

Hobart Transport Vision



An integrated and efficient system for the movement of people around Greater Hobart



From the Minister

Hobart is booming with strong jobs growth and population increasing in line with the greater economic activity.

One of the consequences of this growth is pressure on our road network. The Hodgman Government is developing a comprehensive plan to manage Hobart's traffic congestion in the short to medium term.

This document – *Hobart Transport Vision* – takes a longer term view of how our transport network can be used to support this projected continued growth in jobs and population while enhancing the liveability of Australia's most desirable capital city.

This *Hobart Transport Vision* draws from the latest studies that tell us how we move around our city today and the investments we should consider to benefit future generations in an inevitably bigger city.

The increasing attractiveness of Hobart to visitors from mainland or abroad has become obvious in recent years. Now the figures speak for themselves and the Government has a responsibility to plan for a bigger, brighter future for our capital and share that vision with its residents.

I hope this *Hobart Transport Vision* continues to promote conversations about the future.

I encourage you to consider the content of this document and discuss it with your friends, family and colleagues.

Rene Hidding

Minister for Infrastructure



Car-reliant

83% of all journeys to work are by car, a higher proportion than any other Australian capital



A small city

Average commuting distance is 11.5km with a high proportion (7%) of walking trips



Concentrated peak demand

Travel demand is heavily concentrated in very short peak periods, when commuting trips combine with school traffic



CBD focus

76-79% of vehicles heading towards the CBD each morning park and stay in the CBD



Low-density urban form

81% of dwellings in Greater Hobart are detached separate dwellings, more typical of smaller towns, resulting in a dispersed population which is largely car-reliant



School traffic influence

During school holidays, traffic volumes are around 10% less than at other times



Growing population

220,000 people live in Greater Hobart, forecast to increase by another 20,000 people over the next 10 years



Easy to park

An abundance of cheap and accessible all-day car parking encourages commuter traffic into the CBD

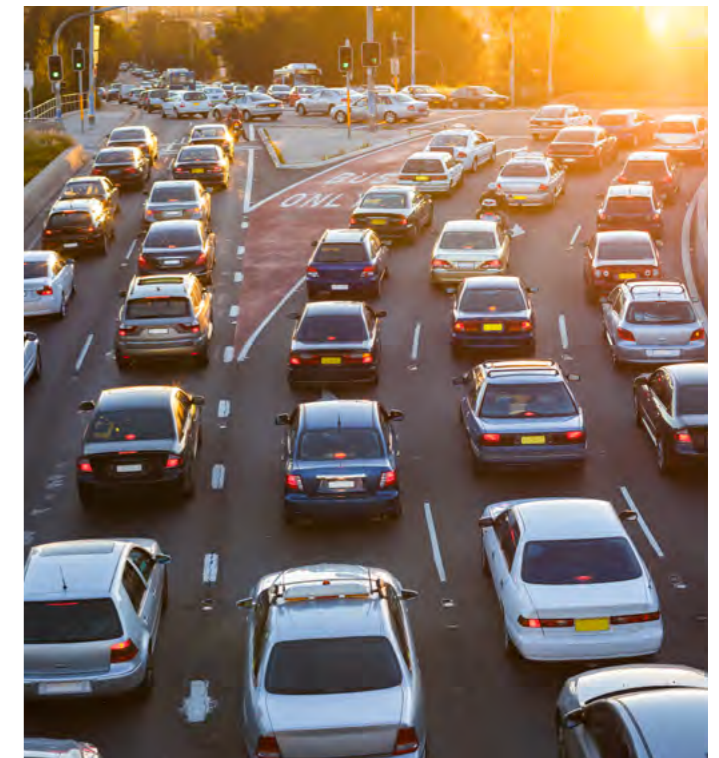
Previous studies, like the 2010 Hobart Inner City Development Plan (Gehl report), and the experience of cities elsewhere, have already demonstrated that our current commuter travel patterns are unsustainable, particularly if Hobart is to maintain its highly-valued liveability.

Doing nothing is not an option, nor can we simply build our way out of the problem. 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.

Constructing more roads alone will not solve the problem. It will simply create more traffic, more inner city congestion and reinforce our reliance on the car. Increasing the proportion of the population using public transport will reduce traffic congestion across the entire road network.

