of connectivity. Connected places have three key attributes:

- People connectivity — this exists where a place promotes social interaction and community engagement; where there is a sense of place, identity, community attachment and social diversity; and where people from all walks of life come into everyday contact with each other. This builds social capital and empathy across the social-cultural spectrum.

- Place connectivity — this involves landuse that provides easy access to a mix of neighbourhood activities, enabling short-distance travel. It brings places closer together.
- Transport connectivity — this exists where low-impact modes of travel allow for sustainable mobility, which enhances the quality and liveability of places, making the journey between places safe, efficient and enjoyable.<sup>28</sup>

<sup>28</sup> Extracted from: [www.thefifthestate.com.au/urbanism/planning/a-city-that-forgets-about-human-connections-has-lost-its-way/96903](http://www.thefifthestate.com.au/urbanism/planning/a-city-that-forgets-about-human-connections-has-lost-its-way/96903)







## PART 2

The people of Hobart want to live good lives, celebrating this incredible place where 'we all live, work and play in the midst of our mountain, our river and the land around us which constantly remind us of where we are and provide us with comfort, wonder and joy'.<sup>29</sup> We want to move easily between our homes, work, education, recreation, sporting, entertainment, shopping, medical and other service locations.

This Transport Strategy seeks to make sure that Hobart continues to be one of Australia's most liveable cities. It aims to ensure residents and visitors are provided with as many sustainable transport options as possible and the information to make an informed decision about the best way to make a particular journey.

In developing this Transport Strategy for the City of Hobart, we had many conversations with the people who live, work and spend time here. You said you wanted less traffic congestion, more public transport options and better active travel infrastructure. You want to walk in the fresh air. You want an environmentally friendly, less polluting and sustainable transport system to be a high priority. You want better travel information with more reliable travel times. Improving access opportunities for the growing number in our community using wheelchairs, mobility scooters and other devices also needs to be an important consideration.

The feedback, input and research, and the recent community Vision for Hobart, inform the actions in this Transport Strategy. The actions will guide the City of Hobart as it prioritises resources over the next 15 years. In this way, the Strategy will lead to tangible, measurable improvements in our transport system that are planned, implemented and informed according to the community's needs.

Planning to get transport right is a complex task. It requires an integrated approach that recognises the individual roles played by the various systems that contribute to the problem, and the ways they interact. Any system we develop must allow for significant change. Accommodation, education and employment opportunities are rapidly developing within and close to the city centre.

When we identify the disconnect between the community's aspirations for a better Hobart and the way our land use and transport systems have been allowed to reach this pressure point we can see the urgent need for better planning, and invest more to achieve the liveable, sustainable city people want.

<sup>29</sup> These words are from the Community' Panel's message – from the City of Hobart's Vision Project



The strategy is presented in nine key themes, each intended to support the various approaches that will be required in order to change and improve the current situation. Some actions can be undertaken and funded by the City of Hobart. Others will need the support and collaboration of surrounding local government areas, the State Government and the Australian Government. The Tasmanian State Government and the Australian Government need to invest in public and active travel services and solutions for Greater Hobart in order to deliver this strategy.

When governments and communities work together, with a common vision, great things can be achieved.

The City of Hobart wants to strengthen and build upon earlier strategic work which is now supported by Infrastructure Tasmania's *Hobart Transport Vision*. Its stated aims are that public transport options are supported much more by the Tasmanian and Australian Governments, and that those options extend to real improvements to buses, ferries and the future light rail travel. By continuing to lobby for, and partner with, the Tasmanian Government to implement the Hobart Transport Vision we can increase real transport choices on public transport for people who live outside the City of Hobart.

By providing for active travel modes in the City of Hobart we can support the trend of individuals walking, cycling or taking a bus to work. Every one of these trips is one less car on our roads.

This strategy builds on the work the City of Hobart has already completed to improve the conditions for pedestrians around the Hobart waterfront and the city centre, so that journeys are predominantly undertaken on footpaths.

There are also links to the City of Hobart's Local Retail Precinct program, which seeks to improve the public realm in our suburban activity areas to ensure local provision of goods and services, strengthening opportunities for strong community life beyond the city centre. There is also a focus on accessibility, walking and cycling improvements at local facilities and schools, and a recognition that streets are for people.

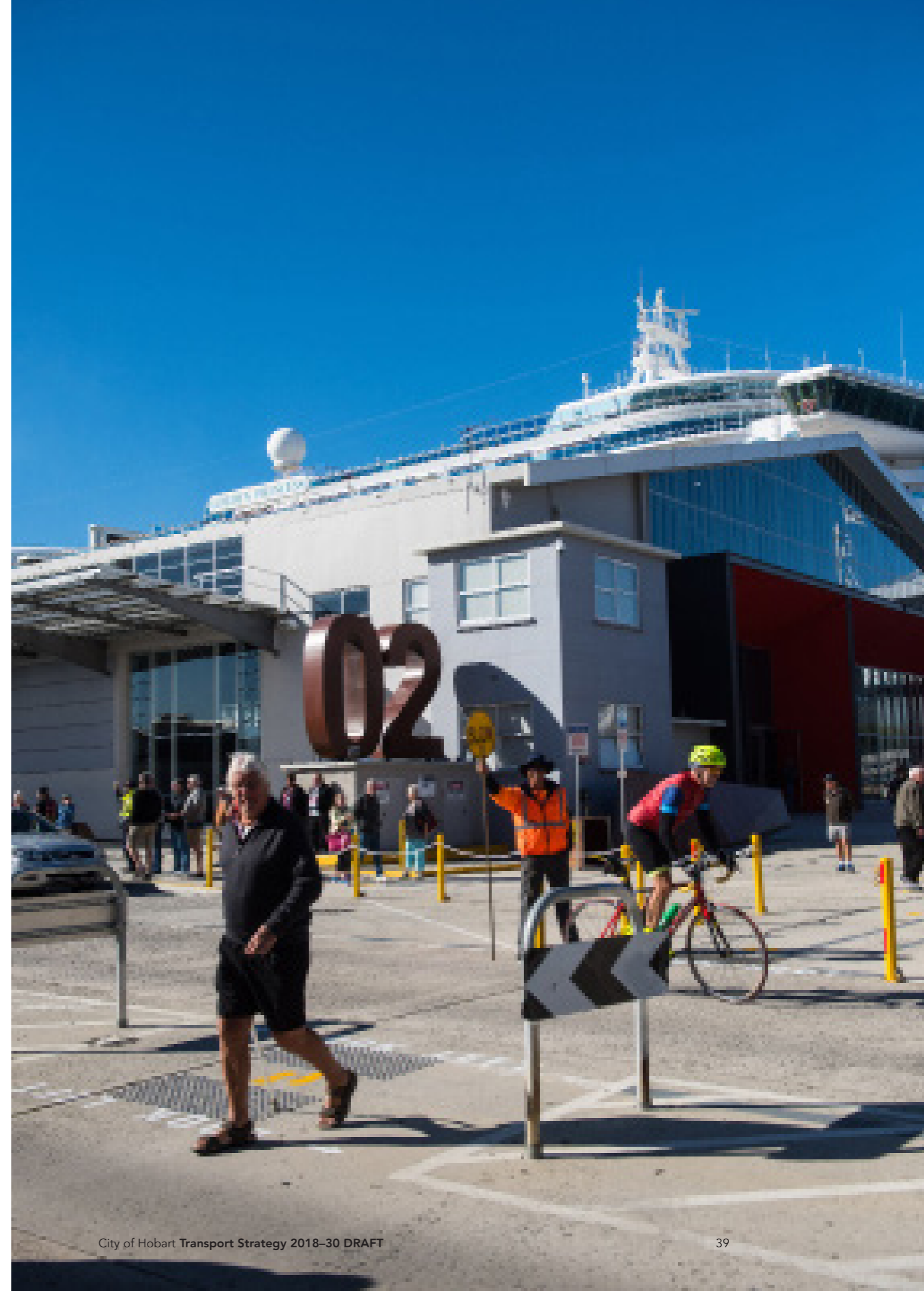
By looking to introduce further network management approaches, we can operate the network to better reflect the needs of our community, optimise the movement of people, and deliver better value from the assets we already have.

By continuing to research, adopt Smart Cities thinking<sup>30</sup>, consider and implement planning controls along with working with developers and the community, we can ensure proposals for future development have, as a paramount focus, any transport needs and impacts on the future transport arrangements for the City of Hobart.

Some of the focus themes are related to individual transport modes. It is important to recognise that these are inter-related and in reality we are a multi-modal city. Individuals might drive a vehicle to a parking space and walk the rest of the journey to work. They might walk to a local shop to have coffee with a friend before catching a bus into the city for the day's activities. They might ride a bicycle to school, work or an appointment and then walk around the city undertaking errands at lunchtime.

Tasmania is continuing to grow and prosper and we need to respond to the increasing attractiveness of Hobart as a place to live, work and visit. The City of Hobart is therefore responding with carefully considered strategies. This is our Transport Strategy.

<sup>30</sup> A 'Smart City' is one which uses technology to intelligently prepare for the changing needs of the community, the environment and the economy. Digital and communications technology is integrated with urban infrastructure to collect information across all aspects of city management from parking spaces to street lighting. Smart City innovations have the potential to optimise city assets, enhance sustainability and provide improved social outcomes to the community.



## Theme 1 - We make our decisions based on evidence and current key data



### POSITION STATEMENT

We will collect data that assists decision making, tracks changes and measures our progress.

### CONTEXT

Australian cities are growing. The 21st century has seen huge technological change and advances. We can gather, visualise and distribute data about the function and performance of our activities in ways, and with technology, that was unimaginable even 20 years ago.

Improved transport-related data will help us to make better-informed decisions and explain to our community what is happening on the transport network and in our settlement. Traffic and transport data can help us understand how, why and when our transport networks are being used. By using data to inform decisions about which types of transport have priority on which routes, the transport network can work better for everyone.

The City of Hobart is collaborating with the Tasmanian Government to broaden our organisational understanding, so that infrastructure funding, land use and transport planning can manage 'hot spots' – maximising efficiency and ease of movement across the transport network. Intelligent transport systems (ITS)<sup>31</sup> have proven to be, and will increasingly become, valuable tools to assist short and long-term strategic management of transport systems. For example, real-time traffic and public transport arrival information can be used to supply a mobile app with the data to help a person select the best transport option for any given trip.

<sup>31</sup> <https://infrastructure.gov.au/transport/land-transport-technology/national-policy-framework-land-transport-technology.aspx>

Important decisions that shape our future, guide policy and develop projects should be based on evidence and data. But which pieces of evidence and data should we consider and how should we act on that evidence and data? At times evidence appears to contradict prevailing social attitudes and values. For example, evidence shows us that road users have a better chance of surviving crashes at lower speeds, and yet there is often resistance to lowering speed limits in urban areas.

Similarly, data and evidence indicate that supporting active travel modes leads to improved personal and public health, a more liveable city and reduced traffic congestion, and yet there is often resistance to supporting obvious walking, cycling and public transport projects to improve individuals' transport choices in greater Hobart.

Ultimately decision makers balance data, evidence, community desires, social norms, interest and advocacy groups, available funds and the need for change. When we gather and present appropriate data and evidence to support policy and action, communities have indicated they can support change even though the evidence may run counter to their personal experiences. The City of Hobart will identify, collect and report on a set of key indicators supported by relevant transport and other related data which relates to Hobart's liveability, sustainability and the City of Hobart's Vision during the life of this strategy.

Some of this data will need to be supplied by other organisations, such as surrounding local councils, the Tasmanian Government, the Australian Government, the Australian Bureau of Statistics (ABS), Metro Tasmania and the Australian/Tasmanian Automobile Association. Other data will be collected by the City of Hobart and will relate to actions, programs and physical works planned and completed.



## OUR STRATEGY ACTIONS

Theme 1 – We make our decisions based on evidence and current key data

*We will collect data that assists decision making, tracks changes and measures our progress.*

The following actions are proposed:

**Action 1.1** – In conjunction with key stakeholders, we will identify any information gaps and develop a set of key indicators and data sets, for which consistent and reliable data is available for analysis and reporting. These data and indicators will allow us to have meaningful conversations about how we are progressing and what actions we might need to take.

**Action 1.2** – Publish the key indicators and data sets biennially, with an additional publication following the ABS Census every five years. Include with this publication a section reviewing and outlining progress towards implementing the Transport Strategy actions. Use this communication opportunity to recommend updating of actions, where appropriate, in light of changing technology, land use or transport system changes.

