



Officer: David Allingham
Direct ☎: (03) 6268 7021

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Greater Hobart Traffic Congestion.
 By email: ght@parliament.tas.gov.au

Dear Secretary

LEGISLATIVE COUNCIL SELECT COMMITTEE GREATER HOBART TRAFFIC CONGESTION

Thank you for the opportunity to provide a submission on Greater Hobart Traffic Congestion.

As the key growth area of Greater Hobart, Brighton Council has a significant role to play in managing traffic congestion in the future. A recent study by UTAS estimated that an additional 5,750 people will live in Brighton by 2042.

Traffic congestion in Hobart is largely attributed to low density residential development in outer suburbs and Hobart and Glenorchy business areas acting as the central nodes for employment. This coupled with decades of underinvestment in public transport (PT) infrastructure has resulted in chronic reliance on private motor vehicles for commuting and carrying out daily errands.

In the Brighton Structure Plan 2018 (BSP 2018) it was identified that only 18% of the Brighton labour force works in the Brighton municipality, with the other 82% commuting mainly to Hobart and Glenorchy by private car contributing significantly to traffic congestion in Greater Hobart. Public transport to Hobart from the Brighton municipality is infrequent, expensive and time consuming due to meandering bus routes making the private car the most attractive form of transport.

Brighton Council submits that the following should be considered to improve traffic congestion in Greater Hobart and to prevent the problem worsening as outer suburbs continue to grow:

- Urgent review of the Southern Tasmanian Regional Land Use Strategy (STRLUS) to determine settlement patterns and how these areas are best serviced. Prioritise densification around high frequency PT and identify areas that could have high frequency PT if they are densified.
- Introduce planning requirements that require all greenfield development (or a high percentage, e.g. >85%) to be within 400m of PT stop.
- Prioritise pedestrian, cyclists and their amenity before cars when upgrading and designing new street.



- Provide viable transport choices other than the private car. This can be done by improving public transport but also providing disincentives for private car use.
- Utilise the rail corridor for light rail out to Brighton.
 - The BSP 2018 identifies potential stations at Old Main Road, Bridgewater, the Brighton Industrial Hib and Station St, Brighton and provides concept sketch for how a high density, mixed-use node could look if the rail corridor is utilised. This would provide significant economic stimulation and revitalisation to the area.
 - Light rail will also improve access to people with disadvantage which is prevalent in the northern suburbs, particularly Bridgewater. Government has placed a significant amount of people in social housing with poor access to services and must invest in improving access.
 - The rail corridor will also stimulate investment if it is utilised particularly around stations. The entire corridor should be Master Planned to encourage mixed use areas with high residential densities.
- Design a continuous bicycle network and action plan with milestones for implementation.
- Trial a ferry service in peak hours to Bridgewater.
- Review the entire Metro bus network and ensure that the entire network can be provided on a single map that is easy to read.
- Consider having high frequency buses along main arterials that provide direct routes to key centres (e.g. Bridgewater, Glenorchy, Moonah, Hobart, Rosny, Kingston etc.) and smaller “neighbourhood” buses that meander through suburbs.
- Create apps for buses that provide real-time information (similar to Uber).
- Hobart’s main congestion problem is in peak hour. Consider the following initiatives:
 - Free (or \$1 fares) buses between 7.30-9.30 and 15:00 and 18:00.
 - Create a peak hour charge of \$10 or more if you enter or leave a car park in the CBD between 7.30 and 9.30 and 16:30 and 18:00.
- Ensure any new Bridgewater Bridge doesn’t impact the rail corridor and provides for pedestrians.
- Retrofit Tasman Bridge and Bowen Bridge for improved pedestrian and cycle access.

If you have any queries relating to any of the above, please do not hesitate to contact David Allingham on 0404 996 614 or david.allingham@brighton.tas.gov.au.

Yours faithfully

David Allingham
Senior Planner & Strategic Projects

Council Offices, 1 Tivoli Road, Old Beach TAS 7017
Phone: (03) 6268 7000 Fax: (03) 6268 7013
Email: admin@brighton.tas.gov.au
www.brighton.tas.gov.au
ABN 12 505 460 421



**Brighton
Council**