



Clarence City Council
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1 October 2019

The Hon R Armstrong MLC
Chair
Legislative Council Select Committee - GHT
Legislative Council
Parliament House, Hobart 7000
ght@parliament.tas.gov.au

ATTENTION: SECRETARY, LEGISLATIVE COUNCIL SELECT COMMITTEE

Dear Mr Armstrong

GREATER HOBART TRAFFIC CONGESTION – CLARENCE COUNCIL SUBMISSION TO SELECT COMMITTEE

Council welcomes the opportunity to make a submission to the Legislative Council Select Committee on Greater Hobart Traffic Congestion.

The increased volumes of traffic and prolongation of the peak traffic periods at either end of the working day, on the key transport corridors of greater Hobart, have become apparent to most road users.

Council considered your invitation to make a submission at the meeting of 30 September 2019 and the following advice is provided in accordance with the Select Committee's Terms of Reference.

1. The scope of Greater Hobart's traffic congestion and its impact on the community and economy

Council provides the following comments:

- Increasing traffic congestion is occurring across the Greater Hobart area, both in peak traffic volumes and the duration of peak flow times.

- Key transport links are very susceptible to system shocks, such as crashes or vehicle breakdowns. This is an indicator that these routes are operating at capacity during peak times and relatively minor disruptions can significantly increase delays.
- The negative impacts on the community and economy include lost time and lost productivity; increased crashes, and escalating costs due to time, and freight delays, increased fuel use, loss of public transport efficiency and general frustration and anxiety for travellers.
- The negative social amenity and safety impacts include the diversion of traffic to alternative routes (rat running). Drivers chose to access the local street network, rather than staying on key transport corridors. For many drivers this becomes habitual and leads to poor safety and amenity outcomes. Examples of this in Clarence include Clarence Street, Cambridge Road, Gordons Hill Road and Begonia Street. Recent traffic counts in Richmond indicate that some traffic from Sorell is diverting through Richmond to avoid the Tasman Highway causeways and Midway Point.

2. Causes of congestion, including physical and topographical barriers

Council provides the following comments:

- It is apparent that population growth, particularly in outer areas, is leading to increasing, and longer, per capita vehicle trips.
- There remains a lack of a regional transport strategy for the Greater Hobart area.
- There are limited alternate routes to avoid the Hobart CBD with too much reliance on the Davey / Macquarie St couplet.
- The capacity of the Tasman Bridge is a constraint, as is capacity at the Brooker Hwy / Domain Hwy / Tasman Hwy junction.
- The Mornington roundabout has design shortcomings and cannot cater for the growing demand.
- The Hobart CBD is the key destination as an employment hub, and everyone wants to arrive and leave at the same time.
- The ready availability of relatively cheap parking encourages private vehicle trips to the Hobart CBD, rather than using public transport.

3. Strategic planning processes between Commonwealth, State and Local governments

Council provides the following comments:

- The regional strategic transport planning processes seem to have stalled. The Southern Regional Transport Plan developed in the 2000's did not progress and there is no endorsed regional transport strategy to deliver regional network efficiencies.
- It is noted that addressing infrastructure challenges around traffic congestion is one of the key pillars of the Hobart City Deal.

4. Future initiatives to address traffic congestion in the Greater Hobart area

Council provides the following initiatives that it considers will assist to address traffic congestion both broadly and within the City of Clarence:

- There are opportunities in the adoption of Intelligent transport systems, such as SCATS, to coordinate and adaptively manage traffic signals. Availability of real time information for public transport and drivers, will enable travellers to make better decisions about their travel mode, time of travel and route.
- Priority should be given to public transport options to encourage modal shifts away from private vehicles.
- Provision of high-quality park & ride facilities, linked to public transport and enabling ride sharing is very important and will assist to achieve a modal shift toward public transport options. Sites at Cambridge and Rokeby are suggested for consideration within Clarence.
- Better provision is sought for sustainable transport to encourage cycling, walking, and e-bikes; again, to assist with a modal shift toward transport options other than private vehicles.
- Promotion of the Derwent River as an alternative transport route may assist to alleviate traffic congestion.
- Investigation of an Eastern Bypass – (Flagstaff Gully Link Road) would provide a connection between the Tasman Highway and Bowen Bridge and assist to alleviate traffic congestion in the Tasman Hwy and East Derwent Highway corridors.
- Duplication of Rokeby Road from Pass Rd to Acton Rd would assist traffic congestion within the Clarence Plains region and further south; which is a rapidly growing area of the City.
- Investigation of changed traffic management at the Mornington Road Roundabout to improve capacity and safety while also assisting to manage congestion.
- Investigation of solutions for the Tasman Bridge capacity should be undertaken to address traffic volume constraints.

- A new model for Metro's bus operations should be considered, to increase availability of public transport in terms of area and time of day. This should be linked to consideration of the number and type of buses required to meet peak demand; rather than the current model which appears to address average demand only.
- Consideration should be given to providing incentives to use public transport, rather than Metro focusing on delivering on financial targets.
- Advice from State Growth has been that a relatively small drop in traffic can have an appreciable effect. For example, in school holidays the peak volumes drop by approx. 8% but the effect is very noticeable in terms of trip times and travel time reliability. This indicates that iterative improvements can make a positive difference to traffic congestion.

5. Any other matter incidental thereto

Council provides the following comments:

- Continued roll out of dedicated breakdown / crash response capability (eg tow trucks dedicated to key routes) is a positive development that can be further enhanced.
- Land use planning to encourage the creation of employment and education opportunities in the outlying dormitory suburban areas is important, with the aim of lessening reliance on the Hobart CBD to meet these community needs.