**Action 1.3** – Establish a web-based portal for warehousing relevant information, data and indicators.

**Action 1.4** – Actively encourage the use of open data sets by third parties for research. The intention is to assist third-party research, commentary and app development.

**Action 1.5** – Introduce an improved online reporting tool for managing customer requests and notifications of required repairs for City of Hobart infrastructure.

**Action 1.6** – Develop, set targets and define key outcome performance indicators for the City of Hobart to achieve over the life of this strategy based on the agreed data sets.

- This action would be completed in conjunction with the first publication of indicators and data sets.
- It's important to note that developing meaningful performance monitoring indicators is a result of this work, not the starting point.

**Action 1.7** – Adopt 'Smart Cities' thinking, and research opportunities to provide innovative and technologically advanced ways to collect and analyse transport data, where appropriate. Some data sets and their collection may require new digital acquisition devices, for example the collection of pedestrian movement data. Such new equipment and data acquisition will be in line with the Smart City Strategy (currently under development).



## Theme 2 - Transport and land use planning are integrated to deliver the best economic, social and environmental outcomes into the future



### POSITION STATEMENT

The way we use land influences our need to move. We will strive to create an improved residential, business, institutional and education land use mix in Hobart.

### CONTEXT

A more sustainable transport outcome can be achieved by integrating land use planning and transport planning. There are policies to support the integration of transport and land use planning at a national, state and local level. This means that there is greater recognition of the relationship between general spatial and land use patterns, transport volumes and supporting transport infrastructure. These policies are used to guide public and private investment in specific projects. In Tasmania, there are three regional land-use strategies declared under the Land Use Planning and Approvals Act 1993 (LUPAA).<sup>32</sup>

This City of Hobart Transport Strategy recognises the Southern Regional Land Use Strategy 2010–2035 as the key guiding document in this space, in particular the regional policies in Section 13 of the document (Land Use and Transport Integration (LUTI) – LUTI 1.1 through LUTI 1.12). It is noted, however, that this document is due for review as it is largely based on data that is over 10 years old.

Areas well-served by travel infrastructure provide a greater capacity for people to live and socialise, to access goods and services, and accordingly will prompt the growth of local employment. The LUTI policies and strategic direction for greater Hobart encourage density along corridors that provide, or have the capability to provide, active travel for individuals. This maximises opportunities for

<sup>32</sup> [http://www.planning.tas.gov.au/how\\_planning\\_works/tasmanian\\_planning\\_system/regional\\_land\\_use\\_strategies](http://www.planning.tas.gov.au/how_planning_works/tasmanian_planning_system/regional_land_use_strategies)

walking, cycling and public transport options and avoids car dependency. Increasing density of residential and compatible non-residential land use supports better transport infrastructure, as long as changing density and land use supports the positive evolution of neighbourhood character.

Land use planning needs to reserve land for diverse land uses. A diverse land use mix brings people closer to their daily destinations, reducing travel distances and supporting people to make active travel choices every day.

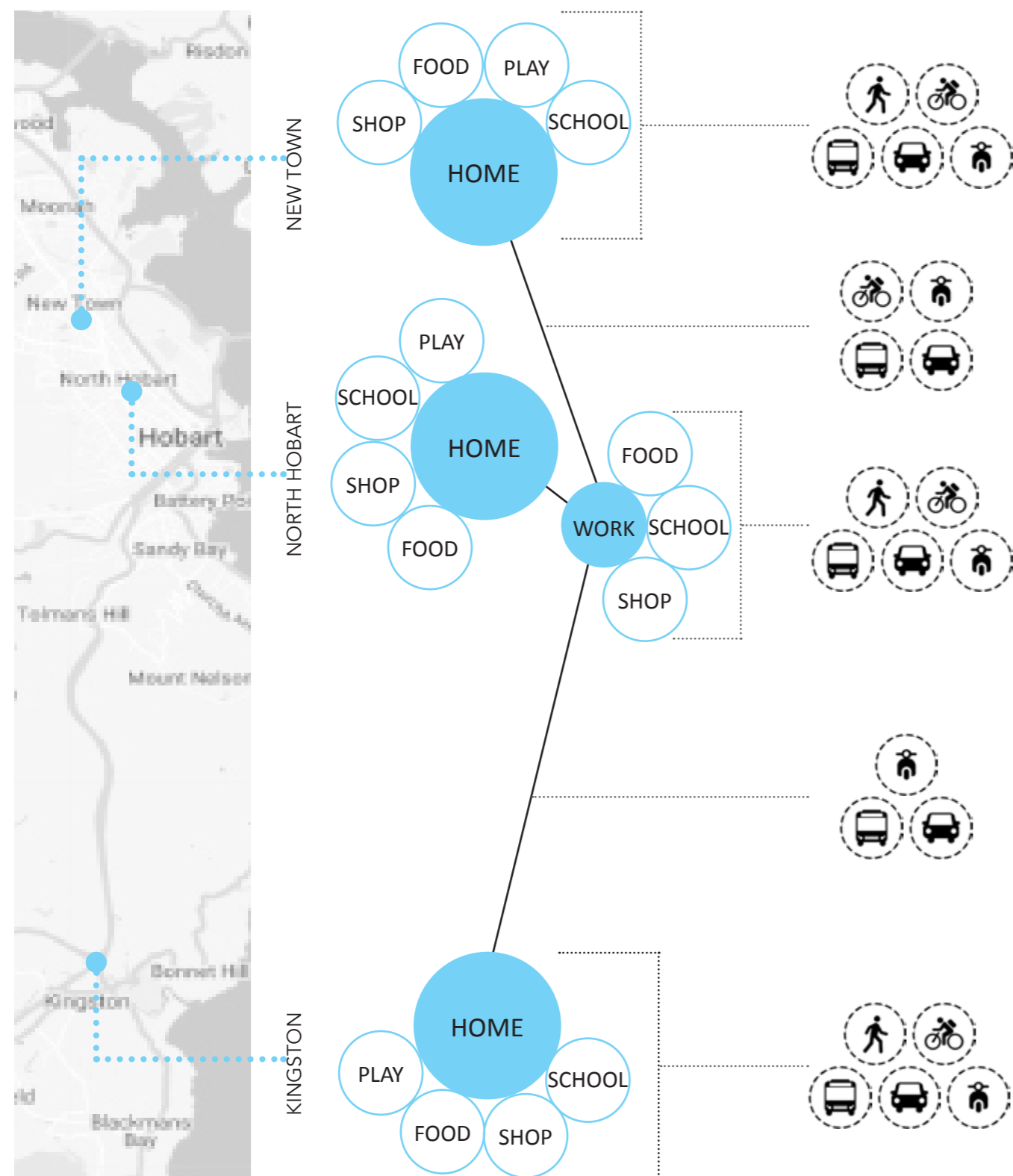
In addition to developing the Hobart city centre for people, the City of Hobart recognises the importance of supporting existing neighbourhood shopping precincts, and ensuring their attractiveness and viability. In Sandy Bay, the Hobart waterfront and Lenah Valley, streetscape and public realm improvement projects have supported the visitation of these areas by active travel modes, boosting the confidence of local traders to continue to provide goods and services in local areas. The Local Retail Precincts program will continue in future years.

The 'tale of two cities' will continue to play out in the future transport arrangements for Hobart. While the opportunity for people living close to the city centre to use active travel modes will assist in reducing the number of motor vehicles on the network, fewer travel choices are available for the greater Hobart local government areas of Brighton, Derwent Valley, Kingborough and Sorell. These areas will need better public transport and local settlement strategies to provide improved transport choice, along with local employment and education opportunities.

Figure 7 indicates the range of travel mode options available when land use and activities are clustered together, and appropriate facilities and services are provided. Individuals who live close to the city can choose one of many travel modes for daily journeys. However residents of the more distant settlements such as Kingston may access variety of travel mode options within their local area, but may be more restricted in their choice of travel mode options for a journey to Hobart. Even then, when a resident of Kingston gets close to the city, walking, cycling and public transport may again all be options – therefore improved walking and cycling facilities in the city will still benefit individuals journeying to the city from surrounding council areas.



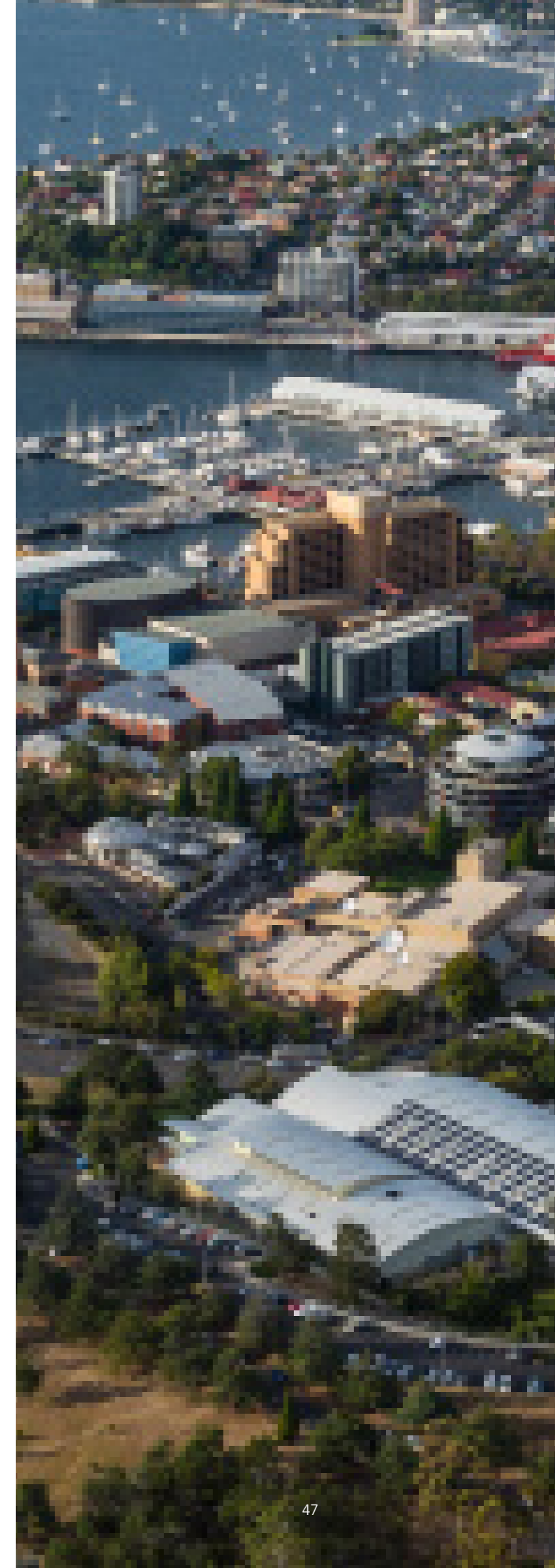
Figure 7: Stylised travel mode options for various activities  
 Source: City of Hobart



Over many years the City of Hobart has worked with the University of Tasmania in collaborative research projects in the pursuit of 'How do we shape the city?' to make it a better place to live, work and play. This research takes into account rapid local, national and global changes which impact our day-to-day lives in Hobart. The world is changing and we need to continually look ahead to understand the future challenges and opportunities in our growing city. A program of research, in partnership with the University of Tasmania, will therefore be important to continue.

Buildings designed to relate to the street help to increase the safety, vibrancy and attractiveness of the street environment, and can strongly influence whether people walk, cycle, use public transport or drive. Appropriately-scaled buildings maintain visual interest and a sense of life for people on foot or bike who are travelling at relatively slow speeds. Active frontages with many windows and doors create 'eyes on the street', increasing feelings of personal security.<sup>33</sup>

<sup>33</sup> (Adapted from Vancouver Transportation 2040 p. 18)





## OUR STRATEGY ACTIONS

Theme 2 – Transport and land use planning is integrated to deliver the best economic, social and environmental outcomes into the future

*The way we use land influences our need to move. We will strive to create an improved residential, business, institutional and education land use mix in Hobart.*

The following actions are proposed:

**Action 2.1** – Continue to recognise, promote and implement the Southern Regional Land Use Strategy 2010–2035 and advocate for the State Government to provide the resources to undertake a comprehensive review of the strategy.