Travel around Hobart will take longer, be less reliable and less efficient. If we don't respond:

- The transport network will become more susceptible to system breakdown.
- Congestion will be more frequent, longer-lasting and more widespread.
- There will be increased greenhouse gas emissions associated with the transport network.
- Community health impacts including obesity, heart disease and respiratory issues will increase.
- Urban blight and social fracturing will occur, as less-accessible areas are further disadvantaged.



Without positive action, many of the wonderful things about Hobart, including its urban character, liveability and beauty, will be at risk.

The people of Hobart deserve a transport system that provides:

- An accessible city
- A people-focused city
- A future-ready city

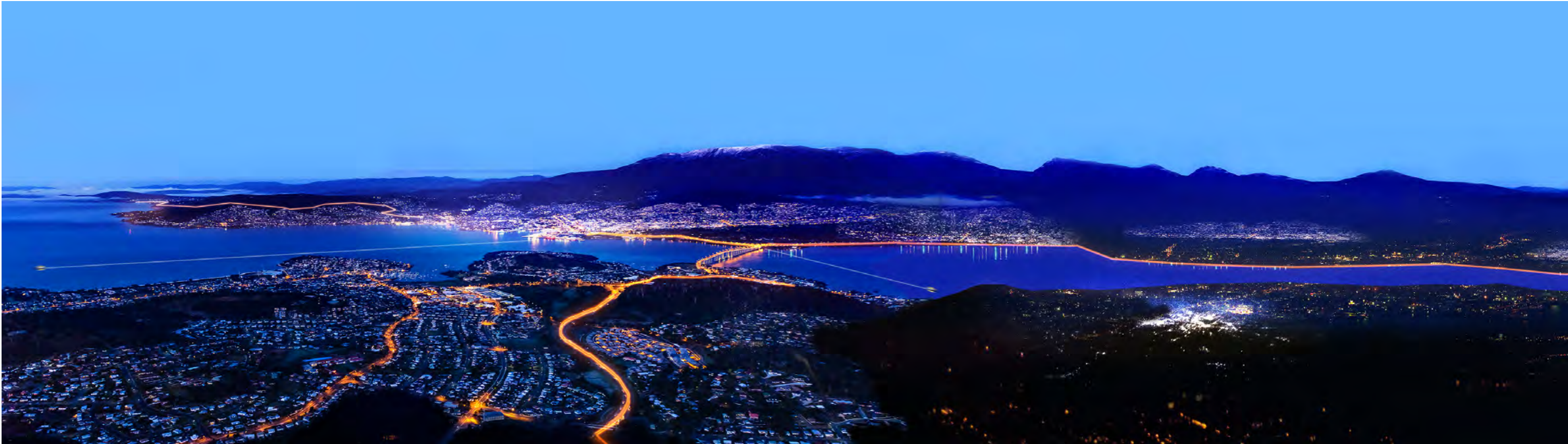
We cannot ignore the challenges ahead. Now is the time to embrace the future and explore Hobart's transport opportunities.

