

CITY OF HOBART TRANSPORT STRATEGY 2018–30

CONSULTATION PAPER 1: FREIGHT, PORT AND AIR



City of **HOBART**

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CONSULTATION PAPER 1: FREIGHT, PORT AND AIR



City of **HOBART**

HOW TO MAKE A SUBMISSION

Your submission can be as long or short as you want. You do not have to answer all or any questions in the paper, they are there as a guide.

Online

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Email

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Transport Strategy in the Subject Line.

Post

Transport Strategy

City of Hobart

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Hobart TAS 7001

Submissions should be lodged by

16 October 2016

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SECTION 1

ABOUT THE CITY OF HOBART'S TRANSPORT STRATEGY

The City of Hobart is planning for the future transport needs of our community. We want to ensure that as we move into the next part of the 21st century, we have strategies in place to support growth in our population and the economy. Transport plays a vital part in delivering the food we eat and the products we export and import. Transport affects so many parts of our lives – how we travel to work, get to school and our sport and leisure activities. It helps us to stay in touch with family and friends. It is time to review our current transport strategies to meet the needs of Hobart into the future. This is why we are developing the Transport Strategy for the City of Hobart 2018–30.

On any given day, the Hobart municipal area may host up to 48,700 residents, 46,000 workers, 33,000 students and a large number of shoppers and tourists. The safety and efficiency of the city's transport and road network is of paramount importance to businesses, residents, road users, transport operators, parents and school children, the government sector, tourists and visitors alike.

Although there is diversity in the transport task in Hobart, most people want the same thing. They want to be able to move about with ease and safety, in a timely manner, whether they are in a bus or a car, on foot or riding a bicycle.

It is essential to involve the community in discussions on how these sometimes conflicting needs can be met into the future. We need to have an understanding of the full breadth of issues, views and ideas, based on different health and education needs, age groups, occupations and day-to-day activities, so that we can develop the best strategies for our transport network.

We also need to make sure that the City of Hobart's transport strategies for the future are effectively integrated with the policies and activities of the Tasmanian Government, the federal government, and other local councils, all of which have responsibilities for land use planning, infrastructure and transport networks and services.

Because Hobart is many things to many different people, it is time to ask some important questions and to discuss the future of transport for the City of Hobart municipal area with as many people as possible. That is why we intend to engage with you over the next 12 to 18 months, to find out what you think should be in the City of Hobart's Transport Strategy. We have ideas and we want to hear yours.

WHAT ARE THE CITY OF HOBART'S GOALS AND OBJECTIVES?

The development of the City of Hobart's Transport Strategy follows the release of our *Capital City Strategic Plan 2015–2025*. This contains the agreed goals and strategic objectives that are relevant to the development of the Transport Strategy:

Vision

In 2025 Hobart will be a city that is highly accessible through efficient transport options.

Goal 2 – Urban management

City planning promotes our city's uniqueness, is people-focussed and provides connectedness and accessibility.

Strategic Objective 2.1

A fully accessible and connected city environment

- 2.1.1 Develop and implement a transport strategy
- 2.1.2 Enhance transport connections within Hobart
- 2.1.3 Identify and implement infrastructure improvements to enhance road safety
- 2.1.4 Implement the parking strategy *Parking – A Plan for the Future 2013*
- 2.1.5 Identify and implement measures to support the use of public transport
- 2.1.6 Implement the Principal Bicycle Network
- 2.1.7 Review network operation of city streets and adopt a network operating plan.

Goal 3 – Environment and natural resources

An ecologically sustainable city maintains its unique character and values our natural resources.

Strategic Objective 3.2

Strong environmental stewardship

3.2.4 Regulate and manage potentially polluting activities and protect and improve the environment.

There are other interrelated goals and strategic objectives in the City of Hobart's *Capital City Strategic Plan 2015–2025* which will have a bearing on the final Transport Strategy, including social inclusion objectives, building community resilience and supporting city growth.

Further information on the *Capital City Strategic Plan 2015–2025* is available at hobartcity.com.au/Publications/Strategies_and_Plans/Capital_City_Strategic_Plan_2015_-_2025



DISCUSSION

The City of Hobart has set the broad objectives within which this Transport Strategy will be developed, but we can also consider more detailed guiding objectives that are not only specific to Hobart but are also relevant to improving regional outcomes. This approach recognises Hobart's role as the capital city of Tasmania and the hub of southern regional Tasmania, which includes Brighton, Central Highlands, Clarence, Derwent Valley, Glamorgan Spring Bay, Glenorchy, Huon Valley, Kingborough, Sorell, Southern Midlands and Tasman council areas.

