

From: [REDACTED]
To: [GHT](#)
Subject: Greater Hobart Traffic Congestion
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While it is true that traffic congestion in Greater Hobart is getting worse, we need to remember that it is far worse in the capital cities on the mainland and mega-cities around the world. Having seen some of these congested cities like Cairo, Delhi, Beijing and Bangkok, I can testify that we could be far worse off ! The issue here is whether we can avoid going in the same direction or imaginatively coming up with a plan to avoid it happening in Hobart.

Essentially we need a two pronged approach: to creatively introduce alternative forms of transport into and out of Hobart CBD, and to move away from Tasmania's infamous car culture. What we do not need is more highways as it is well documented, the more roads you build, the more cars appear to clog them up again.

The cause of our congestion is obviously the roads into and out of Hobart from the Eastern Shore, the Northern Suburbs and the Southern Outlet, built long before there were so many cars driving to work and back. The situation is compounded by parents who insist on driving their children to school in term time instead of putting them on a bus, walking or riding a bike.

We cannot do anything about this highway design because of our geography but we can come up with alternative approaches, particularly with extra housing going up on the outskirts of the city, yet when people still drive into the CBD for work - apparently 70% of cars into the city are by people working in the CBD so it's not through traffic. The situation will worsen as more suburbs go up to the North, around Sorell and around Kingston and beyond, areas denied a decent public transport system.

One obvious improvement would be a better public transport system, which even if heavily subsidised, would cost far less than underpasses, overpasses or a Western by-pass. School children should ride free and there will need to be more buses at those times - the St Virgil's bus from the Eastern Shore in the morning is a good existing example. From Kingston, introduce Park 'n' Ride with parking at the terminus, and a designated bus lane on the Southern Outlet all the way into the CBD including Macquarie Street from 7.30 to 9 a.m.

A lot of young people would ride bikes to school if it was safer so Hobart needs safe designated bike lanes to facilitate this, not just marking on the roads, especially where cars are parked.

River transport is another obvious option, again subsidised, but particularly to bring people from the Eastern Shore, Kingston and the North. It has to be competitive with the buses to be viable. I have used the ferry that once ran from Bellerive to the CBD but it cost more than the bus.

Then there is Light Rail. Other cities are adopting this but in Hobart, the authorities seem unenthusiastic. I feel that a visit to other cities with Light Rail might inspire them We even have a ready made track from the city to Brighton waiting to be utilised before the rails rust away and could possibly re-use the remnants of the old track from Sorell.

All this would cost a lot but be far cheaper than all the money being flung at new roads and road widening but it has to be linked to attracting people to stop using their cars to go to work in the city and parents to stop driving their children to school. It can be done, just look at Copenhagen for a cultural shift. It would be healthier too, given our rising health costs because of lack of exercise.

I feel that another issue might be the trucks coming into the city from the Brighton Hub rather than using the railway line but I would need figures on this, and the same for log trucks that come through the city which could go other ways.

For the record, I have two bikes (a road bike and an e-bike), walk a lot, use buses regularly and having recently acquired a car for work when needed, I am quite strict about when I do use it.

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