**Action 2.2** – Research, in fine detail, the available development sites in Hobart to better understand where higher density housing may be most suitable. The aim of such research is to:

- understand the implications of higher density living
- further develop such work to ensure a mix of land uses are incorporated into key sites when they are redeveloped as appropriate
- inform and plan for walking and bicycle networks in the central city area, and further public open space acquisition for social infrastructure to support and integrate with these walking and bicycle networks.

**Action 2.3** – In relation to the western shore rail corridor, continue to collaborate with the City of Glenorchy and other stakeholders to develop a thorough understanding of:

- the wider opportunities and implications of implementing an urban transit solution in the corridor
- the work required to implement an urban mass passenger transport solution in the corridor.

**Action 2.4** – Review the planning scheme standards for maximum and minimum parking provision in the central area of Hobart.

**Action 2.5** – Identify appropriate locations in central Hobart for new parking stations and control the location and size of new parking stations through the planning scheme.

**Action 2.6** – Review the adequacy of the planning scheme provisions in relation to end of use facilities (showers, changing and storage) in developments for active travel users and employee/resident exercise pursuits.

**Action 2.7** – Plan for a second round of local retail precinct upgrades, to follow on at the completion of the current projects in 2022.

**Action 2.8** – Commence, in partnership with the Department of State Growth and other relevant stakeholders, a planning project to consider how bus, light rail and ferry public transport services will integrate in a city interchange. This would be in light of Infrastructure Tasmania’s Hobart Transport Vision and its support for improved public transport options to service greater Hobart.

**Action 2.9** – At the Macquarie Point Development area, ensure that public transport facilities and associated cycleway and public transport corridors are provided for in future planning for the development of Macquarie Point.

**Action 2.10** – Continue the planning work associated with the City to Cove project undertaken by the City of Hobart in 2017, to understand and plan for the pedestrian and bicycle linkage implications of the proposed eastern shore ferry link.

**Action 2.11** – Continue to work with the University of Tasmania to integrate and provide sustainable transport solutions for current and planned UTAS facilities in Hobart.

**Action 2.12** – Continue to develop and implement a research work program with the University of Tasmania to inform future planning, land use and transport directions for greater Hobart.

**Action 2.13** – Continue to advocate for the provision of active travel infrastructure associated with urban extensions to the metropolitan area and surrounding southern region and where major road works are proposed (for example, replacement of the Bridgewater Bridge).

**Action 2.14** – Encourage major trip-generating land uses (such as sporting and entertainment facilities, supermarkets and the like) to be located where they will enhance the operation of freight road corridors and principal public transport corridors and routes, with specific actions to ensure:

- the western shore rail corridor is retained and protected for the provision of future transport services
- sites are identified and reserved for River Derwent ferry services and land-based access to those sites.



## Theme 3 - Recognising walking as the most fundamental mode of transport



### POSITION STATEMENT

Pedestrian accessibility and walkability is central to future city transport, improvement and management decisions.

### CONTEXT

Data available from the Australian Bureau of Statistics' Journey to Work shows that Hobart has a very high number of people walking to work each day. As a percentage, Hobart has the highest number of people walking to work of any Australian city. Most city workers and visitors walk between their workplace, their shopping or service location and other destinations.

Anecdotally, the people of Hobart walk: whether it be for visiting neighbours, walking the dog, enjoying parks, gardens and bushland areas, or simply for recreation and health.

Walking is an important mode for trips of one kilometre or less, although the average trip distance for walking across greater Hobart is generally longer.<sup>34</sup> In Hobart, the average trip distance is 1.7 km. Walking starts and finishes most trips made by other modes and is an essential part of an effective public transport system. Passengers walk to and from bus stops and make connections between services. Where people are not close to their destination, integrating walking and public transport can be part of the solution.

The need to travel on footpaths is not limited by age or mobility. The very young, the elderly and those with disabilities also have needs which often come with specific challenges. Mobility devices such as wheelchairs and electric powered scooters have seen significant technical advances in the past decade and can be affordable transport options for a growing number of people in the community. People who rely on mobility devices to access services and employment need quality footpath infrastructure, accessible car parking and public transport access.

Increased walking also has a positive effect on the retail sector. Research indicates that walkable environments increase opportunities for unplanned spending by allowing shoppers to directly interact with retail activities, instead of 'drive through' shoppers stopping to pick up one item on the way to another destination.<sup>35</sup> Walking also increases the potential for face-to-face interactions that are fundamental to a knowledge-based economy.<sup>36</sup>

Whether a person is able to walk, or wishes to walk, to their destination is heavily dependent upon the distance between their home and the destination, the perceived safety and quality of the pedestrian infrastructure and public spaces, the time it takes, and their desire to exercise, save money and similar factors.

Good quality urban streetscapes encourage more pedestrians. This extends to the quality of the public realm and the appearance and scale of buildings in relation to the footpaths, the presence of street trees, seating and other furniture that supports walking, as well as the type of land use activity.

Within Hobart, there are three key contexts for walking as a mode of transport, which give rise to potentially different strategic responses:

- There are those people who walk to work, which is usually a journey from the inner suburbs into the city centre, whether from a home address or a city fringe commuter parking space.
- Within the city environment itself (city centre, waterfront and surrounds) walking is an important mode of transport for workers, shoppers and visitors.
- Within local areas, where residents walk to local shops, schools and services for their daily needs or to visit parks and friends.

<sup>34</sup> Department of Infrastructure, Energy and Resources, Greater Hobart Household Travel Survey, Tasmania, 2010.

<sup>35</sup> Litman, T.A. Economic Value of Walkability, Victorian Transport Policy Institute, 2014.

<sup>36</sup> The Knowledge Based Economy, Presentation, OECD, 1999. [www.oecd.org/sti/sci-tech/1913021.pdf](http://www.oecd.org/sti/sci-tech/1913021.pdf)

Despite walking being the most fundamental form of moving around, traditional twentieth century transport planning has treated walking trips as incidental to road traffic, with very little consideration of the quality and accessibility of urban environments for walkers. Today there is more emphasis on built environments being inviting to pedestrians. Key factors in ensuring the walkability of an area include:

- integration with the land use planning system – a walkable neighbourhood is one where residents are within proximity of lots of destinations and where there are diverse walking routes
- the quality of footpaths and walkways, ensuring that widths are appropriate for the likely capacity and use, surfaces are comfortable with minimal trip hazards, there are sufficient opportunities to rest and pause, and get sun and wind protection
- personal security – safety considerations include dangers from road traffic, providing adequate path lighting and removing fear of passing through areas where anti-social behaviour may occur. Vibrant public places create ‘eyes on the street’ or passive surveillance which can be a key factor in creating a feeling of personal security
- the provision of mapping, wayfinding and encouragement programs.

The City of Hobart has been providing for pedestrian movement by improving and extending footpaths, road crossing points, local area traffic calming schemes and park and reserve tracks.

Additionally the City of Hobart has pursued non-infrastructure improvements such as reduced speed limits across the city. Such actions have a demonstrable effect on reducing crashes, and improving the chances of surviving crashes that do occur.

Over the last 10 years the City of Hobart has been implementing large and small projects to significantly improve key public spaces and connections in areas of obvious need of improvement. For example, improvements to the Hobart waterfront have doubled footpath widths and introduced high quality seating, street trees and pause points to support walking. Raised threshold crossings have now been installed in various areas, providing superior pedestrian crossing conditions. Other emerging pedestrian-first treatments such as pedestrian crossings and kerb free shared spaces, are being trialled around the city. A renewed effort to recognise the important role laneways play in our city and suburban areas commenced in 2016. All 101 laneways have now been audited and works are programmed for new laneway signage.

The City of Hobart has over 450 km of sealed footpaths and over 200 km of walking tracks and fire trails. In comparison the City of Hobart road network is approximately 310 km in length with about 890 road junctions.

A walking plan will ensure that the next wave of improvements to our pedestrian and walking network are implemented. A recent pilot project audited the Elizabeth Street/New Town Road corridor and provided walkability analysis. This pilot project established a methodology for the City of Hobart to develop a targeted walking plan and associated work program.

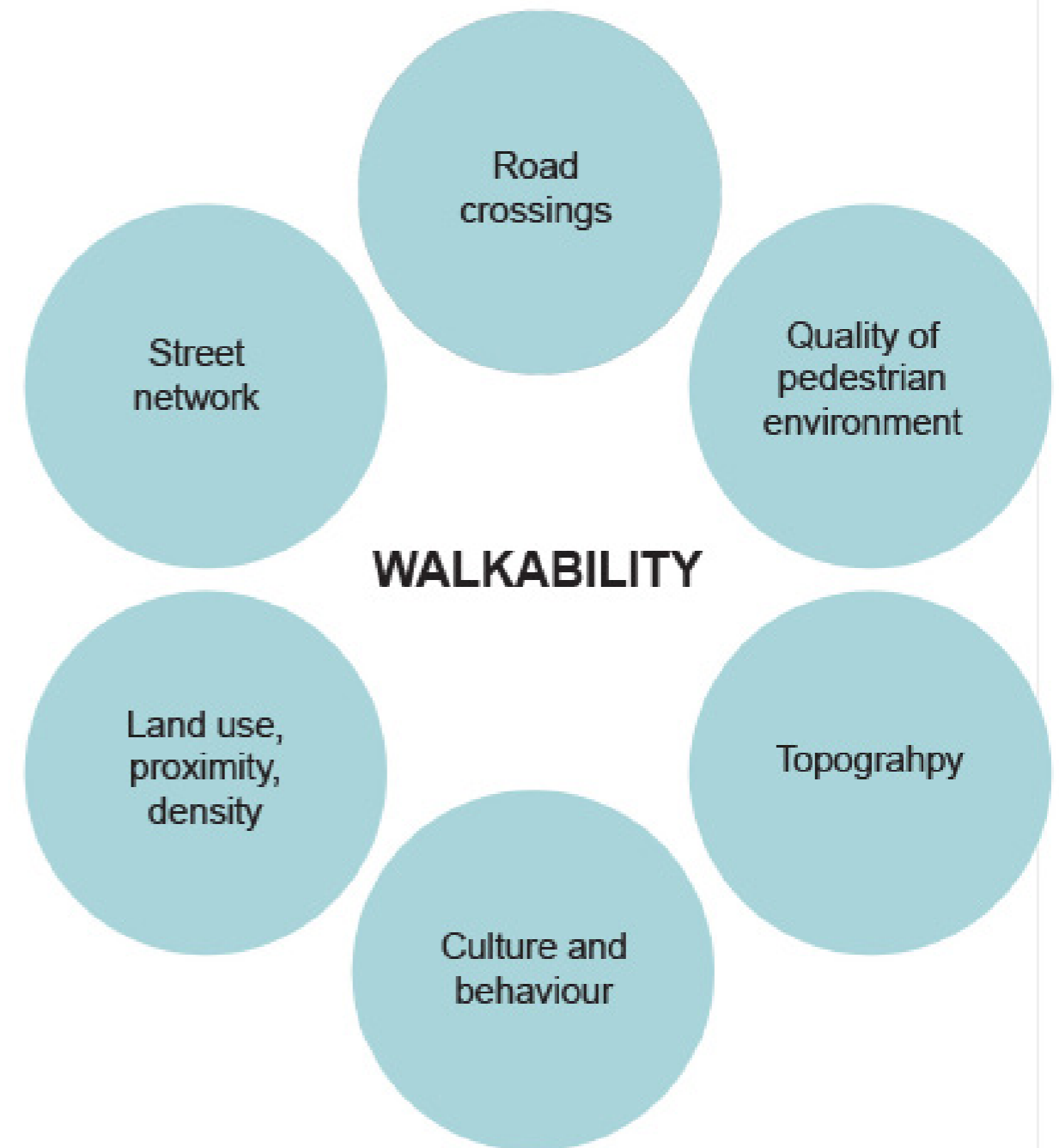


Figure 8: Walkability in Hobart – background report using Elizabeth Street and New Town Road for methodology proof of concept (2018) | Source: City of Hobart





### OUR STRATEGY ACTIONS

Theme 3 – Recognising walking as the most fundamental mode of transport

*Pedestrian accessibility and walkability is central to future city transport, improvement and management decisions.*

The following actions are proposed:

**Action 3.1** – Develop a user hierarchy (in conjunction with Theme 8 – Managing our traffic and movement network) which will reinforce the importance of walking and pedestrian access in most situations including the city centre, waterfront and suburban neighbourhoods.

