



## Greater Hobart Strategic Partnership - State Budget Submission 2022-23

### Delivering the Greater Hobart Transport Vision

In shaping the Tasmanian State Budget 2022-23, the Clarence, Hobart, Glenorchy and Kingborough councils (the Greater Hobart Strategic Partnership) requests the Tasmanian Government takes action in four key areas to deliver the Hobart City Deal by:

1. Investing in public transport system to achieve modal shift across Greater Hobart
2. Committing to annual funding program to deliver the Greater Hobart Commuter Cycling Network
3. Funding a coordinated network of DSAPT compliant bus shelters in Greater Hobart
4. Build on the successful Derwent Ferry trial and explore the feasibility of expanding the ferry network to other locations on the river across Greater Hobart

#### 1. Investing in public transport system to achieve modal shift across Greater Hobart

The Hobart City Deal Greater Hobart Transport Vision sets a Key Performance Indicator (KPI) to reduce the number of single occupant drivers on the regular commute to work to 50% from the current starting base of 62.6% across the four council areas.

Another KPI is to increase the number of people using public transport on their regular commute to work by 10%, an increase from the current base of 6.4% across the four Hobart metropolitan council areas.

Recent modelling undertaken for the Greater Hobart region indicates that an increase to Hobart's modal share of public transport use from 6.4% to 10% can be achieved by:

- Reducing bus fares to increase patronage
- Increasing frequency of services and reducing waiting times
- Decreasing transit times.

Table 1 below indicates how modal shift can be achieved in Greater Hobart.

**Table 1: Changes in Public transport Service attributes to achieve Modal Share target**

Local Government Area	Reduction in fares	Increases in peak service frequency	Assumed transit time improvement	Modal share	Approx. additional operating cost - Bus services- \$ Million pa
City of Hobart	30%#	85%##	15%*	10.4%	2.3
Glenorchy	30%	59%##	5%	12.0%	2.0
Kingborough	30%	68%###	9%	8.5%	0.9**
Clarence	30%	43%	13%	9.2%	2.1
<b>TOTAL</b>	<b>30%</b>	<b>64%</b>	<b>10%</b>	<b>10.0%</b>	<b>7.3m</b>

# Further reduction in fares in Hobart are highly recommended. See discussion below pertaining to the free inner city fare zones etc.

## Some improvements to between peak services (9am to 3pm) in selected areas Inner Hobart and Glenorchy areas where frequencies are low and irregular and need to attract passengers away from peak services.

\* Includes time savings associated with significant route re design

\*\* These costs do not include already funded improvements to services in 2019 and new express services to the Huon and to Kingston park n rides.

The Greater Hobart Strategic Partnership is calling on the Tasmanian Government to consider the following operational changes to public transport in Greater Hobart to increase the demand and modal share for public transport services:

**a) Reduce bus fares to increase patronage**

Reducing current public transport fares by 30% will stimulate demand, especially in areas where fares are not competitive with the running cost of a private motor vehicle. This proposed reduction will be self funding as the increased revenue at the lower discounted fare will be offset by new patronage in response to associated service improvements and reductions in transit times.

Off peak fares need to be further decreased to attract passengers away from peak services. The easiest way to accomplish such shifts is to make seniors travel for free during non-peak periods, as seniors have a great deal of discretion in when they travel. In addition, passengers in the City of Hobart travel short distances, experience particularly high fares per kilometre, up to three times higher than other council areas. As such there is a strong case for a further reduction of fares in the City of Hobart.

The cost of free seniors non peak travel and a fare free zone in Hobart has been estimated at a net cost of approximately \$300k per annum.

**b) Increase the frequency of services to reduce waiting times for bus services especially where there appears to be latent demand.**

An overall increase in peak frequency across all of Hobart of approx. 64% represents the magnitude of service improvements required. The peak frequency is accomplished by improving headways (the gaps between bus services) on existing routes as well as the implementation of further express services to the outer areas of Greater Hobart. To provide the increased services additional buses both standard size and articulated will be required to be purchased as well as recruitment of additional bus drivers.

**c) Decrease in transit times**

Improve transit times and unexpected waiting time for bus services by approx. 10% through the use of bus lanes, intersection bus priorities and modern streamline bus route redesign. Where access to services is poor, implement new bus stops, shelters and extend routes to non-served areas.

