

**From:** [Jarrah Vercoe](#)  
**To:** [GHT](#)  
**Subject:** Submission  
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Dear Secretary,

Thank you for the opportunity to make a submission regarding the scope, causes, strategic planning processes and future initiatives to address traffic congestion in the Greater Hobart area.

- The 'cause' of traffic congestion is traffic.
- Strategic planning should involve implementing a combination of methods to reduce traffic by discourage private vehicle use. Some options are presented below;

Subsidise public transport.

- o Implement methods of reducing traffic such as subsidising public transport in order to make it more appealing / affordable. Public transport could be 100% subsidised to discourage private motor vehicle use within certain zones or altogether. Before this idea is dismissed it would useful to compare the cost of doing this versus the cost of massive engineering projects such as bypasses, extra lanes and tunnels.

Workplace flexibility.

- o Encourage employers to have flexible start and finish time for employees. This may help to reduce the 9 am and 5pm surge of cars.
- o Working from home for city based employees on extra days / week.

Decentralise workplaces.

- o Encourage employers to locate in areas outside of the CBD and closer to where people live.

School traffic.

- o During school holidays traffic congestion is significantly reduced. This suggests that most of the problem 'peak traffic' are parents dropping off and collecting children from school.
- o Subsidising busses and increasing bus frequencies specifically for school children should be examined.

Ferries

- o Ferry services from the eastern shore to Salamanca should be considered.

Development requirements

- o Significant traffic generating developments such as large scale residential and tourism developments are currently not required to

examine their impact on traffic beyond the 'immediate' transport network. Current planning rules appear to only require an examination of the traffic impact on the road on which they are proposed to be situated. For example, a large scale residential development on the Southern Outlet should be required to examine the capacity and impact of traffic on the entire network and not simply the road on which the development is proposed to be built.

Encouraging bikes for those close to the city

- o Inner city traffic could be reduced by encouraging people to use bikes and particularly e bikes which appeal a lot more in hilly terrain. Perhaps these could be subsidised to make them more affordable and appealing.

Northern suburbs light rail

- o Perhaps an initiative like this could reduce private vehicle use.

In summary, any attempt to address traffic congestion must have the overarching principle to discourage private vehicle use. Combining methods to achieve this would help in addressing the traffic congestion issues within Great Hobart.

Thank you for the opportunity to make a submission.

Regards,

Jarraah Vercoe