Through the Southern Tasmanian Councils Authority, these councils have agreed on a vision for a regional transport system that:

- maximises the efficient use of current infrastructure, assets and services
- is well maintained, resilient and managed in a sustainable manner for the long term
- supports seamless intermodal connections for passengers and freight
- is capable of supporting future economic growth and meeting the needs of our communities, while supporting quality of life
- improves accessibility and safety for all users
- provides an integrated and well connected transport system for rural and urban areas
- improves environmental and health outcomes for our community
- responds to climate change and an oil constrained future by lowering greenhouse gas emissions and reducing car dependency
- is integrated with land use planning
- is planned, coordinated and funded through a cooperative partnership approach between different levels of government and the community.¹

More information on the *Southern Integrated Transport Plan* is available at stategrowth.tas.gov.au/freight/planning/regionalplans/southern

QUESTIONS

Have we provided you with enough information to understand the links between the City of Hobart's strategic plan and the development of this Transport Strategy?

Do you think these are suitable guiding objectives for us to plan for the City of Hobart's future transport needs?

¹ Department of Infrastructure, Energy and Resources, *Southern Integrated Transport Plan 2010*, p.3.

HOW WILL WE DEVELOP THE TRANSPORT STRATEGY?

The City of Hobart has a strategic objective to enhance community engagement so it is essential to engage with all sectors of the community to identify issues and discuss the best way forward as early as possible. Developing the Transport Strategy for the City of Hobart 2018–30 is a big and complex task and we do not expect that everyone will want to comment on every aspect. For example, residents and ratepayers may not be interested in ‘last mile’ freight delivery to Salamanca Place and freight operators may have no interest in arrangements for residential parking. Therefore, consultation on the transport task will be broken up into modules for comment and discussion. You can choose to engage with one or as many you feel are important to you or your user group.

Anticipated timeframes for release and engagement of the modules:

Module 1: Freight, Port and Air

September–October 2016

Module 2: Private Transport

November–March 2017

Module 3: Public Transport

April–May 2017

Module 4: Local Area Traffic Management

June–July 2017

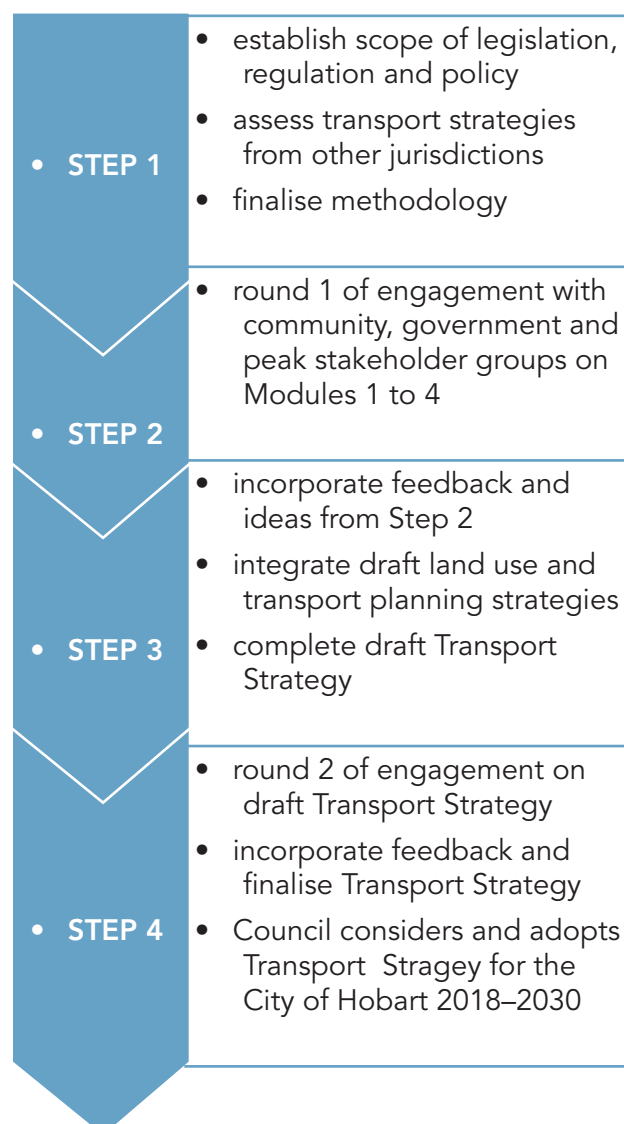
Our role will be to provide you with background information and discussion points and to record your views, issues and ideas. We have also included questions that are designed to generate thinking and ideas around each topic. You do not have to answer each question. You may have other comments, issues or ideas to contribute.

We will connect with you through social media, newspapers, letters, workshops and websites. You will see public notices, information in City of Hobart buildings and facilities, and there will be interviews and discussion in the media with the Lord Mayor and transport experts.

You will have the opportunity to give us your feedback through the City of Hobart’s Your Say website, feedback forms, meetings and public forums.

At the end of the first round of consultation, your feedback and further research on each of the four modules will be brought together to form a draft ‘integrated’ Transport Strategy for the City of Hobart 2018–30.