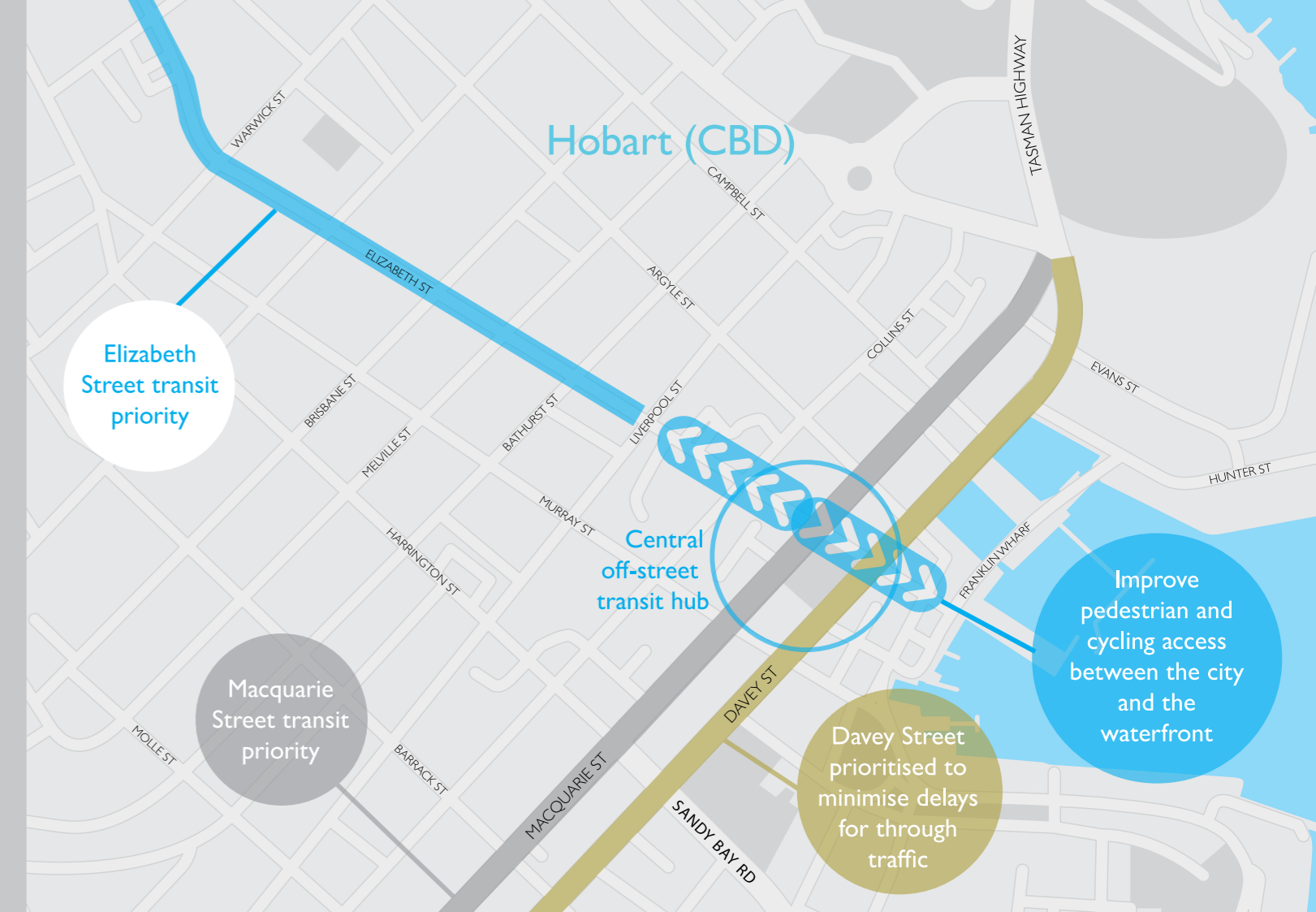
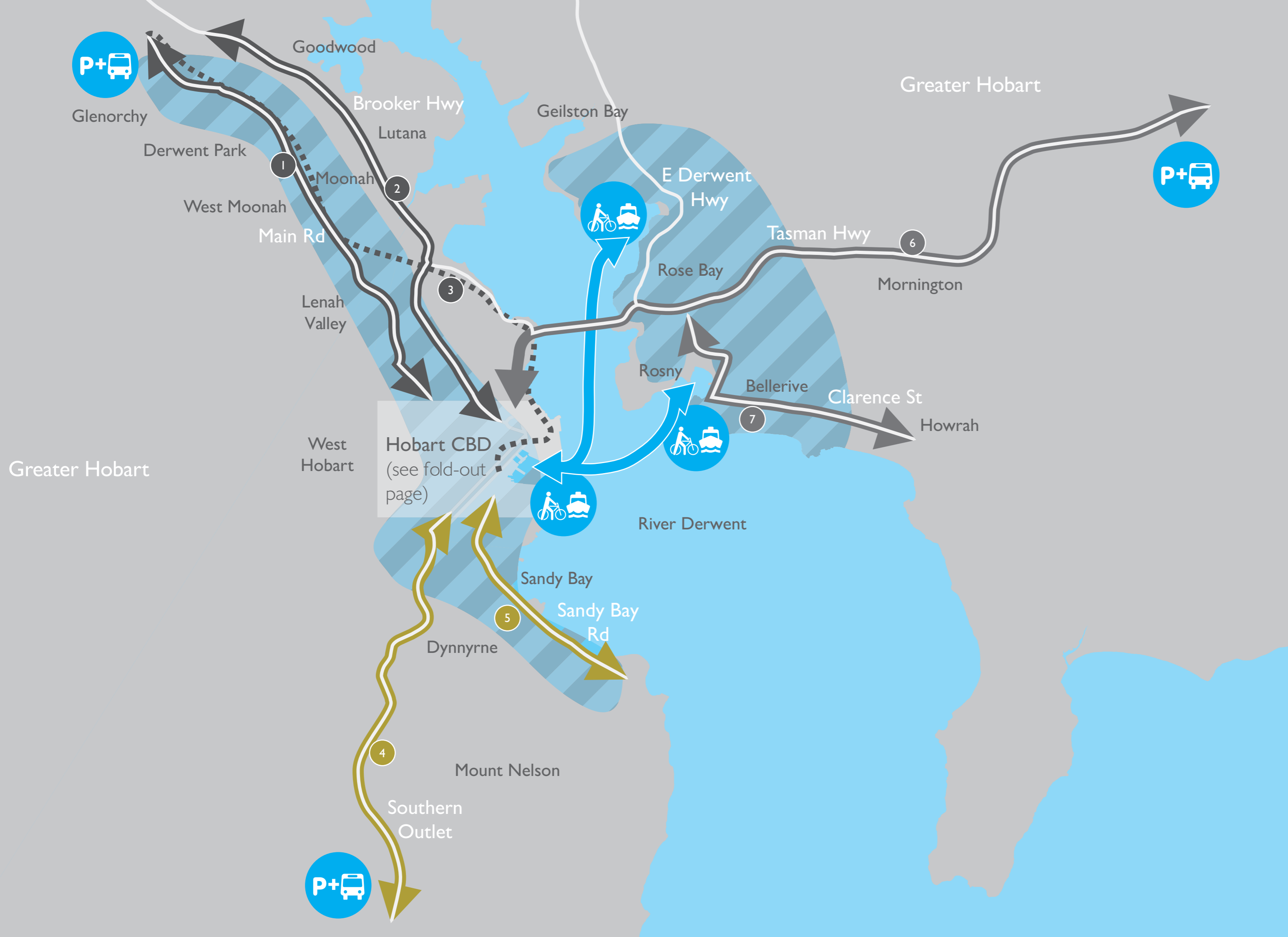
This vision seeks to provide a future network that is sustainable, efficient, desirable and that enables economic prosperity and liveability.