**Action 3.2** – Focus on destination walking. Destination walking includes walking in part or whole for the journey to work, to shops, to schools and other community facilities. It includes:

- the walk to work, which is usually a journey from the inner suburbs into the city centre, whether from a home address or a city fringe commuter parking space
- the walk to school
- workers, shoppers and visitors walking around the city centre, waterfront and surrounds
- residents walking to local areas for shops and services for their daily needs or to visit parks or friends.

**Action 3.3** – Develop a detailed walking plan for Hobart that explains the contribution that walking makes to the operation of the city and to encourage an increase in the number of trips taken by walking. The plan will:

- identify the range of strategic actions to prioritise efforts to improve the walking network
- recognise access requirements for people of all abilities
- focus our effort and resources on the identification of key pedestrian routes
- provide direction for capital works and street management such as vehicle speed, pedestrian priority access and safety measures
- focus works on the creation of attractive walking environments through the quality of footpaths relative to the adjoining built environment land use and pedestrian density
- review the relevant planning scheme provisions to ensure the achievement of the high-quality environment desired by the city
- provide detail on an active routes to school program
- outline programs to promote and encourage behaviour change
- use the audit and analysis work and reporting undertaken in 2018 on the Elizabeth Street/New Town Road corridor to guide the plan analysis and prioritisation
- provide input into future budgets and the City of Hobart's Long Term Financial Management Plan.

**Action 3.4** – Develop an urban design streetscape manual to guide a consistent approach to furnishing our streets with quality, durable paving materials and public street furniture (for example seats and benches) that supports walkability.

**Action 3.5** – Develop new guidelines, policy and schedules of fees and charges for the use and occupation of footpaths within Hobart by developers when undertaking construction activities.

**Action 3.6** – Work with other councils, the Road Safety Advisory Council and the Tasmanian Transport Commissioner to develop trials, guidelines and installation advice notes for new and emerging road and traffic devices and markings to support pedestrians. For example, pedestrian crossings, pedestrian countdown timers at traffic signals and sharrows (bicycle) symbols on roads. This will draw on the most recent Austroads' best practice guides for pedestrian infrastructure, Australian Road Research Board research and advice from pedestrian organisations.

**Action 3.7** – Continue to improve access for people with disabilities across our entire footpath network, based on the Disability Discrimination Act 1992 (DDA) and with reference to current programs overseen by the City of Hobart Access Advisory Committee.

## Theme 4 - Supporting more people to ride bicycles



### POSITION STATEMENT

Bicycle riding has the potential to transform the City of Hobart's transport task by providing for short and medium distance trips. The City of Hobart will develop a strong network of safe paths and streets where people regardless of age or ability can comfortably cycle.

### CONTEXT

Leading cities across the world recognise the value of providing for and encouraging cycling, as part of a range of transport options for people. Although still car dominant, Australian cities are beginning to follow. Cycling is particularly important in cities which aim to intensify land use activity and residential density around the city centre (refer to Theme 2). Cycling is a key measure of liveability and health promotion. Cycling contributes to environmental sustainability, social inclusiveness and economic activity. Enhancing the bicycle riding experience is part of a focus on active travel: walking, cycling and public transport. Bicycles are a vehicle legally entitled to use roads and footpaths within Tasmania, except where they are locally prohibited. Increased use of cycling as a mode of transport, like walking, not only assists in relieving traffic congestion but creates a more sustainable and inclusive city and contributes to economic activity and health benefits.

In Tasmania, provision of cycling infrastructure has traditionally been by local government. Over the past seven years, the City of Hobart has advanced towards greater integration of recreational and commuter cycling infrastructure, in accordance with our Sustainable Transport Strategy and our Principal Bicycle Network Plan, as well as the *Hobart Regional Arterial Bicycle Network Plan*<sup>37</sup> and the State Government's *Walking and Cycling for Active Transport Strategy*<sup>38</sup>.

Census data from the ABS shows a general trend towards increased cycling participation rates near cycling facilities. The Intercity Cycleway, the Hobart Rivulet track, the Sandy Bay Road cycleway, and the Argyle Street and Campbell Street cycling facilities currently provide for around 1500 bicycle trips on any given weekday.

Feeling safe is a significant determinant for potential cyclists. People are more likely to choose cycling for transport when routes are more readily accessible with bicycle lanes, linkages within routes and end-of-trip facilities such as bicycle parking, change facilities and space to store clothing and equipment.

Infrastructure for cycling should not be confined to a focus on the city centre; design for safe cycling should be part of the assessment for all works that affect travel, including roads, streets and paths. The design of dedicated road and street infrastructure must recognise that the emphasis on cycling for commuting is direct routes and reduced delays in the journey, in contrast to cycling for recreation.

Integrating cycling with other transport within a trip has appeal to many people, such as driving or public transport for part of the journey.

Improved battery technology in the past 10 years has seen the number of electric bike models available for sale increase substantially. The power-assisted nature of such bicycles allows riders of all abilities to ride in undulating or hilly areas, typical of many parts of Hobart.

Cycling is a measure of liveability and health promotion. Cycling contributes to environmental sustainability, social inclusiveness and economic activity. Enhancing the bicycle riding experience is part of a focus on active travel.

<sup>37</sup> Cycling South 2009 [www.cyclingsouth.org/index.php/component/k2/item/86-bike\\_plan](http://www.cyclingsouth.org/index.php/component/k2/item/86-bike_plan)

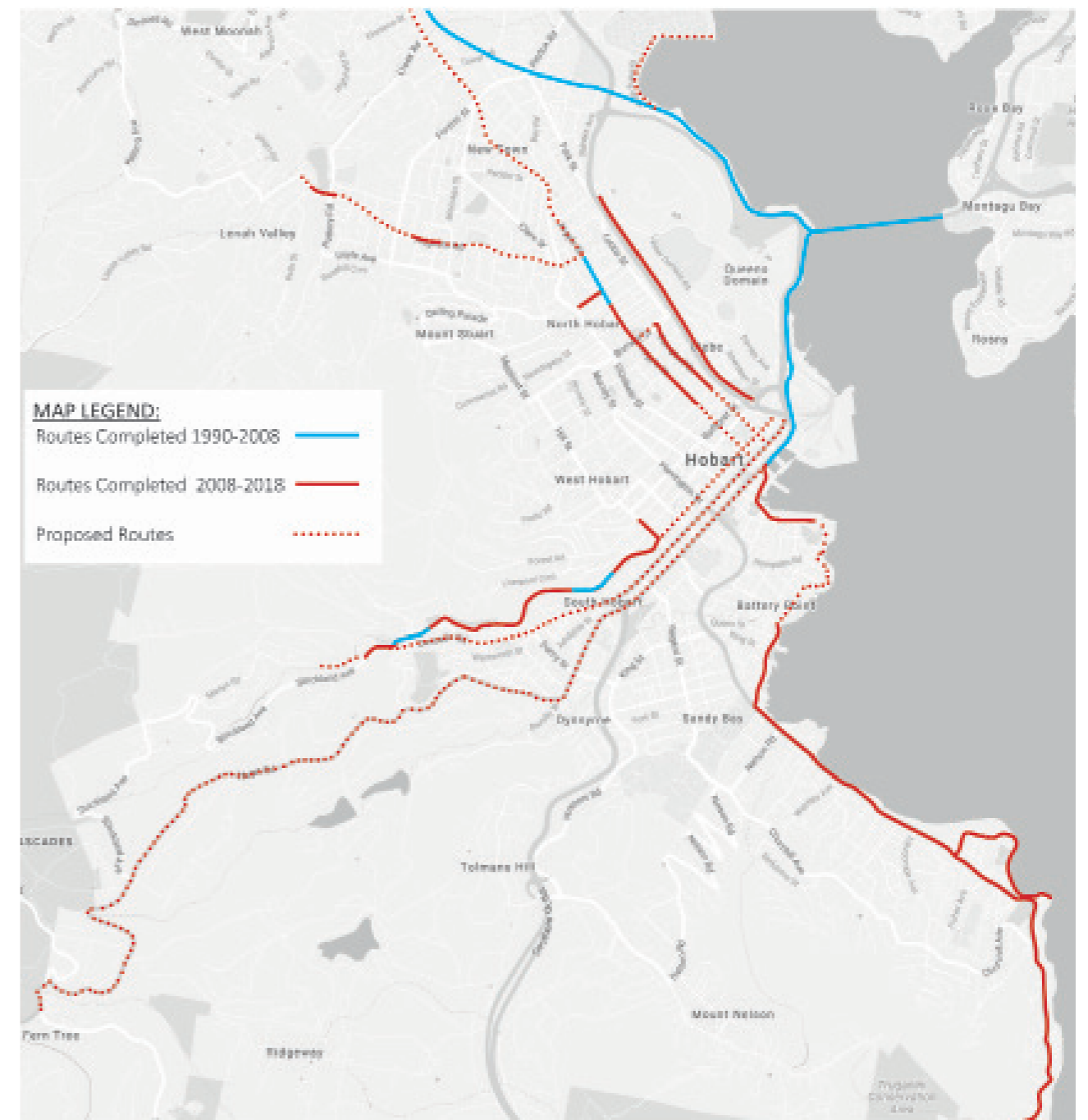
<sup>38</sup> [https://www.stategrowth.tas.gov.au/\\_data/assets/pdf\\_file/0004/88780/Tasmanian\\_walking\\_and\\_cycling\\_for\\_active\\_transport\\_strategy.PDF](https://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0004/88780/Tasmanian_walking_and_cycling_for_active_transport_strategy.PDF)





Since adopting the Hobart Principal Bicycle Network Plan in 2008 the City of Hobart has been incrementally developing cycling infrastructure on three key corridors – to the north, the west and the south of the city and around the waterfront. Map 4 shows the progress to date in implementing this plan. These pieces can now be joined to create a core network. The City of Hobart is currently constructing two major bridges with provision for walking and cycling, to link the Queens Domain area to the city and the Cenotaph. In 2017 the City of Hobart reaffirmed a positive cycling provisioning policy. The connectivity of the cycling network is also critical. Gaps in the cycling network deter cyclists because they can either impose lengthy detours or generate safety concerns and uncertainty. Improved conditions for cycling on road can be achieved through separate cycle lanes and making traffic speeds compatible with average cycling speeds. Where possible, off road and fully separated facilities create the best environment for cycling for all users. On some streets it will be appropriate to provide on-road cycle lanes, while on others, such as Morrison Street on the Hobart waterfront, it makes sense to create off-road shared facilities for less confident cyclists. Faster cyclists may continue to use roads in lower speed environments. In order to make use of more lightly trafficked routes, or quiet back streets, wayfinding can assist in indicating preferred routes.

End-of-trip facilities are a further consideration. Such facilities include bicycle parking, changing facilities and space to store clothing and equipment. Lack of a place to securely store bicycles while at work, shopping or similar, can be a deterrent to choosing cycling for a trip. Bicycle storage also needs to be appropriately located to avoid cluttering footpaths, which impacts pedestrians. Beyond these physical elements, one of the biggest influences on cycling as a mode of transport is the culture of cycling and attitude of other road users. To create a positive bicycle culture, cycling needs to be convenient, easy to do, enjoyable, and a cultural norm that is embraced by the wider community.



Map 4: Bicycle Facility development in Hobart 2008–2018 | Source: City of Hobart

## OUR STRATEGY ACTIONS

Theme 4 – Supporting more people to ride bicycles

*Bicycle riding has the potential to transform the City of Hobart's transport task by providing for short and medium distance trips. The City of Hobart will develop a strong network of safe paths and streets where people regardless of age or ability can comfortably cycle.*

The following actions are proposed:

**Action 4.1** – Develop a user hierarchy (Theme 8 – Managing our traffic and movement network) to reinforce the need for cycling access and provision in our city centre and suburban neighbourhoods.

**Action 4.2** – Complete and connect the initial city wide bicycle network established in the past 10 years, with implementation priorities based upon the new bicycle plan (Action 4.3).