There will be another opportunity for you to comment on the draft Transport Strategy before it is finalised. The target date for releasing the final Transport Strategy is the beginning of 2018.





QUESTIONS

Are you aware of the City of Hobart's Your Say website, which is used to provide feedback on various projects and programs for Hobart?

To assist in future refining of our engagement processes would you like to see any particular type of consultation method? For example, is it easier for you to access information about the Transport Strategy through a website or by visiting one of the City of Hobart's offices to obtain relevant papers and information?

For future modules would you prefer to attend forums or to provide feedback by written/website submission?

ABOUT THE MODULES

In Australia, local councils, states and territories, and the Commonwealth Government have responsibility for delivering services and the day-to-day function of our transport network. Each module includes information on who is responsible for various aspects of Tasmania's transport network.

More detailed information on relevant legislation, regulation and policy is included in the 'Background papers and further reading', see Attachment 1 at the end of the paper.

Relevant statistics and data are provided when available. More extensive data is available in the references and materials listed under 'Background papers and further reading'. There are also discussion points and questions that may help you to provide us with your feedback and ideas.

Impacts on social, economic and environmental issues are important across the whole of the transport network. All modules contain information and discussion on topics such as road safety, tourism, climate change, health and the environment. Some modules will also cover topics that are specific to that particular module only.

Finally, there is a list of publications in 'Background papers and further reading'.

If you have difficulty accessing any of the referenced websites or any of these documents, please contact the City of Hobart, by email with Transport Strategy in the subject line to coh@hobartcity.com.au or call (03) 6238 2930.



ABOUT THE CITY OF HOBART AND TASMANIA

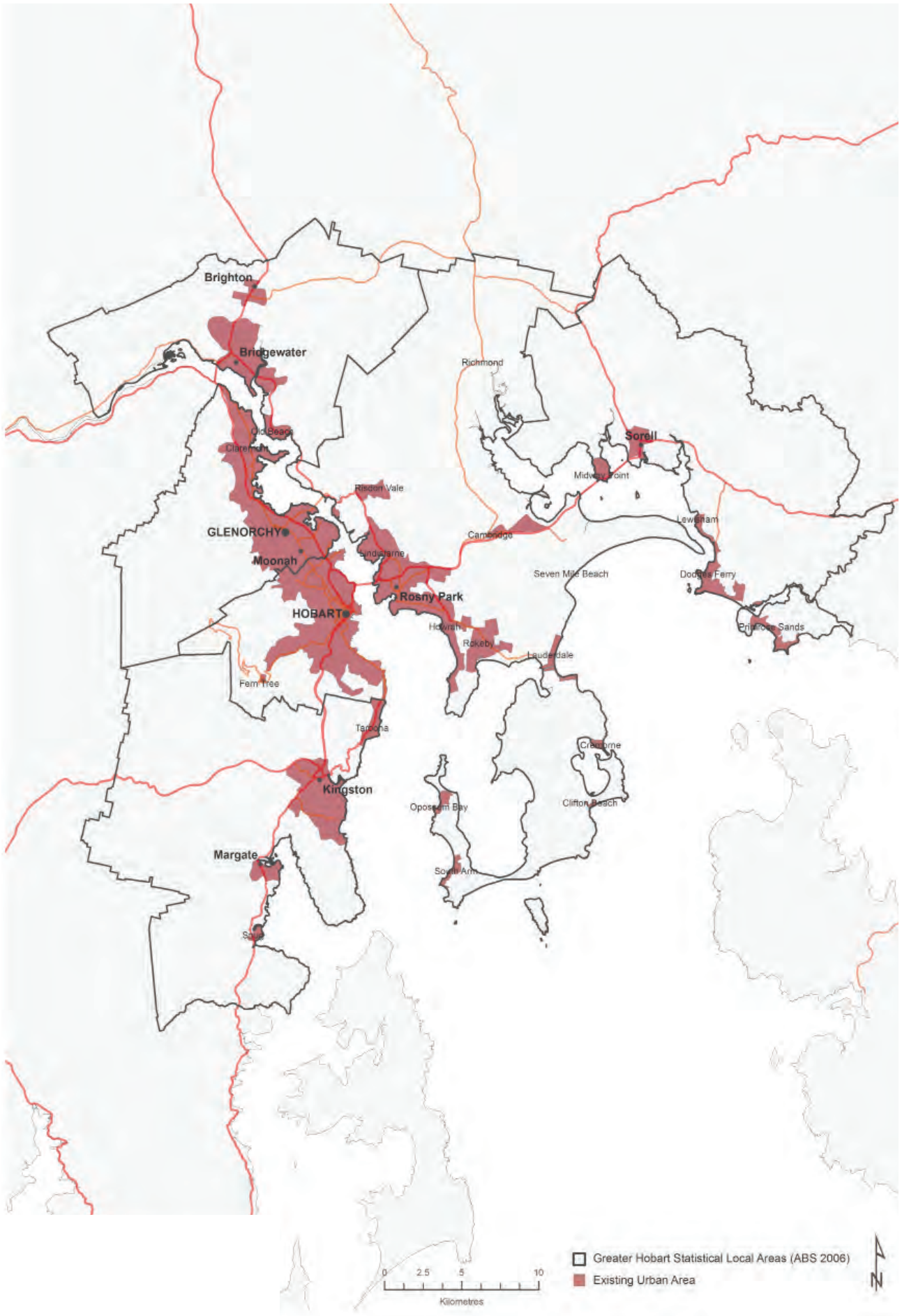
The City of Hobart is a defined Local Government Area (LGA) that has direct boundaries with the City of Glenorchy, the City of Clarence and Kingborough Council.

