



HUON VALLEY COUNCIL

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Our Ref: 13/103
Enquiries to: Len Bester

The Secretary
Legislative Council Select Committee
– Greater Hobart Traffic Congestion
Legislative Council
Parliament House
HOBART TAS 7000

Dear Sir/Madam

Submission to the Legislative Council Select Committee into Greater Hobart Traffic Congestion

The Huon Valley local government area includes Huonville, Ranelagh, Cygnet, Geeveston, Franklin and Dover.

There is now significant and somewhat unprecedented development occurring in the Huon Valley municipal area and it is one of the fastest growing municipal areas in Tasmania with an increasing projected population growth rate.

The Huon Valley is approximately 20 minutes south of Kingston and within a 30 minute drive from Hobart which is reasonable commuter distance to Greater Hobart and beyond. Its proximity to these key employment centres is both an opportunity and an issue. Commuters have the obstructions of a congested Southern Outlet from Kingston to Hobart and often faced with long delays and congestion though the unavoidable route through Hobart CBD.

This commuting distance offers a lifestyle and relatively affordable home ownership that enables employment in Greater Hobart.

Over the past ten years the Huon Valley has experienced a steady population growth from 15,083 in 2008 to 17,219 in 2018, an increase of approximately 14% with the trend expected to continue. The area is also experiencing substantial residential growth with many subdivision developments being approved in recent years.

As the Valley is growing, the reliance on access to and from Hobart is increasing; however, with limited public transport options, 71.2% of commuters utilise private transport (cars) and only 1.4% of commuters utilise public transport services. Consequently there is a heavy reliance on private transport which has significantly increased the traffic flow from the Huon Valley to Hobart and areas beyond Hobart. The increase in traffic congestion has created obstacles for commuters in terms of travel time and ability to meet work commitments.

Hundreds of residential blocks are currently being developed in the Huon Valley with more to follow over the next two years which will exacerbate the number of private vehicles travelling and commuting along the Southern Outlet and through Hobart, adding to the already identified congestion issues.

Whilst the Huon Valley is located some 40km from Hobart the Huon Valley Council requests that due consideration is given to the significant growth in our valley and the inclusion of our representatives in future consultation, strategy and planning regarding the Southern Outlet and Hobart congestion. Studies into public Park and Ride bus facilities would be welcomed and investigation into an alternative bypass of Hobart via Jefferys Track for example.

I have included an attachment prepared by Circular Economy Huon stating some interesting statistics.

Should you wish to further discuss Huon Valley Council's submission, please contact myself on (03) 6264 0300 or email lbester@huonvalley.tas.gov.au

Yours faithfully



LEN BESTER
DIRECTOR INFRASTRUCTURE SERVICES

Encl.

Mobility and the Huon Valley

Objectives

- Improve mobility both within and in/out of the Huon Valley;
- reduce vehicle emissions;
- bring down travel costs for Huon Valley residents; and,
- reduce congestion in Hobart.

1. Transport statistics - Huon Valley

(Summary of ABS Census data)

Overview

Total population	17,200
Number of passenger vehicles	10,500
Car ownership	1.1 per adult
Proportion of vehicles over 10 years	70%
Proportion of employed persons who commute by car	70%+
Proportion of employed persons who commute by bus	1%

Averages

Commuting distance	24 km/day/vehicle
Total distance	12,000 km/year/vehicle
Cost of ownership (without loan repayments)	\$8,000 year/vehicle
As a proportion of average income	17%

Totals for the Huon Valley

Value of passenger vehicles	\$80 million
Cost of ownership	\$85 million
..... as a cost per km	\$0.67 per/km
..... as a cost per commute	\$32.0 per day

Comments

- Private vehicles are used for most of transport requirements and \$85m/year is spent for the benefit.
- The median income in the Huon Valley is \$38,701 whereas \$47,692 is the figure for the whole of Australia. (ABS 63010)
- Private vehicles are a very convenient transport mode but they are not very efficient, and have an environmental impact; in 2017 there were only 5 registered EVs in the Huon Valley. (ABS 63010)
- The Huon Valley Transport Access Survey 2018 found that expense, lack of door to door transport, and poor public transport services were factors that restricted mobility for 57% of residents.
- The anticipated population increase in the Huon Valley is in the vicinity of 0.7% annually.

2. Emissions

- "Huon Valley's industrial and transport sectors use roughly a third each of total community energy use and the greatest share of community greenhouse gas emissions." RCCI Initiative Report May 2019
- The average emissions per ICE vehicle in Australia is in the vicinity of 200gms of CO2 per km.
- 'Average' vehicles in the Huon Valley produce 2.4 tons of CO2 per year, and,
- Cumulatively, passenger vehicles produce 2.4 tons x 10,500 vehicles = 25,200 tons of CO2 per year

3. Solutions

Improved public transport services, the switch to electric vehicles and ride sharing systems meet all of the broad objectives for improving mobility for residents of the Huon Valley. Circular Economy Huon proposes that the easiest, quickest and cheapest of these options to introduce is ride sharing.

4. Ride Sharing

Advantages:

- Social connectedness- more resilient community- people know their neighbours.
- Health benefits from having social interactions.
- Equitable access – for people who don't or can't drive.
- Cost of car parking facilities is reduced - \$10,000 per park.
- Cost of road infrastructure – capital and maintenance.
- Congestion.
- Environmental benefits.

Existing Systems

- Ride share has been successfully operated for many years through a variety of schemes
- Liftshare UK has 600,000 members including partnership with Heathrow Airport
- Northern Rivers Carpooling (Australia) has operated for 10 years with 3,000 members
- These existing systems have developed systems and structures that can be followed in Tasmania

Collaboration

- To be successful a ride share system needs to adopt a collaborative model supported by local governments, businesses, regional government agencies and community.

RACT

The Greater Hobart Mobility Vision, RACT presented factors that would improve mobility in various time scales. Establishing ride sharing was included as components of both the 1-5 years and 6-10 year plans.