**Action 4.3** – Develop a detailed bicycle plan that expands the contribution that cycling makes to the operation of the city and encourages an increase in the number of trips taken by bicycle. The plan will:

- identify the range of strategic actions to prioritise efforts to improve the cycling network
- focus our effort and resources on the completion of key cycling routes, completing and connecting the network already established
- develop a network of neighbourhood routes, where appropriate on quiet back streets, supported with wayfinding
- recognise the importance of also providing for recreational, sporting and beginner (learner) cyclist facilities to strengthen cycling culture and family enjoyment of cycling
- provide direction for capital works and street management such as vehicle speed, priority access and safety measures

- review planning scheme provisions to ensure the achievement of the high-quality environment desired for the city, including end-of-trip facilities in buildings and city streets
- provide detail on an active routes to school program
- consider access to and around retail precincts and neighbourhood activity centres
- outline programs to promote and encourage behaviour change
- use the pre-planning and scoping work undertaken by the City of Hobart Bicycle Advisory Committee in 2018 to guide the development of the new plan
- provide input into future budgets and the City of Hobart's Long Term Financial Management Plan.

**Action 4.4** – Building on the City of Hobart's current driver training program for employees, and in conjunction with key stakeholders, develop a driver training program for corporate fleet and business driving, highlighting needs of vulnerable road users. Stage 1 will initially be for City of Hobart employees, but future stages could be rolled out for others to use.





## Theme 5 - Increase participation in great public transport and reduce city congestion



### POSITION STATEMENT

Great cities around the globe rely on public transport to move people. We will advocate strongly for real improvements and additional funding to be provided by the State and Federal governments to increase frequency, improve connectivity and support new modes for crossing the River Derwent and travelling around the greater Hobart area.

### CONTEXT

In Hobart, most passenger transport journeys on buses take place in the morning or afternoon peak hours, taking commuters to work, or students to school or university. Private buses also provide an important link to regional areas. While buses are the dominant form of public transport in Tasmania, the public transport task also includes taxis, carpooling and car sharing, community transport services, bicycle sharing schemes, park and ride facilities, privately operated ferries and, more recently, Uber. There has been significant discussion over the past few years about the western shore public transport corridor, light rail and a large-scale ferry service.

Public transport usage rates have fallen in Hobart over many years, with road development for major highways through the 1970s and 80s prioritising access for motor vehicles. Correspondingly, funding for public transport in Tasmania has been kept at minimal levels since the closure of Hobart suburban passenger railway services in 1974 and the progressive selling off of the Hobart railway station, surrounding railyards and the Metropolitan Transport Trust's Hobart tram and bus depot in the 1980s.

In January 2018, Infrastructure Tasmania published the Hobart Transport Vision which states that:

... the vision provides a reliable and cost effective alternative transport system with a focus on prioritised rapid passenger transport as a competitive alternative to private car travel.<sup>39</sup>

The Tasmanian Government vision explicitly supports the reinvigoration of public transport and investment in rapid passenger transport. This vision is graphically shown in Figure 9.

The City of Hobart supports the Infrastructure Tasmania Vision, which reflects the Southern Tasmanian Councils Association (STCA), 2010 Southern Tasmanian Transport Plan – A fair go for our Public Transport and the City of Hobart's 2009 Sustainable Transport Strategy.

By improving public transport frequency, travel time and quality on the key corridors, greater Hobart can begin to provide more people with real alternatives to driving.

Supporting infrastructure will also be required. Passengers will need high quality sheltered waiting facilities, both in the City Interchange and at bus stops in local areas, mobile device apps to provide real-time service information, and on journeys from outlying council areas, park and ride facilities with covered waiting facilities.

Ferry terminals will need quality sheltered waiting spaces along with bicycle storage facilities for those cycling to the ferry and then walking the final part. Ferries will also need to be designed for bicycles to be rolled on board – for those whose trip may require a ride at either end. In this way the group of potential travellers can be greatly enlarged from those who are walking.

The western shore rail corridor will require further planning and land use rezoning along its length. A considered plan will need to include a centrally located interchange in the city centre to enable public transport vehicles on all corridors to interconnect. This extends to an interoperable ticketing system for all public and private services.

The Infrastructure Tasmania Hobart Transport Vision will require funding and commitment from political parties and stakeholders. It remains to be seen if funding for the Vision will be provided through Infrastructure Australia and the Australian Government in partnership with the Tasmanian State Government.

<sup>39</sup> [https://www.stategrowth.tas.gov.au/\\_data/assets/pdf\\_file/0011/166079/Hobart\\_Transport\\_Vision\\_small\\_20180117.pdf](https://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0011/166079/Hobart_Transport_Vision_small_20180117.pdf) (pg. 6)

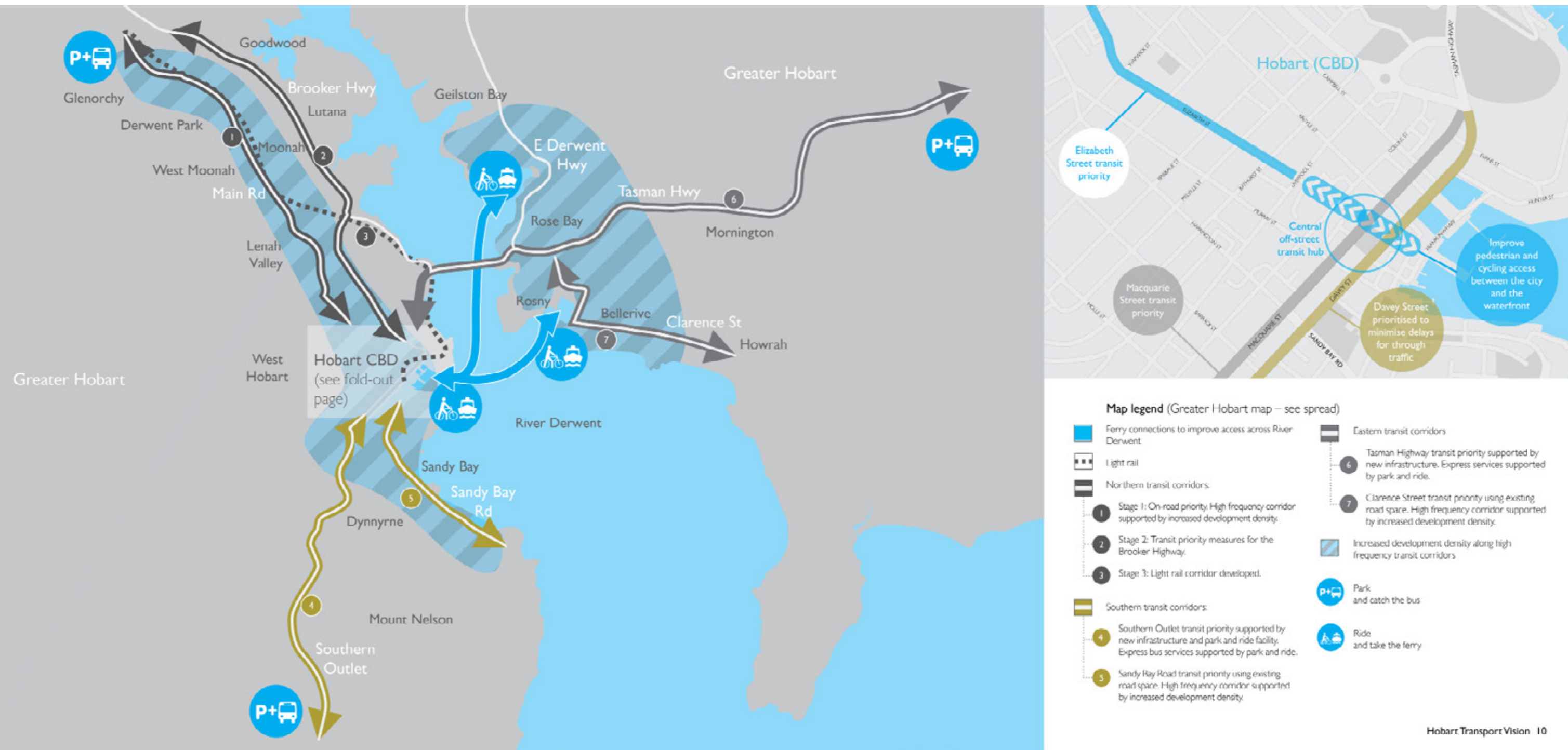


Figure 9: Hobart Transport Vision | Source: Infrastructure Tasmania, Department of State Growth 2018.



## OUR STRATEGY ACTIONS

Theme 5 – Increase participation in great public transport and reduce city congestion

*Great cities around the globe rely on public transport to move people. We will advocate strongly for real improvements and additional funding to be provided by the State and Federal governments to increase frequency, improve connectivity and support new modes for crossing the River Derwent and travelling around the greater Hobart area.*

The following actions are proposed:

**Action 5.1** – As the key stakeholder, the City of Hobart will continue to advocate support for the Hobart Transport Vision, as presented by Infrastructure Tasmania, to substantially improve the size, scale and reach of public transport in Hobart. This includes increased funding levels for initiatives that have been demonstrated to increase participation in public transport.

**Action 5.2** – Engage with Infrastructure Tasmania, the Department of State Growth and Metro Tasmania to fully understand the implications of the Hobart Transport Vision and public passenger transport in the Elizabeth Street midtown area and South Hobart. (This needs to be undertaken to inform the forthcoming local retail precinct upgrade projects in both areas.)

**Action 5.3** – In conjunction with the Department of State Growth, Metro Tasmania and private operators, plan for short, medium and longer term improvements for passenger transport facilities in the centre of Hobart, including bus, ferry and light rail facilities.

**Action 5.4** – Work with other councils to advocate for Tasmanian Government funding to support bus infrastructure such as bus shelters and real-time passenger information systems.

**Action 5.5** – Continue to work closely with the Tasmanian Government and community transport providers, taxi companies and Uber operators to ensure the support of their community service functions.

**Action 5.6** – Actively partner with the University of Tasmania to establish a demonstration bicycle share and car share program at a major UTAS accommodation site.

**Action 5.7** – Explore opportunities for park and ride facilities in Hobart, where the ‘last mile’ ride can be provided by bus or bicycle services.

**Action 5.8** – Work with the Department of State Growth and Metro Tasmania to identify future route options and opportunities to provide regular public passenger transport services to the Hobart waterfront, including Salamanca and Macquarie Point.

**Action 5.9** – Advocate for a seamless single system for transport information, ticketing and payments. Investigation into the system must:

- include opportunities to integrate into the visitor information and booking services provided through the City of Hobart’s Tasmanian Travel and Information Centre
- encourage all tourist operators in Hobart to use the system
- explore the possibilities of a Hobart City Card for tourists and visitors, which could package up city attraction entrance fees, activities provided by City of Hobart (such as swimming and sporting services), other discount opportunities and associated mobility and transport options.



## Theme 6 - Smart parking for residents, visitors and businesses



### POSITION STATEMENT

Vehicles (including cars, trucks, buses or bicycles) all require parking at some point. How and where they are parked influences the shape and function of the city and our public realm. The City of Hobart is not 'anti-car' but recognises the negative impacts of excessive car use and the need for managing parking impacts. Parking pricing, location, access to parking provision and loading uses will require more intensive management. Conversion of some on street parking areas for other transport modes and city functions will be required.

### CONTEXT

Parking is a complex and highly contested part of how a city is managed. Parking a vehicle is an integral part of using a vehicle. An excess of parking, or parking that is not appropriately priced, can contribute to individuals not fully considering their trip choices. Cheap and limitless parking might be available and appropriate in a country town, however a modern growing capital city can no longer support this. Parking supply, location and price will help to manage the transport system.