Southern Tasmania is defined as a regional planning unit for the purposes of the *Land Use Planning and Approvals Act 1993* (LUPAA). The metropolitan centre of the region is Greater Hobart which extends to the LGA of Brighton, Clarence, Glenorchy, Hobart, Kingborough and Sorell (see Map 1).

As well as being Tasmania's capital city and the centre of government, Greater Hobart is the centre of social and economic activities for the region. It is the most populous urban area in Tasmania, and its social and economic activities significantly influence the remainder of the region, its towns and settlements.

Map 1: Southern region

Source: Southern Tasmanian Regional Land Use Strategy 2010–2035



Population

As at 30 June 2015, the Australian Bureau of Statistics (ABS) estimated that Tasmania's total population grew by 1860 people (or 0.4 per cent) compared to the previous year, to 516,586. The ABS estimated that the population of the City of Hobart was 50,668 as at 30 June 2015. However, around half of the total population of Tasmania lives in the Greater Hobart region, comprising the populations of Glenorchy, Clarence and Kingborough in addition to that of Hobart.² Tasmania's population, as a proportion of Australia's population, was 2.2 per cent over this period. Through the year to 30 June 2015 the majority of population growth was in the Hobart and south-east regions. Over the past decade, this region has grown at a faster rate than the north and north west regions, contributing the majority of growth at a state level.

Modelling undertaken by the Tasmanian Department of Treasury and Finance indicates that by June 2062, Tasmania's population is projected to be almost 589 000, with an average growth rate of 0.3 per cent per year.³

The 2011 Census recorded 82,007 people aged 12 to 25 years in Tasmania. This group represented 16.6 per cent of the total population of Tasmania; 49 per cent of the group were female (40,190) and 51 per cent (41,817) were male. At this time, the LGA with the highest proportional population of young people aged 12 to 25 was Hobart (19.8 per cent).

Settlement patterns

Tasmania has the most regional and dispersed population of any state or territory in Australia, with 58 per cent of the population living outside the greater capital city area. Greater Hobart's settlement pattern is strongly influenced by its physical environs, with the River Derwent, kunanyi/Mount Wellington and Meehan Range restricting the location of urban development and transport networks. This has resulted in a highly dispersed settlement pattern. Low-density urban areas often have high levels of car ownership and use, due to the spatial diversity of travel patterns. In comparison, denser urban areas often have high levels of alternative transport use such as public transport, walking and cycling, because origin and destination points are close together.⁴

Greater Hobart has an average population density of approximately 12 people per hectare, which is low for Australian cities. There has also been a trend for housing and population growth in outer urban areas such as Kingston and Blackmans Bay, Margate, outer urban areas of Clarence, Sorell and Brighton, based on choice and housing affordability. Historically, the majority of affordable housing stock has been located on the urban fringe in public housing estates.

The *Southern Tasmania Regional Land Use Strategy 2010–2035* identified a Greater Hobart Residential Strategy to manage residential growth by establishing a 20-year urban growth boundary. It recommended distributing residential infill growth across the existing urban areas for the 25-year planning period as follows:

| | |
|-----------------|-----------------------------|
| Glenorchy LGA | 5300 dwellings |
| Hobart LGA | 3312 dwellings |
| Clarence LGA | 1987 dwellings |
| Brighton LGA | 1987 dwellings |
| Kingborough LGA | 662 dwellings. ⁵ |

Employment and sources of income

The ABS estimated that employment decreased overall in Tasmania in the year to June 2016, compared to the previous year. In this period an increase was recorded in the west and north-west regions (up by 4.0 per cent or 2000 people). However, both the Hobart and south east region (down by 1.8 per cent or 2200 people) and the Launceston and north-east region (down by 0.6 per cent or 400 people) recorded decreases in this period. Table 1 includes further detail on employment and participation rates.⁶

² [www.treasury.tas.gov.au/domino/DTF/DTF.nsf/LookupFiles/Regional-Population-Growth.pdf/\\$file/Regional-Population-Growth.pdf](http://www.treasury.tas.gov.au/domino/DTF/DTF.nsf/LookupFiles/Regional-Population-Growth.pdf/$file/Regional-Population-Growth.pdf)