I trust that the above advice is helpful to the deliberations of the Select Committee and Council thanks you for the opportunity to contribute to this inquiry.

Yours sincerely



Ian Nelson
GENERAL MANAGER



Clarence... a brighter place

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Office of the Mayor

1 October 2019

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

LEGISLATIVE COUNCIL SELECT COMMITTEE ON GREATER HOBART TRAFFIC CONGESTION

I refer to the Terms of Reference for the above inquiry. Further to our submission by Council's General Manager, I am pleased to provide this further submission for your consideration.

As you would be aware, the four metropolitan Hobart councils are signatories to the Hobart City Deal and have been involved in the development of the Implementation Plan for the City Deal. The Implementation Plan will soon be approved. The Implementation Plan includes a range of projects that benefit the Greater Hobart region, including several projects targeting traffic congestion.

The **attached** table contains details of strategic infrastructure priorities for the Greater Hobart region.

Within the context of the metropolitan council's efforts to address traffic congestion there is significant concern that Metro Tasmania has run at a substantial loss over the last few years and cannot meet peak demand. An urgent review of Metro's funding and services model is required. Critically, the metropolitan council's collective response to traffic congestion will be undermined if Metro is unable to adequately respond to increased community use.

I would welcome the opportunity to meet with the Committee to discuss how best to meet the needs of our communities and address the strategic transport infrastructure challenges that we face in the future. We look forward to an opportunity to discuss this further with you at your earliest convenience

Yours sincerely

Alderman Doug Chipman
MAYOR

Greater Hobart Strategic Infrastructure Priorities

Hobart City Deal Focus Area	Project	Description
<p>Greater Hobart Transport Vision <i>We will improve southern access – Fifth lane on the Southern Outlet</i></p>	<p>Southern Outlet – additional lane from Tolmans Hill to Firthside</p>	<p>Stage 2 of the State Government's plan to develop an additional northbound lane on the southern outlet. The lane would be a T3 or bus-only lane aimed to promote public transport and carpooling across the Kingborough and Huon Valley region, planning for significant growth planned south of Hobart.</p> <p>Stage 1 adds a lane from Tolmans Hill to the city. Stage 2 would see complete the additional northbound lane from Firthside to Tolmans Hill.</p>
<p>Greater Hobart Transport Vision <i>We will improve southern access – Kingston congestion package</i></p>	<p>Sandfly Road-Huon Highway intersection upgrade</p>	<p>The Huon Highway is an important road connecting community, industry and visitors to the Huon Valley. At the intersection with Sandfly Road, the Huon Highway passes next to the fast-growing Kingborough municipality, with Sandfly Road being a key link between the Huon and Channel region. The existing intersection has a history of crashes, leading to a popular commitment from the Hodgman Government at the 2018 election. There is community concern that not enough funding has been allocated to upgrade the intersection and that a fuller response, incorporating investment from the Australian Government, would allow for a safer intersection.</p>
<p>Greater Hobart Transport Vision <i>We will improve eastern access – South East Traffic Solution</i></p>	<p>Eastern Bypass (Flagstaff Gully)</p>	<p>Road link between Mornington (via Flagstaff Gully Road) and Sugarloaf Road providing an alternative route and a diversion of traffic from the congested Tasman Highway and Bridge</p>
<p>Greater Hobart Transport Vision <i>We will improve eastern access – South East Traffic Solution</i></p>	<p>Eastern Shore Traffic Congestion projects</p>	<ul style="list-style-type: none"> • Tasman Highway - current works under investigation expanded to include a Park and Ride facility at Cambridge – possibly at or near the K&D site • Duplication of Rokeby Road from Pass Road to Acton Road. • A Park and Ride facility in Rokeby including a jetty and land-side facilities. • Scope and design of a new Tasman Bridge (as a duplication not replacement). To increase traffic flow options across the Derwent River, and provide redundancy in respect to the current Tasman Bridge.

Hobart City Deal Focus Area	Project	Description
Greater Hobart Transport Vision <i>We will establish a Derwent Ferry Service</i>	Derwent Ferry Services	<ul style="list-style-type: none"> Terminal, bicycle and pedestrian infrastructure on both sides of the river.
Greater Hobart Transport Vision <i>We will improve northern access – Northern Suburbs Transit Corridor</i> Activating the Northern Suburbs Transit Corridor	Hobart to Bridgewater Passenger Rail	Passenger service operating from Hobart to Bridgewater along the existing rail corridor, facilitating and supporting significant new and existing investment in transit-oriented development, and alleviating traffic congestion on the Main Road and Brooker Highway corridors.
Greater Hobart Transport Vision <i>We will implement Smart Traffic Management Solutions</i> <i>We will enhance user experience on, and encourage the uptake of, public transport</i>	Bus Infrastructure Upgrades	Enhance user experiences for public transport users in Greater Hobart by the provision of new bus shelters across greater Hobart, including smart technology allowing for real time information about upcoming bus location, including delays and accessibility. This would align with Metro Tasmania's asset renewal plan, encouraging more public transport use and reducing traffic congestion. Additional bus fleet Metro electrification trials
Greater Hobart Transport Vision <i>We will support connectivity and accessibility for pedestrians and cyclists</i>		Separated cycle ways in metro areas across Greater Hobart Pedestrian and cycling bridges (Lower Collins Street to Macquarie Point and Cleary's Gates)
		Total Estimated Additional Funding Required \$463.5 million or less