Delivering the vision
















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.

Efficient movement of people <ul style="list-style-type: none">• Review and rationalise on-street parking where required to create additional traffic lanes• Apply intelligent solutions to enable traffic signal priority• Priority transit lanes in the right places• Reduced time at stops• Park and Ride supported by express services from outer suburbs	Improved passenger experience <ul style="list-style-type: none">• High-frequency services, with vehicle tracking for real-time arrival information• WIFI across passenger transport network• High-quality vehicles and passenger facilities, accessible to all• Reliability of travel times• Extended operating hours to better serve the community in the evenings and on weekends	New technologies <ul style="list-style-type: none">• Use technology to more efficiently manage the transport network and provide reliability of travel times• Real-time monitoring of traffic conditions for network management and public information• Prepare infrastructure to accommodate autonomous vehicles	Pedestrian and cycling improvements <ul style="list-style-type: none">• As well as creating travel options, ferries will improve access across the Derwent for pedestrians and cyclists• Fill in gaps in the network• Improved pedestrian links between ferry terminals and the CBD to avoid busy vehicular corridors• Improved safety and wayfinding across the network	Changes in land use <ul style="list-style-type: none">• Increase inner city residential densities• Increase development along transit priority corridors and around transit hubs	Infrastructure investment <ul style="list-style-type: none">• New CBD transit hub• Provision of infrastructure facilities for new ferry service• Activate northern suburbs rail corridor for passenger transport• Davey and Macquarie Street transit priority measures• Priority measures on key northern and southern arterial corridors for passenger transport
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Map legend (Greater Hobart map – see spread)

-  Ferry connections to improve access across River Derwent
-  Light rail
-  Northern transit corridors:
 -  Stage 1: On-road priority. High frequency corridor supported by increased development density.
 -  Stage 2: Transit priority measures for the Brooker Highway.
 -  Stage 3: Light rail corridor developed.
-  Southern transit corridors:
 -  Southern Outlet transit priority supported by new infrastructure and park and ride facility. Express bus services supported by park and ride.
 -  Sandy Bay Road transit priority using existing road space. High frequency corridor supported by increased development density.
-  Eastern transit corridors
 -  Tasman Highway transit priority supported by new infrastructure. Express services supported by park and ride.
 -  Clarence Street transit priority using existing road space. High frequency corridor supported by increased development density.
-  Increased development density along high frequency transit corridors
-  Park and catch the bus
-  Ride and take the ferry