³ www.treasury.tas.gov.au/domino/DTF/DTF.nsf/v-ecopol/397D0680E5DCC583CA257CEC0005F727

⁴ www.planning.tas.gov.au/_data/assets/pdf_file/0004/332986/STRLUS_-_01Oct2013.pdf

⁵ www.planning.tas.gov.au/_data/assets/pdf_file/0004/332986/STRLUS_-_01Oct2013.pdf p.97

⁶ [www.treasury.tas.gov.au/domino/DTF/DTF.nsf/LookupFiles/Regional-Labour-Markets.pdf/\\$file/Regional-Labour-Markets.pdf](http://www.treasury.tas.gov.au/domino/DTF/DTF.nsf/LookupFiles/Regional-Labour-Markets.pdf/$file/Regional-Labour-Markets.pdf)

Table 1: Tasmanian employment and participation rates

Source: Tasmanian Government: Treasury

| Original data, year-average | Jul 15 | May 16 | Jun 16 | Jul 16 |
|---|--------|--------|--------|--------|
| Employment ('000) | | | | |
| Hobart and south-east | 123.0 | 121.1 | 120.7 | 120.5 |
| Launceston and north-east | 65.8 | 65.5 | 65.5 | 65.5 |
| West and north-west | 51.1 | 52.9 | 52.9 | 52.8 |
| Tasmania | 239.9 | 239.5 | 239.1 | 238.7 |
| Employment, change from prev year average ('000) | | | | |
| Hobart and south-east | 3.6 | -1.6 | -2.2 | -2.5 |
| Launceston and north-east | 1.2 | -0.4 | -0.4 | -0.3 |
| West and north-west | 1.9 | 2.1 | 2.0 | 1.7 |
| Tasmania | 6.7 | 0.1 | -0.6 | -1.2 |
| Employment, change from prev year average (%) | | | | |
| Hobart and south-east | 3.0 | -1.3 | -1.8 | -2.1 |
| Launceston and north-east | 1.8 | -0.6 | -0.6 | -0.5 |
| West and north-west | 4.0 | 4.1 | 4.0 | 3.3 |
| Tasmania | 2.9 | 0.0 | -0.2 | -0.5 |
| Participation rate (%) | | | | |
| Hobart and south-east | 62.6 | 60.9 | 60.7 | 60.5 |
| Launceston and north-east | 59.7 | 59.7 | 59.8 | 59.8 |
| West and north-west | 59.6 | 60.5 | 60.3 | 60.1 |
| Tasmania | 61.1 | 60.5 | 60.4 | 60.2 |
| Participation rate, percentage point change from prev year | | | | |
| Hobart and south-east | 1.1 | -1.7 | -1.9 | -2.1 |
| Launceston and north-east | -0.2 | -0.3 | 0.0 | 0.1 |
| West and north-west | 1.5 | 1.3 | 0.9 | 0.5 |
| Tasmania | 0.8 | -0.6 | -0.7 | -0.9 |
| Unemployment rate (%) | | | | |
| Hobart and south-east | 6.5 | 6.0 | 6.1 | 6.1 |
| Launceston and north-east | 6.5 | 7.4 | 7.5 | 7.6 |
| West and north-west | 7.8 | 6.4 | 6.1 | 6.0 |
| Tasmania | 6.8 | 6.5 | 6.5 | 6.5 |
| Unemployment rate, percentage point change from prev year | | | | |
| Hobart and south-east | -0.5 | -0.7 | -0.5 | -0.4 |
| Launceston and north-east | -1.6 | 0.6 | 0.9 | 1.1 |
| West and north-west | -0.7 | -1.3 | -1.7 | -1.8 |
| Tasmania | -0.9 | -0.4 | -0.4 | -0.3 |

In 2009, the ABS reported that Tasmania had the lowest average total annual per capita income (or wage-derived income) in Australia. More than one-third of Tasmanian households were reliant on government benefits and allowances, with 31.5 per cent of Tasmanians receiving Commonwealth income support payments or on low incomes.

In 2009, the Tasmanian Department of Premier and Cabinet reported that approximately 13 per cent of the total Tasmanian population were living below the poverty line, with approximately 69,000 households dependent on government pensions and allowances. The report included data on locational disadvantage, and service and transport exclusion.⁷

The ABS reports statistics on estimates of personal income, including regional data on the number of income earners and amounts they received in the 2012–13 financial year for the following categories: employee income; own unincorporated business income; investment income; superannuation and annuities; other income; and total income. This enables comparisons between regions and sources of income and median incomes (see Table 2). However, when considering the statistics for those regions with higher levels of low-income earners, superannuated retirees or people living on pension benefits. It should be noted that these people may not be required to report part of their income or lodge tax returns at all.