Parking is a key component of a transport strategy, as parking policy has a direct influence on travel choice. Irrespective of mode, parking both on and off street is a land use issue that has many facets:

- Parking is required for delivering goods and services into loading zones and elsewhere, in addition to where delivery vehicles are kept when idle.
- On street kerbside space is required where bus stops are located and buses need to be parked between services and overnight.
- Parking is required for people with disabilities in locations that are convenient to shops and services.
- Parking is required in residential neighbourhoods, particularly inner urban areas where properties may have limited off street parking, limited on street frontage and high competition for parking spaces.
- Parking is required for bicycles and motorcycles.
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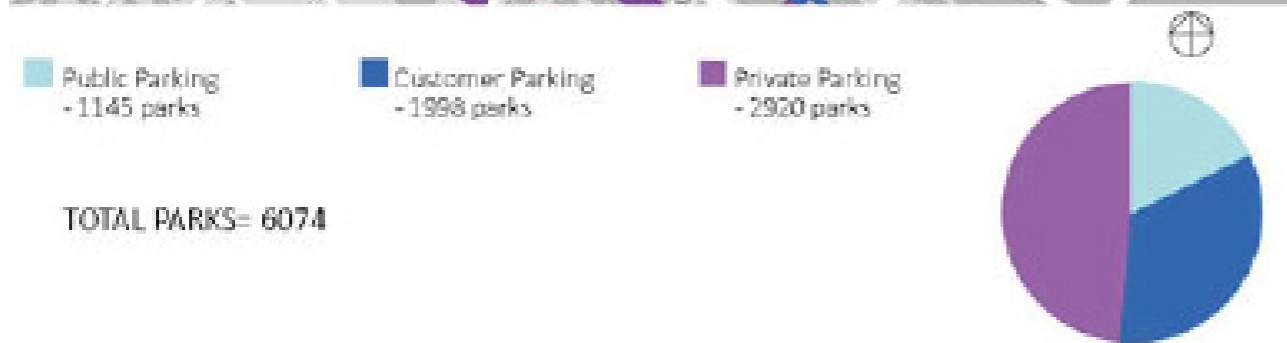
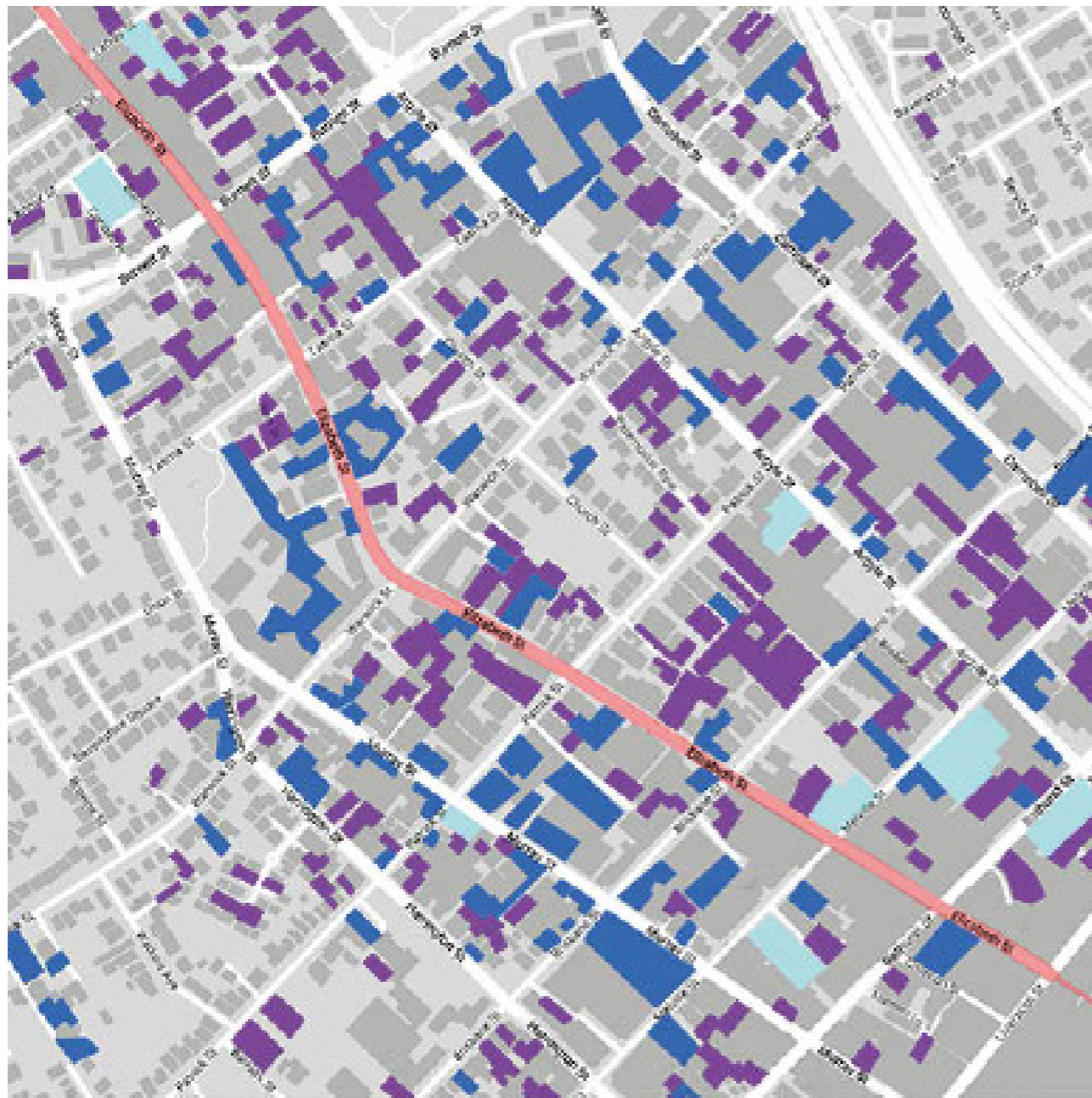
- Parking is required for taxi services through designated taxi stands.
- Parking space can be reutilised where other transport modes may need priority and additional space to cater for movement demand, particularly in busy city areas where footpath space for pedestrian movement needs to be increased, or to provide bus priority or bicycle facilities on selected corridors.

The City of Hobart manages its parking supply. This in turn assists with access to services and businesses. On street parking in the city centre needs to cater for deliveries (loading zones), accessible car parking, taxi zones, bus zones, work zones for construction, and parking for short visit purposes.

The City of Hobart also operates several off street parking areas for longer duration day time visits to the city, for example the Argyle Street, Centrepoint and Hobart Central car parks. In addition, the City of Hobart also provides motorcycle parking and bicycle parking areas (both on and off street).

Additionally, private operators own and provide all-day commuter parking in both multistorey and ground level car parks. A substantial reservoir of parking also exists under, behind and around nearly every building in the city, as shown in Map 5.





Map 5: Off street parking (north of the city centre) | Source: City of Hobart



Outside of the city centre the City of Hobart manages residential streets and, in certain areas, operates residential parking schemes to manage the impacts of all-day commuter parking. Commuter parking provides alternatives to bringing vehicles into the city centre, thus reducing congestion and providing the health benefits of incidental exercise from using active travel modes for the remainder of the journey. For lower paid city workers, the savings in parking fees can be substantial, and assist in balancing a family budget.

Aspects of parking provision near the city centre, including parking location and length of stay, impact on the city centre as well as local neighbourhoods. In this context the requirements for provision of parking by development applications will be examined. Planning permits that require parking, as one of the first standards to be satisfied, too readily determine the built form and add substantially to building costs.

In 2013 the City of Hobart adopted a Parking Plan, which has largely been implemented. The City of Hobart is currently installing next generation parking sensor and payment systems to extend the capacity of technology to provide improved management tools for on street parking. Mobile device apps will allow cashless payments and indicate where there is a higher probability of finding an available space. Usage data could alert inspectors to vehicles parking in clearways.

In 2013 the City of Hobart adopted a Parking Plan, which has largely been implemented. A review of the parking plan (see Action 6.1) will need to consider the provision, pricing and marketing of parking in Hobart. Documenting a philosophy around parking (in all its various forms) will need to consider the future role of the City of Hobart and its capacity to deliver these outcomes into the future to support the objectives of this Transport Strategy.

## OUR STRATEGY ACTIONS

Smart parking for residents, visitors and businesses

*Vehicles (including cars, trucks, buses or bicycles) all require parking at some point. How and where they are parked influences the shape and function of the city and our public realm. The City of Hobart is not 'anti-car' but recognises the negative impacts of excessive car use and the need for managing parking impacts. Parking pricing, location, access parking provision and loading uses will require more intensive management. Conversion of some on street parking areas for other transport modes and city functions will be required.*

The following actions are proposed:

**Action 6.1** – Develop a new parking plan (including a philosophy around parking provision, pricing and marketing) to guide the future use and management of the City of Hobart's on street and off street parking supply, especially in light of the information becoming available through new parking technology currently being installed in Hobart. This plan will address the following areas:

### On street parking

- It will provide direction and priority to the allocation of kerbside areas for public transport use, loading zones, pedestrian and other uses such as seating and on-street dining in the core central city area.
- The plan will continue to review and increase the supply of car parking for people with disabilities in the central city area and in locations where other services and facilities require such parking (for example near medical services and in retail precincts).
- It will continue to investigate and expand paid parking areas in both high demand retail precincts and commuter areas.
- It will continue to monitor existing and implement new residential parking schemes to balance residential, visitor and commuter parking.
- The plan will continue to provide and expand the supply of bicycle and motorcycle parking.

### Off street parking

- The plan will be informed by, and complement, the central Hobart parking control instrument – to control the location and size of new parking stations – with the intention to encourage parking provision on the fringe of the city business district rather than within the centre.
- It will continue to provide and expand the supply of bicycle and motorcycle parking.
- The plan will build on the trial of electric vehicle charging facilities in the Hobart Central car park, and incorporate an e-vehicle charging set of actions to cater for cars, bicycles and mobility scooters.
- When off street shopper parking demand reduces during the winter months and 'early bird' parking is made available, the plan will set the load in and load out times to favour vehicle use outside of current road transport network peak periods.

### Tourism

- The plan will explore appropriate pricing arrangements to allow for overnight use of public car parks by vehicles (for example tourist hire cars). Such usage and pricing is to be timed so it does not produce tourist vehicle use during peak hours and ensures car parks are available during the day for those people who need to access the city for business, shopping and other services.
- The plan will consider how to manage tourist visitation with large vehicles such as caravans and camper vans. In the short to medium term, it will explore the opportunities for day time parking using underutilised space in the Macquarie Point area.

### Technology

- The plan will build on the roll out of the new integrated parking system (management and payment) to better manage and understand parking demand and behaviours.
- It will develop and promote technologies and mobile apps to identify the probability of available parking spaces.
- It will explore the use of pricing signals to reduce peak hour traffic movements into and through the city centre.

**Action 6.2** – Advocate for parking stations at suburban centres (adjoining municipalities) to encourage park and ride by public transport on principal bus routes.

**Action 6.3** – Explore further opportunities within Hobart (in appropriate areas outside of the city centre) to provide pay for service, park and ride (a bus, a bike) or park and walk facilities.

**Action 6.4** – Continue to assist other greater Hobart councils with information on the benefits and issues associated with implementing on street paid parking.

**Action 6.5** – Develop a policy for the allocation of public parking spaces for car-sharing schemes such as those operating in other mainland Australian cities, for example Flexicar and GoGet Car Share.

**Action 6.6** – Continue with efforts to provide a balance between on street car parking and vibrant streets for people by using some parking spaces for dining, trading, pedestrian crossing facilities, and other city functions where appropriate.

- As part of this action, develop, implement and monitor a 'parklet' program for the city whereby groups of businesses, individuals and organisations can apply to host a small park in place of an on street parking space. Parklets are public space, they are playful and welcoming and open to all, and typically include seating, planting and/or bike parking.

**Action 6.7** – Investigate the issues and implications of introducing a city centre private car parking space levy and use (hypothecate) this revenue to accelerate pedestrian improvements in the central Hobart business area. (This is similar to schemes operating in other parts of Australia.)

**Action 6.8** – Use the planning schemes to continue to limit central city car parking requirements on permit applications. (See the City of Hobart Planning Scheme E6.6.5 Central Business zone and qualified at E6.6.6 for the General and Local Business zones and Sullivans Cove Planning Scheme.)

**Action 6.9** – Work with our city planners to discuss potential amendments to planning schemes and zones relating to parking provisions for new developments, with the aim of aligning with this Transport Strategy, and addressing issues including:

- centralised public parking in city centre and suburban centres instead of providing parking by individual commercial land owners
- the conversion of off street parking to residential or commercial land use as appropriate.



## Theme 7 - Moving people and goods by land, sea and air



### POSITION STATEMENT

The movements of people and goods by road, rail, sea and air is critical to the Tasmanian and Hobart economy.

While much of the freight, port and airport space is controlled by State Government business enterprises and private operators, the City of Hobart has a role in the 'last mile' movement of people and goods. We will continue to build relationships, collaborate with business and better understand our role in assisting these modes to improve their sustainability and contribution to the Tasmanian economy.

### CONTEXT

The current Tasmanian economy relies on the movement of people and goods over land, water and air. Tourists, food and beverages, and consumer goods are all moved daily by trucks, buses, ships, trains and planes. The operations of these aspects of the transport network are owned and controlled by the Australian and Tasmanian State governments along with privately owned and controlled transport operators.

