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27th September 2019

The Secretary

Legislative Council Select Committee – GHT

Legislative Council

Parliament House Hobart 7000

Email: ght@parliament.tas.gov.au**GREATER HOBART TRAFFIC CONGESTION – SUBMISSION**

In world leading cities it is acknowledged that efficient transportation is essential. Infrastructure that underpins an increased capacity to grow, build and harvest opportunities associated with appropriate economic development. The importance of efficient transport systems cannot be underestimated. Community oriented input is important in this process. It is to be commended that your consultation includes harvesting ideas and suggestions from the community to assist in achieving high-level outcomes. All of the ideas and suggestions made in that context could include opportunities for development. I have outlined some ideas in support of valuing your process of consultation.

Clearways: From frequently travelling and observing it is apparent that clearways should be immediately instigated at peak times along the congested city routes to accommodate the volume of traffic travelling from and to the Southern Outlet and any other congested roads experiencing traffic flow problems such as Sandy Bay Road etc. The Outlet itself requires additional lanes and the current building plans for 450 new homes at Huntingfield will certainly increase the traffic problem markedly. Another policy initiative of moving the Antarctic Division to the city would create a further disastrous situation and if properly analyzed makes no sense at all in regard to the greater Hobart traffic congestion problem.

Bridgewater Bridge and Southern Outlet: The Bridgewater Bridge should be a high priority as that also impedes the economic development of outlying areas. The bridge must have provision for rail transport to Brighton and beyond as these areas are becoming increasingly populated and it is essential to promote growth and cater for future economic development

including industrial. It should be noted that the Brooker Highway, being the main northern route to and from the city is becoming increasingly more congested everyday and especially since the cessation of rail freight from and to the city.

The additional lanes on the Southern Outlet should be high priority and this currently impedes economic development due to the restrictions and the deterrent that congested traffic flow creates. Of outmost priority at the present time however is to remedy the congestion and flow of traffic bottleneck that exists along the city roads from and to the Southern Outlet.

Hobart Rivulet: I have suggested an idea related to using the Hobart Rivulet area and held discussions with others about the need for perhaps a feasibility study to be undertaken to scope whether the ready-made Rivulet Corridor could be capped with a roadway to assist in carrying additional traffic through and past the city, from and to the Southern Outlet, perhaps via Gore Street or another South Hobart Street that connects to the Rivulet. This could conceivably be a cheaper option than many other suggestions made to this point. It could also assist in creating a route for traffic heading north so that traffic can more efficiently avoid further congesting the inner part of the city centre when it is not necessary.

Park & Ride: Implement Park and Ride in conjunction with Express Metro as well as Ferry Services from areas such as the Derwent Entertainment Centre, Kingston, Bellerive Quay & other large parking areas in the suburbs to relieve congestion on the Brooker Highway, Southern Outlet and Tasman Bridge etc.

Sorell-Midway Point Highway: Another suggestion to relieve the eastern highway congestion could be to instigate an investigation and feasibility study into the potentially cheaper option of building another roadway from Cambridge across land around the waterways following the old railway line through to and from Sorell, Tasman Peninsula and the East Coast. This would eliminate a lot of costly work of cutting stonework and widening at Midway Point as well as building bridgework spanning the Causeway and Pittwater waterways etc. There is severe congestion along this highway at peak times. A new highway over land seems a probable solution.

Specialist Infrastructure and Facilitation Unit: The process of Government needs to be responsive and there should be constant analysis, forward planning and facilitation of solutions to very real infrastructure problems that occur, on an ongoing basis, rather than instigating reactive inquiries when the situation becomes critical in nature. In addition, policy and decision-making processes must be coordinated and consider broader questions in regard to the impact on infrastructure and the take into account repercussions, needs and imperatives that result from these decisions. Just some examples are 450 new homes at Huntingfield Estate, relocation of Antarctic Division, UTAS relocation to city centre etc. Another example of this was the major decision to cease rail freight to and from the city. The impact of this decision has markedly increased heavy traffic loads on the Brooker Highway. Whilst I am not across all the decisions that have impacted negatively on infrastructure availability, the examples above are enough to demonstrate the consequential effects of policy and decision-making processes. Major policies that impact on infrastructure must be channeled through one area of Government for assessment and analysis in regards to

infrastructure impact before approval is recommended or granted. If a unit such as this already exists then it's responsibilities, functions and duties should be reviewed to ensure there is inclusive public consultation and analytical, responsive action to achieve the delivery of the best outcomes possible.

Further to this, I share an example of the need for a responsive specialized unit in that I wrote to The Premier last year in regard to the highway congestion via the Airport and Sorell. I suggested using the existing overpass at Acton Road to efficiently take traffic off the highway and direct them from there to the airport along a new short distance link road onto the Airport Drive. This would prevent the duplication of an expensive overpass at the airport roundabout. The Government commissioned engineers and specialists to examine the proposal and came up with a plan that will be implemented at some stage. I then wrote back and requested that a temporary solution to extend a second lane around the roundabout to prevent the merging situation which was impacting badly on traffic that had to merge into one lane before reaching the roundabout. This was then done with the construction of the extension of a second lane and has improved the situation markedly and eliminated the bottleneck that was severely impacting on highway traffic flow.

Consequently, this traffic merging problem on the highway was fixed quickly and inexpensively with this interim solution pending a more permanent one which I hope will come to fruition. There should therefore be an established mechanism to encourage community consultation and input.

Infrastructure forward planning and development has been an issue since the Department of Construction was dismantled in the early 1990's. I believe it is essential that responsibility for planning and facilitation of infrastructure development be urgently recognized and coordinated. An Infrastructure Planning and Facilitation Unit with well-defined functions and duties should progress and deliver the desired and essential infrastructure outcomes for the future livability and economic advancement of our cities etc. In addition to efficient traffic flows there is a reduction of polluting emissions into the environment, savings for motorists on fuel costs, reduction in stress on drivers and increases in productive working time due to the reduction in travel time between destinations.

Therefore, at the present time the system of infrastructure delivery should be reviewed to include increased coordinated participation, anticipation of needs, assessment, analysis and facilitation of solutions. Many infrastructure plans and visions appear to become revolving election promises that do not eventuate and this therefore impacts on economic development opportunities for many areas that would otherwise flourish into the future as a result of cost effective investment into appropriately targeted infrastructure.

Signed: Janiece Bryan