Table 2: Median income by source (a) - Greater Capital City Statistical Areas and Rest of State/Territory, 2012-13

Source: Australian Bureau of Statistics

| Region | Employee | Own unincorporated business | Investment | Superannuation & annuities | Other Income (excl. Govt pensions & allowances) | Total income from all sources (excl. Govt pensions & allowances) |
|---|---------------|-----------------------------|------------|----------------------------|---|--|
| New South Wales | 48,322 | 10,981 | 413 | 16,456 | 113 | 44,780 |
| Greater Sydney | 50,422 | 13,475 | 433 | 14,885 | 125 | 47,281 |
| Rest of NSW | 44,560 | 7,473 | 370 | 18,318 | 93 | 40,702 |
| Victoria | 46,644 | 9,778 | 437 | 13,789 | 105 | 43,867 |
| Greater Melbourne | 48,053 | 11,141 | 429 | 14,261 | 115 | 45,533 |
| Rest of Victoria | 42,417 | 6,775 | 455 | 12,610 | 80 | 39,172 |
| Queensland | 47,567 | 8,792 | 255 | 16,800 | 110 | 44,574 |
| Greater Brisbane | 49,578 | 10,008 | 243 | 17,470 | 114 | 46,790 |
| Rest of Queensland | 45,600 | 7,991 | 263 | 16,108 | 105 | 42,568 |
| South Australia | 46,050 | 10,267 | 348 | 22,656 | 123 | 43,472 |
| Greater Adelaide | 47,196 | 11,063 | 340 | 23,476 | 134 | 44,672 |
| Rest of South Australia | 41,726 | 8,788 | 357 | 19,371 | 94 | 39,317 |
| Western Australia | 53,446 | 13,625 | 309 | 18,686 | 130 | 51,465 |
| Greater Perth | 54,216 | 14,344 | 309 | 19,318 | 141 | 52,225 |
| Rest of WA | 50,155 | 11,498 | 295 | 15,098 | 97 | 48,318 |
| Tasmania | 43,524 | 7,781 | 308 | 18,422 | 109 | 40,749 |
| Greater Hobart | 45,766 | 9,944 | 308 | 20,520 | 116 | 42,992 |
| Rest of Tasmania | 41,820 | 6,448 | 305 | 15,803 | 103 | 39,040 |
| Northern Territory | 54,445 | 11,283 | 103 | 23,939 | 83 | 53,707 |
| Greater Darwin | 57,617 | 12,476 | 102 | 24,964 | 83 | 56,621 |
| Rest of NT | 50,292 | 7,852 | 100 | 21,123 | 88 | 49,782 |
| Australian Capital Territory (b) | 61,846 | 8,677 | 298 | 32,319 | 117 | 58,613 |
| Australia (c) | 48,030 | 10,268 | 364 | 18,079 | 112 | 44,940 |

(a) Medians are calculated using non-zero income earners for each source of income. See Explanatory Notes paragraphs 20 and 31 for more information.

(b) The whole of the Australian Capital Territory is one GCCSA.

(c) Australia totals include data for the Other Territories and regions unknown or not stated.

⁷ www.dpac.tas.gov.au/_data/assets/pdf_file/0005/109616/Social_Inclusion_Strategy_Report.pdf

Key industry sectors

Public administration and safety

As Hobart is a capital city and the seat of the Tasmanian Government, it is not unexpected that public administration and safety is the largest industry sector in terms of employment, comprising around 20 per cent of the workforce. Parliament, ministry offices and head offices of most state government agencies are located in Hobart, mostly in the city centre. In addition, the Commonwealth Government has a number of administrative roles based in Hobart. Local government employment is also included in this sector.

Health care and social assistance

The health sector is clearly important in meeting the needs of the local community, but it also plays a broader role. As the second largest employment sector, it brings a large part of the workforce to the city. The many thousands of patients and visitors and medical specialists that the Royal Hobart Hospital (RHH), Calvary, St Johns and Hobart Private attracts also add to the economic activity of the city. Employment in the health care and social assistance sector accounts for around 16 per cent of Hobart's workforce.

Education and training

Hobart hosts much of the state's tertiary education sector and is the main destination for international students in Tasmania. There are 30 education providers in the City of Hobart municipal area, including primary, secondary and senior secondary schools, TAFE and the University of Tasmania. Education and training is Hobart's third largest employment sector.

Retail and trade

The City of Hobart municipality has about 25 per cent of the Greater Hobart population, but over 40 per cent of the total retail employment. This shows the extent to which residents of Greater Hobart shop in the city. The city provides 52 per cent of Greater Hobart's total employment, bringing over half of the working population to the city most days and making it easy for these people to do their shopping in Hobart. Retail is Hobart's fourth largest employment sector.