***The overall operating cost of implementing the three combined measures to achieve public transport modal shift to 10% is estimated to be approx. \$7 million - \$8 million per annum.***

This estimated operating cost does not include infrastructure improvements such as bus lanes, intersection priorities, new bus stops or any new transit modes such as ferries or high frequency transport on the Northern Suburbs Transit Corridor.

- The Greater Hobart Strategic Partnership calls upon the Tasmanian Government to increase investment in public transport to deliver the Hobart City Deal Greater Hobart Transport Vision modal shift target of 10%. It is estimated this could be achieved with an increased operational investment of \$7 million- \$8 million per annum.

## 2. Committing to annual funding program to deliver the Greater Hobart Commuter Cycling Network

A key focus area of the Greater Hobart Transport Vision includes a focus on active and public transport to reduce traffic congestion by improving cycling connectivity and accessibility which allow people to replace short and medium length car trips with bicycle trips.

The Greater Hobart councils acknowledge the *Hobart City Deal \$2 million Cycling Fund* for Greater Hobart councils, and the commitments to the Tasman Bridge upgrade which will maximise its use as a key commuter cycling route.

To deliver the Hobart City Deal \$2 million Cycling Fund, the Greater Hobart Transport Working Group (Greater Hobart councils and the Department of State Growth) have recently jointly developed the *Greater Hobart Commuter Cycling Network*. This up to date strategic plan prioritises projects, and will guide the allocation of joint funding opportunities to create a coordinated network of commuter cycling infrastructure across Greater Hobart.

To achieve a coordinated and long term switch to active transport, the *Greater Hobart Commuter Cycling Network Plan* creates a network of interconnected routes for safer commuting across the Greater Hobart region. This focus on improving safety also provides the opportunity to leverage Commonwealth Government funding through for example, the Vulnerable Road Users Program.

The *Greater Hobart Commuter Cycling Network* connects activity centres and major destinations, creates active transport corridors, and links to transit nodes (including ferries across the Derwent) and Park and Ride facilities across Greater Hobart. The Plan incorporates contemporary AAA standards; and service levels ensure the network is suitable for e-bikes, e-scooters and the future of personal mobility options.

The *Greater Hobart Commuter Cycling Network* will enable councils and the state government to prioritise the design and construction of projects to utilise the Hobart \$2m Cycling Fund in an ongoing coordinated and strategic way.

However the Tasmanian Government one off \$2m Cycling Fund falls short of jointly delivering the *Greater Hobart Commuter Cycling Network*. While many projects are not yet scoped or designed, the Greater Hobart councils estimate the capital cost to construct the commuter network on council roads across Greater Hobart to be at least \$40 million.

**Over the life of the Hobart City Deal, the Greater Hobart councils seek a State funded program of \$2 million capital funding each year over the life of the City Deal to deliver the *Greater Hobart Commuter Cycling Network*.**

Greater Hobart Councils will also co-invest capital funds on an annual basis over the life of the Hobart City Deal to implement the *Greater Hobart Commuter Cycling Network*. The Greater Hobart councils have already committed \$18.75 million in improvements to, and the extension of cycle ways; and in linkages and access for cyclists over the life of the Hobart City Deal. The Greater Hobart councils will target these funds to jointly implement the *Greater Hobart Commuter Cycling Network*.

By jointly investing in the *Greater Hobart Commuter Cycling Network*, we can establish cycling as a broadly accepted, integrated active transport option across the Greater Hobart region.

- **To encourage a long term switch to active transport, the Greater Hobart Strategic Partnership calls upon the Tasmanian Government to invest in a \$2 million annual funding program to deliver the *Greater Hobart Commuter Cycling Network Plan*.**

### 3. Committing to funding a coordinated network of DDA compliant bus shelters

Public transport in Tasmania is approaching the December 2022 deadline for Disability Standards for Accessible Public Transport 2002 (DSAPT) compliance for 100% accessibility for public transport and infrastructure.

This deadline is not expected to be met amid some uncertainty of responsibility for ownership, definitions and standards, and funding for the required capital and ongoing works to bring the bus stop infrastructure network up to compliance.

The Greater Hobart Partnership is proactively seeking to clarify some of these uncertainties and to work across stakeholders to establish a path toward for a coordinated network of high quality upgraded and accessible bus stops and shelters across Greater Hobart which are compliant to DSAPT standards.

