



Legislative Council Select Committee
GREATER HOBART TRAFFIC CONGESTION

MEDIA RELEASE
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The Legislative Council Select Committee inquiring into Greater Hobart Traffic Congestion tabled its Final Report on 10 November 2021.

A major recommendation of the Committee is that the Government establish a single transport authority that partners with both Federal Government and Local Governments, and coordinates with relevant departments.

Recommendations are:

1. The State Government establish a single transport authority that:
 - a. Partners with both Federal Government and Local Governments;
 - b. Coordinates with relevant portfolios including Infrastructure, Local Government, Planning, Housing, Health, Community Services and Development;
 - c. Reports to the Minister for Transport;

That delivers:

- a. Long-term, evidence-based transport policy and planning;
 - b. Transport solutions that are fully appraised and aligned with statutory land-use strategies, which:
 - i. consider settlement strategies and housing placement, employment demand, and service needs of a socially inclusive community;
 - ii. maximise opportunities for public and active transport;
 - iii. have been subject to full public consultation with affected communities.
2. The State Government consider the following infrastructure priorities:
 - A. Fully analyse the benefit of an Eastern Bypass (Flagstaff Gully Link Road) between the Tasman Highway and Bowen Bridge;
 - B. Further develop park and ride facilities at strategic locations on each major arterial road and public transport node leading to the CBD;
 - C. In areas of identified need, increase the provision of recharge options, parking and storage facilities for bicycles, micro-mobility vehicles and motorcycles.
 - D. Negotiate the planning and delivery of active transport networks including fully connected and separated paths for bicycles and micro-mobility vehicles across Greater Hobart.

3. Ensure policy development considers the potential for non-infrastructure traffic management solutions before progressing major infrastructure solutions.
4. Provide Metro with the autonomy and capacity to design, operate and integrate its modes of operation and service provision to satisfy commuter needs.
5. Provide increased public transport services, including greater investment in more vehicles and operations to assist in achieving a 10 per cent modal shift.
6. Devise prioritised public transport options that operate within a digitised and integrated network environment, across all modes.
7. Identify strategies in partnership with private and public schools to reduce dependence on the private motor vehicle for student travel.
8. Explore further options within the public service to provide flexible and decentralised working arrangements, and engage with private enterprise to consider similar strategies.

Key findings of the Committee are:

- Traffic volumes in Greater Hobart have increased in the past five years, causing congestion on every major arterial road leading to the CBD.
- Traffic congestion has a negative impact on the community, including a detrimental impact on lifestyle, increased health issues, impact on family time, accident and domestic violence rates, a lack of participation and reduced access to services.
- Traffic congestion has an estimated cost to the Hobart economy of \$0.09 billion, projected to increase to \$0.12 - 0.16 billion by 2030.
- Public transport currently does not adequately meet the needs of all patrons which discourages its use and adds to congestion.
- Investment has focussed on road infrastructure rather than the development of a suite of public transport infrastructure and services.
- A fragmented and siloed approach to strategic planning is demonstrated by the multiple traffic studies and reports completed over the past decade by government agencies and stakeholders.
- Tasmania does not have a transport authority to lead and coordinate a joint approach to providing traffic congestion solutions.
- Submissions and witnesses advocated for non-infrastructure solutions being first implemented before progressing the development of a fifth lane on the Southern Outlet.
- Tasmania's per capita funding of public transport is reported to be the lowest in the nation.
- Improvements to Metro's reliability, service frequency, buses and accessibility could make it more appealing to commuters resulting in greater use.
- While there were conflicting views presented, the Committee did not receive sufficient evidence to make a finding on the benefits or otherwise of a northern suburbs light rail service in relation to its impact on traffic congestion.
- While raised as an option, the Hobart Western Bypass Feasibility Study concluded that a bypass is technically feasible but not commercially attractive for a Public Private Partnership investment, nor funding by state or federal government.
- Construction of an Eastern Bypass (Flagstaff Gully Link Road) has been considered as an option to assist in alleviating traffic congestion on the Tasman Highway and East Derwent Highway corridors.

A list of documents produced over the last decade that drew the closer attention of the Inquiry and were taken into evidence, given their relevance to the Terms of Reference were:

- Southern Integrated Transport Plan 2010
- Congestion in Greater Hobart, Response to Issues, Department of State Growth 2011
- Southern Tasmanian Regional Land Use Strategy 2010-2035 (amended 2020)
- Report on the Options for an Integrated Sustainable Public Transport System in Southern Tasmania 2013
- Hobart Congestion Traffic Analysis 2016, Department of State Growth
- Hobart Traffic Origin-Destination Report, 2017
- City of Hobart Transport Strategy 2018-30, City of Hobart
- Transport Access Strategy 2018, Department of State Growth
- Greater Hobart Mobility Vision, 30 Years Strategy, RACT 2019
- Hobart Transport Vision, Infrastructure Tasmania
- Travel in Greater Hobart Household Travel Survey 2019, Department of State Growth
- Hobart City Deal, Greater Hobart councils and the Australian Government, 2019
- Hobart City Deal Implementation Plan Greater Hobart councils and the Australian Government 2019
- Hobart Western Bypass Feasibility Study, Department of State Growth 2020
- Department of State Growth Key Arterials Traffic Data Catalogue

The [Final Report](#) is available at:

<https://www.parliament.tas.gov.au/ctee/Council/Reports/ght%20final%20report.pdf>

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