Professional, scientific and technical services

This sector is the fifth largest in Hobart, accounting for around 8 per cent of employment. There are several large employers, such as the Institute for Marine and Antarctic Studies (IMAS), the Commonwealth Scientific and Industrial Research Organisation (CSIRO) and the Menzies Institute.

Tourism

Although tourism is not a recognised stand-alone sector within standard industry classifications, it clearly generates significant employment. Visitor numbers to Tasmania have been growing steadily. Just over 1 million people visited Tasmania on scheduled air and sea services during the year ending March 2014 (not including cruise-ship visitors). Numbers of interstate visitors rose from 2010–11 to 2013–14 (by 14.2 per cent, to 903,148). Within the tourism industry in Hobart, accommodation accounts for over 42 per cent of all employment. This is closely followed by the retail trade (18 per cent) and cafes and restaurants (15 per cent).

Further statistical information on the tourism sector can be found at www.tourismtasmania.com.au/_data/assets/pdf_file/0003/43662/TVS-Snapshot-March-2016.pdf

DISCUSSION

As the population of Tasmania (and Australia) has aged over recent decades, the proportional population of children has decreased. At the 2011 Census, children (aged from 0 to 14 years) accounted for approximately 19 per cent of the Tasmanian population (compared to 19.3 per cent nationally), down from 22.5 per cent in the 1996 Census (21.6 per cent nationally). In 2011 the fertility rate among Tasmanian women was 2.17. It is projected that over the next ten years the proportional population of children aged from zero to 14 years will decline to about 17.6 per cent, and that over the next 20 years the proportional population of this age group will decline by around 8.7 per cent. It is projected that the proportional population of the 15- to 39-year-old age group will also decrease over this period.⁸

Tasmania has the oldest and slowest-growing population in Australia. It is projected that 25 per cent of the state's population will be 65 years or older in 2030, an increase of nearly 60,000 Tasmanians in that age group in 2030 compared to 2011. According to the 2011 Census, one in six Tasmanians were aged 65 or older and it is projected that one in five will be in that age group in 2020, and one in four by 2030.⁹

The City of Hobart municipal area has a younger population profile than those of the surrounding LGAs and is forecast to age less rapidly than, for example, the population of the City of Glenorchy. In 2007, 12.3 per cent of Hobart's population was aged between 18 and 25 compared with the state average of 7.7 per cent. Hobart's lower median age can be attributed to the local university student population.¹⁰

The Tasmanian Government has committed to growing Tasmania's population to 650,000 by 2050 to offset the impacts of a declining population, which include for example, a slowing economy, fewer people in the workforce to support those who are unable to work, and a reduced ability to fund essential services, such as health and education and the transport network.

Further information on the implications of an ageing Tasmanian population can be found at www.stategrowth.tas.gov.au/_data/assets/pdf_file/0017/100376/Background_issues_paper.pdf

Further information on the Tasmanian Government population growth strategy can be found at www.stategrowth.tas.gov.au/_data/assets/pdf_file/0014/124304/Population_Growth_Strategy_Growing_Tas_Population_for_web.pdf

A key role of national, state and local government is the provision of transport networks that are affordable and facilitate access and mobility for all members of the community. At a national and state level, transport costs represent a major expense for many households, whether using public transport or a private vehicle. This is especially true in Tasmania, where median incomes are lower than the national average, a high proportion of the population relies on government income, the population is relatively dispersed and there is limited public transport infrastructure. This means that many low-income Tasmanians have to use private transport to access employment and essential services.¹¹



QUESTIONS

If the Tasmanian Government reaches its population targets – to increase the population of Tasmania to 650,000 by 2050 – what challenges will this pose for Hobart’s transport network?

How can the Transport Strategy contribute to achieving targets for population growth in Hobart, the southern region and the rest of Tasmania over the next 12 years?

Will the current arrangements for transport in and out of Hobart be able to cope with growth in population in ‘infill’ areas within the municipal area?

How can the City of Hobart plan for and manage an increasingly ageing population moving around on our transport networks?

How can the City of Hobart plan for and manage increases in the resident (post-secondary) student population on our transport networks?

What are the challenges facing those who travel in and out of the city who are on low incomes?



⁸ Data – Tasmania’s Population – Demographic Analytical Services Unit, School of Sociology and Social Work, University of Tasmania
Data – Australian Bureau of Statistics (ABS)– 2011 Census Community Profiles- Tasmania
Data – ABS – 3101.0 Estimated Resident Population By Single Year Of Age, Tasmania, 2012 Statistics – ABS – Tasmania – 2011 Census QuickStats
Summary – ABS – 3101.0 – Australian Demographic Statistics, Population of States and Territories 2012 Statistics – ABS – Population projections, Australia, 2006-2101, 2008
Summary – ABS – 4102.0 – Australian Social Trends, Young adults: Then and now, 2013
Summary – ABS – 1307.6 – Tasmanian State and Regional Indicators 2010, 2011
Report – ABS – Yearbook Australia, 2012.