The current status quo of roles and responsibilities are not meeting the requirements to provide equitable and accessible public transport for all members of the community.

With over 1700 bus stops across the network in Greater Hobart that operate both public and private transport services, improving infrastructure at bus stops and shelters will also support the delivery of the Greater Hobart Transport Vision Public Transport commitment to reduce traffic congestion and encourage more people onto public bus transport.

Tasmania has the highest populations of people with disability and most aging population, yet the public transport infrastructure is the most undeveloped of any capital city in Australia. In most Australian cities, DSAPT compliance has been achieved through annual funding programs funded by the State Government.

Greater Hobart councils seek to ensure that the Tasmanian government provides adequate and ongoing funding to meet the legal and social requirements for public transport infrastructure in Greater Hobart, including a budget for ongoing management, maintenance and upgrade of a network of bus stops and shelters.

We aim for this network to be future proofed for digital transformation, with the potential to commercialise the digital infrastructure, which already exists in other capital cities. As a core high frequency network is identified and established through DSAPT compliance priority planning, there is also scope for Councils to be involved in expanding the function of key stops as integrated multimodal hubs. This could include secure bike cages, micro mobility interchanges, taxi and rideshare ranks and ferry terminals. Expanding access to the next leg or last mile services increases the amenity and attraction to a trunk public transport network.

We propose that the State Government commit resources to commence a collaborative project to fund a network of DSAPT compliant bus stops and shelters across Greater Hobart. This would include an audit of all bus stops and shelters across Greater Hobart.

The Greater Hobart Strategic Partnership proposes that a Project Working Group be initiated and auspiced under the Greater Hobart Committee to plan for an upgraded network of DSAPT compliant bus infrastructure across Greater Hobart.

- **The Greater Hobart Strategic Partnership calls upon the Tasmanian Government to fund a network of DSAPT compliant bus stops and shelters across Greater Hobart.**

#### 4. Build on the successful Derwent Ferry trial and explore the feasibility of expanding the ferry network to other locations on the river across Greater Hobart

The success of the current Derwent Ferry Trial service has established the demand for ferries as a viable alternative transport mode to commute to work in Greater Hobart.

While ferry patronage data is not currently publicly available, anecdotally the service is well utilised by commuters from Clarence and Hobart, with many of the daily services already near capacity. We acknowledge the responsiveness of the Tasmanian Government in extending the trial and adding extra twice daily services in December catering for an additional 400 passengers.

Hobart City Council has recently funded free Saturday sailings for the summer at a cost of approximately \$30k, as part of the City of Hobart's support package for local businesses impacted by COVID-19.

To leverage off the ferry trial success, the Greater Hobart councils call on the Tasmanian Government to make the Derwent ferry service a permanent alternative transport solution and to investigate how the ferry service may be expanded to other river locations across Greater Hobart.

With impending upgrades to the Tasman Bridge, we see this as a unique time to achieve sustained modal shift to ferries, with a higher frequency "Brisbane style" ferry service between the eastern and western shores of Hobart.

We also request that the Tasmanian Government explore the feasibility of ferry services across other locations on the river envisaging a future network of jetties and ferry terminals at locations in Clarence, Glenorchy (for example supporting events at the My State Bank Arena) and Kingborough to fully maximise the Derwent River as a commuter transport waterway.

With integrated bus services and active transport routes linked to a network of ferry terminals along the river, we see the potential for ferries to be an important solution to tackling traffic congestion as part of the Greater Hobart Transport Vision.

- **The Greater Hobart Strategic Partnership calls on the Tasmanian Government to take action in the four key areas proposed in this submission to deliver the transport objectives of the Hobart City Deal.**

We welcome the opportunity to discuss these budget submission proposals at the next Greater Hobart Committee meeting in March 2022. At that time, we would also like to share a presentation on the modelling undertaken to demonstrate how we can increase Hobart's modal share of public transport.

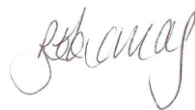
Yours sincerely



**Lord Mayor of Hobart**  
Cr Anna Reynolds



**Mayor of Clarence**  
Ald Doug Chipman



**Mayor of Glenorchy**  
Ald Bec Thomas



**Mayor of Kingborough**  
Cr Paula Wriedt