The City of Hobart has a role in assisting the 'last mile' of transport. For example, for goods, this is often through the provision of local road networks and kerb space for loading zones. For tourists and visitors, providing bus and taxi operators with kerb space is important. Also important is the provision of good pedestrian connections, quality urban environments and wayfinding.

Visitor numbers to Hobart are growing and this is set to continue. The Tasmanian Government's T21 Strategy has set a target of increasing visitor numbers from 1 million to 1.5 million by 2020. The T21 Strategy includes priorities to increase investment in tourism infrastructure and growing air and sea access capacity. While all regions reported higher visitation, occupancy and yields, a total of 66% of all visitor nights were spent in Hobart. Visitor spending creates significant economic activity, with over \$2.2 billion spent by visitors to Tasmania reported in 2017.

Greater numbers of visitors sharing our transport networks can have impacts on road safety and efficiency at busy times, especially in areas which attract large numbers of visitors and where conditions may be 'uniquely local' such as Tasmania's east coast or west coast roads. Consumer goods, including petrol and diesel, are heavily reliant on Tasmania's north-south corridor. From major distribution centres, for example, at the Brighton Transport Hub, where the current rail connection from the northern Tasmanian ports terminates, consumer goods move on a variety of regional and urban roads to shopping centres and commercial outlets in heavy and light commercial vehicles.

Many light commercial vehicles come into the city centre, the Hobart waterfront, Salamanca Place, Sandy Bay and North Hobart to deliver goods and services that support these commercial activities. Efficiency in the last mile of freight movement is critical to the ongoing economic productivity of the city. Planning and providing for these freight movements is a function of the City of Hobart.

The last 30 years have seen dramatic changes in the day-to-day operations of the Port of Hobart. The Hobart waterfront precinct was once busy with ships exporting primary produce and bulk commodities, but today the local community mingles with visitors from cruise ships, scientists working on Antarctic research vessels, CSIRO and the Institute for Marine and Antarctic Studies (IMAS), members of the fishing fleet, and students from the University of Tasmania's School of Art. It is a busy hotel, restaurant and night-life precinct and the site of festivals such as the Australian Wooden Boat Festival, Dark MOFO and the Festival of Voices. Additionally, it remains the site of perennial tourist favourites: Salamanca Markets each Saturday, the annual Sydney to Hobart Yacht Race and the Taste of Tasmania.

To support the greater focus on visitor activities and events on the waterfront, the City of Hobart, the Tasmanian Government, TasPorts and the private sector have invested significantly in visitor infrastructure. The City of Hobart has invested in improvements to pedestrian access to the waterfront in partnership with other land managers in the Hobart waterfront precinct.





The use of hydrocarbon fuels in transport engines produces combustion emissions that reduce air quality. These emissions, both fine particulate matter (PM2.5) and sulfur dioxide (for example) are linked to respiratory disease and poor health outcomes, including premature death. The emissions also contribute to climate change. Many cities around the world are moving to limit vehicle emissions through banning particular vehicle engine types and fuel sources. Cruise ships in many parts of the world are restricted in the types and quality of fuel they can burn whilst in port to limit pollution impacts.

Although freight transported by air from Tasmania is a small proportion of the state's total freight movements, there is capacity for air freight growth in the agriculture sector. Increased access to irrigation is providing opportunities for greater production of boutique, perishable and high-value fresh food products which are well suited to air freight and are in high demand in China and other Asian markets. Now completed, the extension to the runway means that it is capable of handling larger aircraft with greater flight ranges than those previously serving the Hobart Airport.

## OUR STRATEGY ACTIONS

Theme 7 – Moving people and goods by land, sea and air

*The movements of people and goods by road, rail, sea and air is critical to the Tasmanian and Hobart economy.*

*While much of the freight, port and airport space is controlled by State Government business enterprises and private operators, the City of Hobart has a role in the 'last mile' movement of people and goods. We will continue to build relationships, collaborate with business and better understand our role in assisting these modes to improve their sustainability and contribution to the Tasmanian economy.*

The following actions are proposed:

**Action 7.1** – Consult with key stakeholders and undertake a review of loading zone availability and operation across the City of Hobart.

**Action 7.2** – Work with providers to ensure appropriate kerb space is available to support tourism-based public transport operations in Hobart, with a particular focus on airport services and attraction visitation.

**Action 7.3** – Continue to work with TasPorts to improve pedestrian linkages around the Hobart waterfront and into the city centre.

**Action 7.4** – Continue to improve wayfinding and directional signage to, from and within Hobart.

**Action 7.5** – Lobby the Australian Maritime Safety Authority (AMSA) to regulate fuel use for ships at berth in the Sullivans Cove area, in line with current arrangements in Sydney Harbour to limit particulate matter and sulfur dioxide air pollution (AMSA Marine notice 2016/2).

**Action 7.6** – Review the City of Hobart's vehicle fleet purchasing policy and continue to improve the efficiency of and emissions from the corporate vehicle fleet. Develop a plan to preference corporate light vehicle replacements with either electric or hybrid electric vehicles by 2025.

**Action 7.7** – Continue to consider emissions profiles and, for diesel vehicles, compliance with Euro 6 or Euro 7, fuel usage specifications for all heavy plant and equipment fleet purchases, such as rubbish trucks and excavators.

**Action 7.8** – Continue to provide access for high productivity vehicles and higher mass vehicles on specific parts of our road network in accordance with guidelines established by the National Heavy Vehicle Regulator.



## Theme 8 - Managing our traffic and movement network



### POSITION STATEMENT

Population and economic growth and the resultant traffic congestion cannot be sustainably managed by simply providing road expansion projects. Managing and operating our network will need a 'SmartRoads' approach where preference is provided to high occupancy vehicles, especially public transport, and active transport modes on selected corridors at selected times. Travel demand management will complement such a network management approach.

The City of Hobart, in conjunction with other local governments, will continue to actively lobby the State Government to introduce (and support with guidance notes) emerging traffic management devices.

### CONTEXT

Active management of our roads and local streets is ongoing and necessary as the need for travel and traveller numbers increase, and as community attitudes towards how we use that space change. Active management seeks to improve the efficiency of our road network in recognition that the road network is largely fixed in terms of width, numbers of intersections, and other constraints on the free movement of traffic, whether as pedestrians, on bicycles, in buses or other motorised vehicles.

Efficiency of travel must recognise the different needs of travellers and modes of travel. Needs vary over different times of the day, days of the week, and locations of activities that create the travel demand.

Hobart's current traffic and movement network is mostly road dependent. There are some opportunities for the use of off-street paths for walking or riding. The network is limited in terms of through streets, particularly main collector roads, and public transport is entirely road based. There is little opportunity to change the pattern of streets and roads without major disruption and costs.

Traffic congestion experienced on the Hobart network is caused by multiple factors, including construction work in the city centre and on key arterial roads, increased demands on the network during return to school and university, increased traffic from greater Hobart, increasing economic activity, road crashes which block roadways and increased parking availability.

The City of Hobart is committed to actively managing our streets to improve their efficiency and safety for the greatest number of users.

The Victorian Government's SmartRoads concept is a road and street management system that seeks to better manage competing interests for limited road space by allocating, or providing priority use of, the road to different transport modes at particular times of the day.

The SmartRoads concept uses a road-use hierarchy set of principles to recognise that the users of the road network, along with the place the road is in and the time of day are all important factors to consider in managing road space.

For example bus and bicycle lanes are critical during morning and afternoon peak commuter movements, however during the day, when businesses are operating and traffic flows are lower, parking may be of greater importance. 'The SmartRoads concept is a more active approach to allocating priority that separates, where possible, many of the resultant conflicts by route, place and time of day.'

Travel demand management (TDM) and work place travel plans, such as the one undertaken and being progressively implemented by the City of Hobart, are methods by which individuals are assisted to find a travel option that works for them generally using the Four Rs framework. The Four Rs states that a journey may involve a ReMode (shifting from driving to public transport, or walking or cycling), a Retime (shifting the journey outside of peak hour), a Reduce (avoiding a trip by working from home or video-conferencing), or a Reroute (finding an alternative route to travel on).

Such TDM approaches can be particularly useful in large workplaces where workforces can be more flexible, and for major events, where planning for and information to attendees is critical to event success. (For example a major sporting or cultural event.)

In the future, especially with the take up of electric vehicles, governments around the world will need to reassess the revenue base they have for funding transport infrastructure, as petroleum product excise duty and taxes, which currently partially fund the road network, will reduce. This emerging reality will require the Australian Government to revisit one of the most significant transport management tools available, that of road user charging. Such systems, being trialled in other parts of the world, use GPS locations and time of day use of the road network by a vehicle to determine the price paid. In theory, such arrangements are commonplace in our society now: the best seats in a theatre command the highest prices. The same is true for the AFL grand final. As such, in the future, road user charging, combined with





congestion based charging, will provide the best tool for managing our transport network and provide individuals with clear price signals about the cost of different transport choices.

The City of Hobart is also responsible for oversight of some aspects of the transport network when subdivision takes place, in accordance with the current planning scheme. For these future settlement areas, an indication of how future linkages between areas will work is required. In conjunction with other land managers, the City of Hobart will continue to work on a road network plan to define how land zoned for development will be connected into the transport network.

At the suburban level, the City of Hobart is responsible for local area traffic management. The residential areas of Hobart contain the majority of the roads and streets owned and managed by the City of Hobart.

Local area traffic management focuses on traffic and movement problems and solutions within the context of a local precinct or suburb, rather than individual streets. Contemporary local area traffic management adopts a holistic approach, ensuring that all transport modes are considered. It seeks to create positive impacts on traffic and connectivity through improvements to walking, cycling and public transport routes, with recognition of the importance of streetscapes.

The City of Hobart has an ongoing program for repairing, maintaining and renewing the road and street assets of Hobart. This work is done in accordance with Asset Management Plans. These plans are developed based on the available funding from rates and other funding from the Tasmanian and Australian governments. These plans dictate the extent of certain works to ensure the maximum life for any particular asset while staying within the maintenance budget. This is why, for example, potholes will be patched and surfaces maintained before a full replacement is undertaken.

Local area traffic management must also be considered in the broader metropolitan context. Not only do some roads perform both local and metropolitan functions, but the functioning of state roads and local arterial roads can alter the management of local areas. There is a growing realisation that we need to rethink our design philosophy from one that places cars and parking first, to a more holistic approach where our local streets again become places where people are placed at the center of our transport network management.

## OUR STRATEGY ACTIONS

Theme 8 – Managing our traffic and movement network

*Population and economic growth and the resultant traffic congestion cannot be sustainably managed by simply providing road expansion projects. Managing and operating our network will need a ‘SmartRoads’ approach where preference is provided to high occupancy vehicles, especially public transport, and active transport modes on selected corridors at selected times. Travel demand management will complement such a network management approach.*

*The City of Hobart, in conjunction with other local governments, will continue to actively lobby the State Government to introduce (and support with guidance notes) emerging traffic management devices.*

The following actions are proposed:

**Action 8.1** – Develop a road user hierarchy and smart roads plan for Hobart (as supported by Action 3.1 and 4.1).

**Action 8.2** – Manage and upgrade our transport network using a safe systems approach and with reference to the Australian Government’s National Road Safety Strategy.

**Action 8.3** – In conjunction with planning (as previously described for the walking plan, Theme 3 and cycling plan, Theme 4), commence a process of progressively reviewing local area traffic management plans.

- In light of current Council concerns, new housing subdivisions and recent retail precinct upgrades, this process will initially review traffic management in the Lenah Valley area.
- This process will also consult and engage with communities to determine a candidate suburb, or local area, to trial a UK-style ‘home zone’ (or Dutch woonerf, living street). Such a shared street zone with reduced speed limits promotes equal priority to all modes of transportation and pedestrian use of streets.

**Action 8.4** – Consider wider area speed limit reductions to 40 km/hr in residential areas and the central Hobart city commercial area, similar to that currently operating in the Battery Point and Hobart waterfront area.

**Action 8.5** – In conjunction with Theme 1 (We make our decisions based on evidence and current key data), provide an online information portal to provide individuals with relevant apps to assist them to manage and plan their journeys and trips. For example ride sharing apps, such as Parachuute, a carpooling app for parents (<https://www.parachuute.com/>).

**Action 8.6** – Complete development of a future road network plan as enabled by the Tasmanian Planning Scheme code overlay maps.