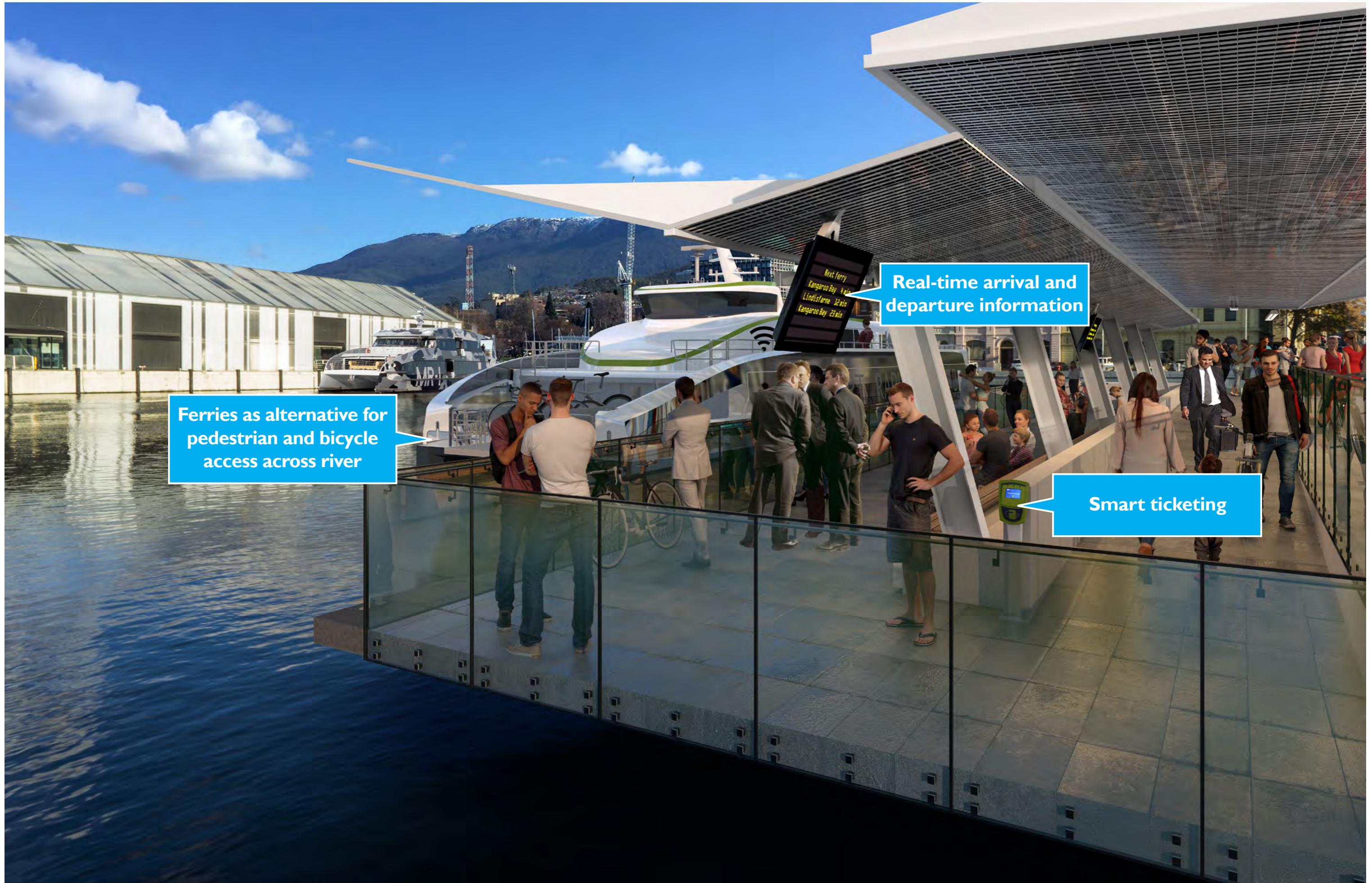
Transit priority

Frequent and reliable services

Connection to transit centre

Bike parking areas

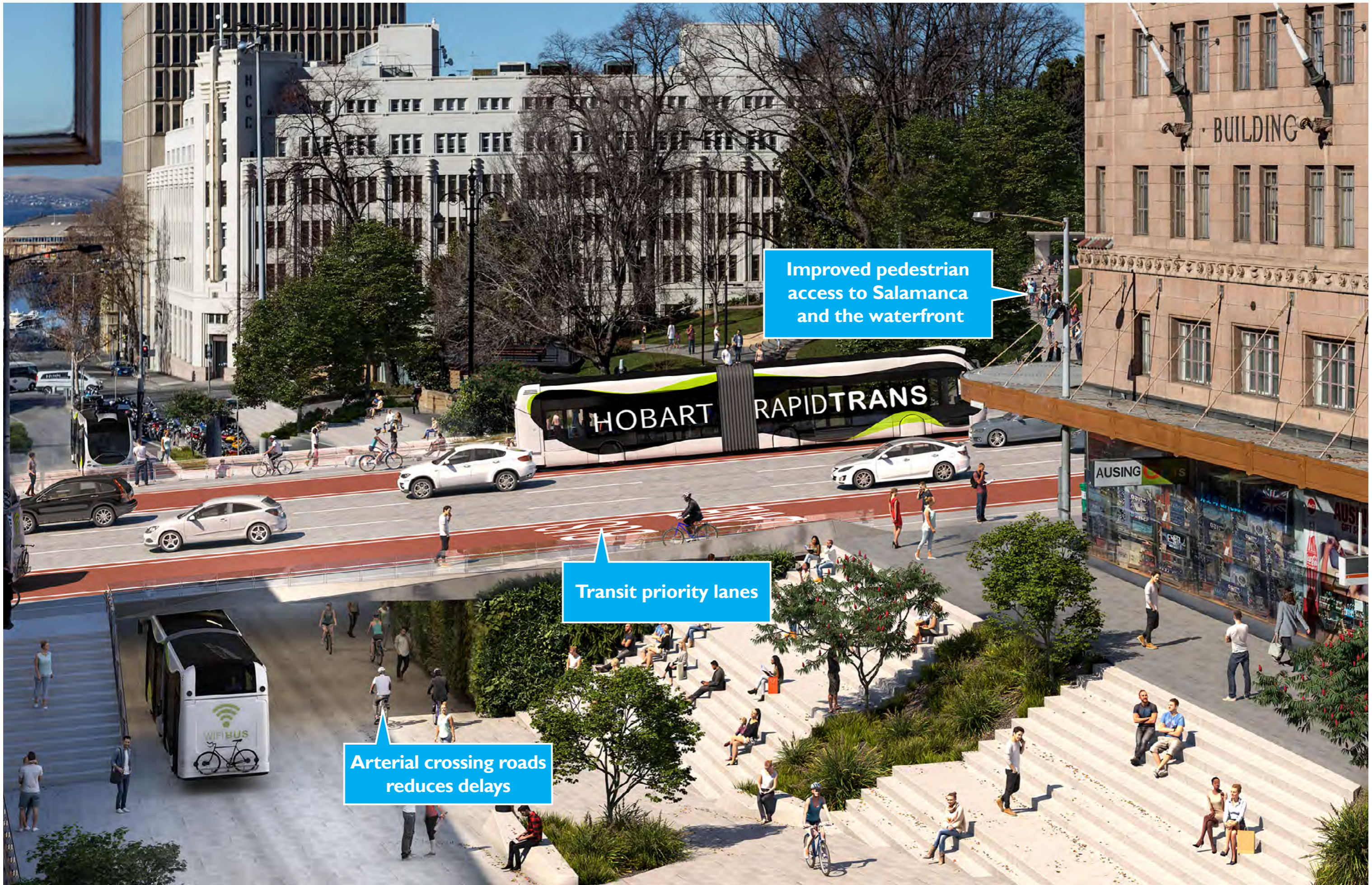
Improved cycling connections



Ferries as alternative for pedestrian and bicycle access across river

Real-time arrival and departure information

Smart ticketing



Improved pedestrian access to Salamanca and the waterfront

Transit priority lanes

Arterial crossing roads reduces delays







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