**Action 8.7** – Review our current Roads Strategic Asset Management Plan (SAMP), and update to include more detail in relation to service driven improvements, as well as addressing the physical condition of these assets.

**Action 8.8** – Make our City of Hobart Road Infrastructure Asset Management Plan (AMP) publicly available to promote discussion relating to current and proposed levels of service associated with these transport assets.

**Action 8.9** – Develop ratings, and begin rating and reporting on individual transport assets including roads, footpaths and bicycle tracks for their three services (function, capacity and quality) in addition to rating for physical condition.

**Action 8.10** – In line with current City of Hobart policy, continue to consider opportunities to install and upgrade pedestrian and cycling infrastructure along with street trees (where possible) when undertaking road renewal works.

**Action 8.11** – Commence work in conjunction with other councils, the Institute of Public Works Engineering Australasia (TAS) and the Local Government Association of Tasmania on a review of the current subdivision guidelines and standard drawings.

**Action 8.12** – Commence work with other councils, the Tasmanian Road Safety Advisory Council, the Tasmanian Transport Commissioner and other key stakeholders to develop trials, guidelines and installation advice notes for new and emerging road and traffic devices and markings. For example, pedestrian crossings, pedestrian countdown timers at traffic signals and sharrows (bicycle) symbols on roads.



## Theme 9 - Developing partnerships with our stakeholders



### POSITION STATEMENT

We recognise that there are many stakeholders who collectively develop our city, its economy and its infrastructure. In order to bring about change and develop courage and commitment we need to forge stronger joint understandings about the choices before us and the pathways towards the Vision.

To improve the health and liveability of our city in a collaborative way, the City of Hobart will continue to develop strong partnerships and relationships with all levels of government, the private sector, advocacy groups and local communities to realise the implementation of our Vision and this Transport Strategy.

### CONTEXT

The City of Hobart is one of the many stakeholders involved in the development and management of the transport system, our infrastructure and the wider Tasmanian economy. In order to improve our current settlement and transport arrangements we will need to seek deeper involvement and engagement with:

- local communities
- key advocacy groups
- the various divisions within the City of Hobart
- the private sector and government business enterprises
- councils in the greater Hobart area and regional groups
- the Tasmanian Government
- the Australian Government
- the media.

This is perhaps the hardest area for any level of government. Tasmania is a complex society and many stakeholders have competing agendas. There are myths, fallacies and 'no go zones' about any number of issues and behaviours which are often used to promote a particular perspective and limit our ability to get to the heart of a problem.

In an age where there is so much information available, our ability to provide comment and feedback on every topic and proposed change can often be daunting. The challenge for organisations everywhere is to find balance between consulting about, and then implementing, changes.

The City of Hobart has a strong record of showing leadership when engaging with its community and stakeholders. The City of Hobart bases its community and stakeholder engagement in the IAP2 (International Association for Public Participation) set of tools and practices. The development of this Transport Strategy, our Climate Change Strategy, the new City of Hobart Vision and our retail precinct upgrade engagements with local communities are just some recent examples of our engagement practices.

We seek to engage widely with stakeholders to ensure we have heard the range of issues and problems we confront before proposing and defining solutions. This does not mean our solutions will appeal to all, however many of our problems require us to make changes to infrastructure, attitudes and behaviours.

## OUR STRATEGY ACTIONS

Theme 9 – Developing partnerships with our stakeholders

*We recognise that there are many stakeholders who collectively develop our city, its economy and its infrastructure. In order to bring about change and develop courage and commitment we need to forge stronger joint understandings about the choices before us and the pathways towards the Vision.*

*To improve the health and liveability of our city in a collaborative way, the City of Hobart will continue to develop strong partnerships and relationships with all levels of government, the private sector, advocacy groups and local communities to realise the implementation of our Vision and this Transport Strategy.*

The following actions are proposed:

**Action 9.1** – Continue to proactively identify opportunities for funded partnerships with the Tasmanian and Australian governments to address issues and progress actions identified through the development of this Transport Strategy.

**Action 9.2** – Continue to work closely with other regional local government bodies, through political bodies such as the Southern Tasmanian Councils Association and the Local Government Association of Tasmania, and through officer level working groups such as the Southern Council Infrastructure Group to advance understanding of regional problems and appropriate solutions.

**Action 9.3** – Working with established groups, in a range of areas, undertake an annual program to receive feedback and input to guide work program priorities. Such a program would include schools, community and progress associations, and business groups within Hobart, and change the way we engage on the issue of transport and travel.

**Action 9.4** – Explore the opportunities to encourage, through the Tasmanian Road Safety Advisory Council, a trial of usage and behaviour based vehicle insurance products in Tasmania. Such products are linked to reduced crash rates, improved driver behaviour and modal shift (to active travel modes). Examples include QBE's Insurance Box and Real Insurance's Pay As You Drive.

**Action 9.5** – Expand the current research and summer student placement program with the University of Tasmania using the current Speculate program as the model.

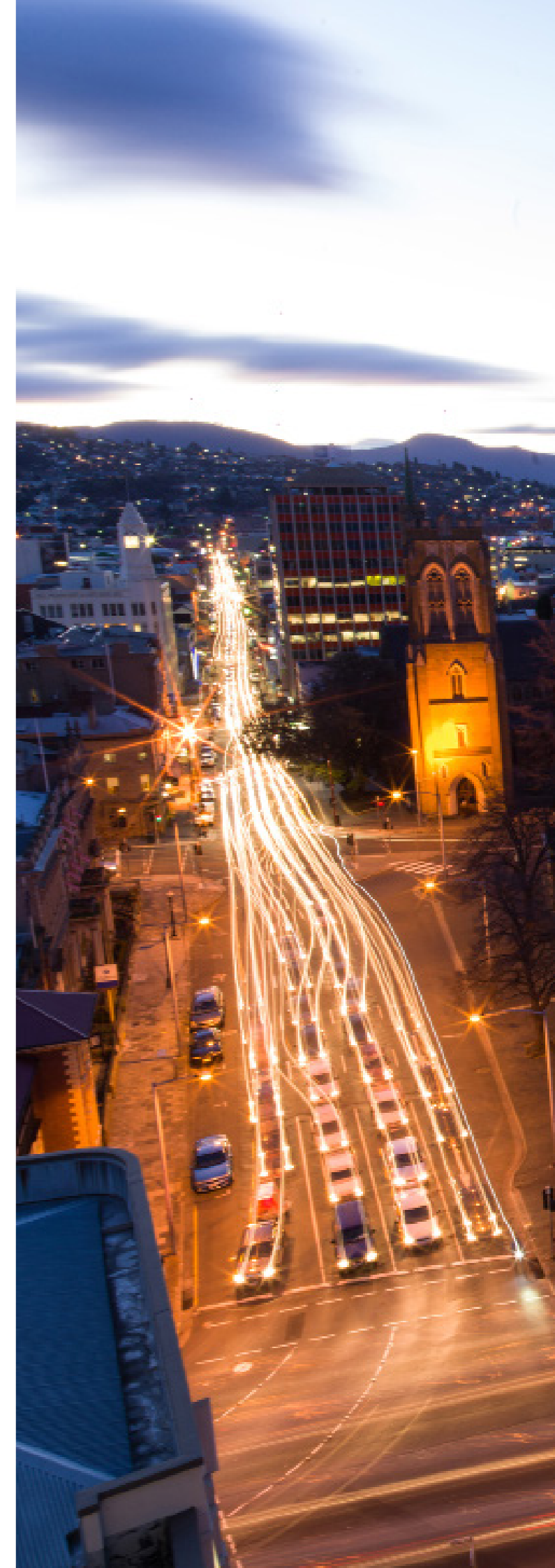
**Action 9.6** – In conjunction with key major city employers, in the first instance, provide assistance to develop workplace travel plans for staff, using the City of Hobart Employee Travel Plan (2017) as a guide and example of best practice.

**Action 9.7** – Review corporate communications and retail marketing activities to ensure information about travel choices is present in brochures, pamphlets and advertising.

**Action 9.8** – Develop a communication and marketing plan to promote the Transport Strategy and its associated actions.

**Action 9.9** – Work with major festival and event providers (including the City of Hobart) to develop event travel plans.

**Action 9.10** – Continue to use best practice engagement methods and the Your Say platform to develop deeper understandings of issues and problems facing our community, as we implement changes to achieve the City of Hobart's Vision and improved transport arrangements.







## PART 3

### IMPLEMENTATION PLAN

This Transport Strategy guides how improved transport for the City of Hobart will be delivered through until 2030. As such, the implementation of this Transport Strategy will occur over many years.

The principal actions to be undertaken in the first three years include the development of the key walking, cycling and parking plans along with a smart roads plan to better manage the current transport network. Developing these plans concurrently, with a local area approach, will form the basis for reviewed local area traffic management plans.

Other actions will be undertaken both concurrently and over the life of the strategy.

The City of Hobart has allocated initial funds to implement this Transport Strategy and the works that are identified in the developed plans in its 10-year Long Term Financial Management Plan.

It is important to remember that future Councils may have different priorities and financial circumstances may change. Indeed the current implementation budget will not be sufficient to complete all of the works envisaged in this strategy and associated plans. Funding will be required from the Tasmanian and Australian governments for the major public transport projects and associated facilities. Some funding will be derived from existing City of Hobart funding sources, such as:

- City of Hobart's Inner City Action Plan and Transforming Hobart capital upgrade programs
- the annual allocation for bicycle and pedestrian upgrade projects across the city
- potential future Federal Government Roads-to-Recovery and Blackspot funding
- road and footpath renewal projects where some transport upgrade or new
- components can be incorporated
- parks and bushland projects where some transport improvement initiatives can be
- incorporated into the design and construction phases
- the City of Hobart's Smart City Strategy (in development)
- other projects currently identified in the City of Hobart's 10-year Long Term Financial
- Management Plan (LTFMP).

The proposed capital funding in the LTFMP specifically for the implementation of the Transport Strategy is approximately \$500,000 per year, amounting to a total of approximately \$4,750,000 over the next 10 years.

It has been assumed that this capital funding will be attributed predominately to new and upgraded transport and travel related assets.

The impact of implementing this strategy on future operational and maintenance budgets has yet to be determined.





## THE PLANS

The development of the walking, cycling, parking and smart roads plan will produce clearly identified priority works plans and frameworks to address the merit and priority of specific work. It is proposed that these plans will be developed concurrently in the City of Hobart's 'natural catchment areas' which would be addressed sequentially. There are essentially four major city catchments: the north, west and south and the city centre and its immediate surrounds. It is considered that using a place-led community engagement process, similar to that being currently used to develop the retail precinct projects, will be the best way to create these integrated plans in collaboration with local communities.

By using such a process, detailed engagement with local communities can provide input to plan for specific works projects which will reflect identified needs and create more liveable neighbourhoods where options to walk, cycle, enjoy spending time in the public realm, use public transport or a motor vehicle are all supported.

## THE TRANSPORT STRATEGY ACTION TEAM

There are a range of individual actions identified under the nine strategic focus themes that will need to be delivered from within all parts of the organisation.

The Transport Strategy Action Team will be established within the City of Hobart with representation from relevant divisions. This group will develop (and regularly review) the Transport Strategy Action Plan, allocate responsibility for the various actions and establish the relative priority for resourcing the actions over the life of the strategy.

The Transport Strategy Action Team will be responsible for ensuring actions are undertaken and progress is reported back to the Council and the Hobart community biennially (see Action 1.2 of this strategy).

The City of Hobart would like to acknowledge the contributions of the community of Hobart and key stakeholders throughout the consultation process.

**Image credit: ....**





# MAPS, CHARTS AND FIGURES

## MAPS

- Map 1: Southern region – dwelling density
- Map 2: Residential Strategy for greater Hobart – residential development areas
- Map 3: Stylised mapping of journey to work – ‘tale of two cities’
- Map 4: Bicycle facility development in Hobart 2008–2018
- Map 5: Off street parking (north of the city centre)

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- Chart 1: Southern region modes used for the journey to work 2011

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- Figure 2: Responsibility of the three levels of government
- Figure 3: Strategy engagement evolution
- Figure 4: Strategy development process
- Figure 5: The ‘iceberg’ model of problems
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- Figure 7: Stylised travel mode options for various activities
- Figure 8: Walkability in Hobart
- Figure 9: Hobart Transport Vision



Hobart Town Hall,  
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