⁹ www.dpac.tas.gov.au/divisions/csr/information_and_resources/children_and_young_people_in_tasmania_snapshot/demographics#footnote5

¹⁰ Department of Infrastructure, Energy and Resources, Demographic Influences and Travel Patterns, Glenorchy to Hobart CBD Transit Corridor Stage 1 Assessment Report, 2012.

¹¹ www.utas.edu.au/_data/assets/pdf_file/0006/467898/UTAS-Cost-of-Living_final_28_2_14.pdf



SECTION 2

MODULE 1: FREIGHT, PORT AND AIR

This is the first of four modules for the Transport Strategy for the City of Hobart 2018–30.

Module 1: Freight, Port and Air

Module 2: Private Transport

Module 3: Public Transport

Module 4: Local Area Traffic Management



SUMMARY – MODULE 1: FREIGHT, PORT AND AIR

Hobart is Tasmania’s capital city and southern Tasmania’s regional centre. It is the home of the Tasmanian Government and a vibrant hub of tourism, finance and the retail sector. Half of Tasmania’s population lives in the Greater Hobart area.

The contribution of the freight industry to the national, state and local economy should not be underestimated. The freight industry is a significant driver of productivity. The development of the Transport Strategy for the City of Hobart is an opportunity to consider issues and plan for the future, in collaboration with the freight industry, peak stakeholder groups, other local councils, the Tasmanian Government, and the broader community.

The freight task in Tasmania

In Tasmania, freight goods and commodities are moved around on the transport network to buy and sell. Freight can be moved by hand trolley, bicycle, car, light truck, heavy vehicle, train, ship or plane. Most freight is moved around Tasmania on our roads by heavy and light commercial vehicles.

The key road freight corridors in southern Tasmania are the Midland Highway–Brooker Highway, the Tasman Highway, the Southern Outlet and the Huon Highway. In Hobart, the Davey Street–Macquarie Street ‘couplet’ connects the Southern Outlet, which provides access to and from the southern suburbs of Greater Hobart; the Brooker Highway, which serves the northern suburbs; and the Tasman Highway, which serves the eastern suburbs and Hobart International Airport.

The southern Tasmanian region uses ports in the north and north-west of the state for import of all goods, some manufacturing inputs and for shipment of manufactured goods out of Tasmania. The opening of the Brighton Transport Hub in 2014 saw the closure of the freight hub at the Hobart Railyards and the Hobart–Brighton freight rail line. Bulk and containerised goods travel by rail from the Brighton Transport Hub to the northern ports.

The heavy vehicle freight task in Tasmania decreased in the past five years largely due to the reduction in forestry products travelling on the network to ports on the East Coast and northern Tasmania, including through the Macquarie and Davey Streets couplet in Hobart. However, there is still significant heavy vehicle transport of consumer goods, construction and aqua/agricultural products moving through Hobart. The southern Tasmanian region also has several production facilities for beer, chocolate and dairy products which generate economic activity. The major farm outputs are live animals and fresh or processed fish. And the Tasmanian Government has recently announced the reopening of Macquarie Wharf in Hobart for shipping of forest residues.

The past 30 years have seen dramatic changes in the day-to-day operations of the Port of Hobart. Today, its major role is in servicing tourist cruise ships, Antarctic and research vessels, and supporting the fishing fleet and recreational vessels. Bulk fuel and product continues to be supported at Selfs Point and Nyrstar at Lutana.

Time-sensitive aquacultural and agricultural freight also leaves Tasmania from Hobart International Airport at Cambridge, east of Hobart, for direct access to national and Asian markets.

Who manages Tasmania's transport network?

Our transport network operates in a complex legislative, regulatory and policy environment across local, state and federal governments. In some parts of the transport network, the role of the City of Hobart can only be lobbying or advocacy. For example, the Tasmanian Government is responsible for the delivery of public transport through Metro Tasmania.

The Australian Government funds the National Highway, major infrastructure and programs such as Roads to Recovery and Black Spot road-safety funding. Heavy vehicles operate in Tasmania under national regulations.

The Tasmanian Government is responsible for statewide and regional land use planning and major state road, rail and port projects. It provides funding for public transport through Metro Tasmania and also regulates vehicle licensing and registration, enforces road rules and controls traffic signals.

Local government is responsible for parts of the road network and the 'last mile' connections to businesses and associated access arrangements: for example, loading zones and access for public vehicles, including buses and taxis.

Challenges in the future

The Tasmanian Government has announced targets for increasing Tasmania's population by the year 2050, to offset predictions of a population decline due to an ageing population and to improve Tasmania's long-term economic, social and environmental future. The City of Hobart has goals and objectives which include delivering improved social, economic and environmental outcomes – for example, through better integration of land use and transport planning. The City of Hobart can play a role by collaborating with other tiers of government and local councils to manage congestion and travel demand arising from any increase in population. An efficient freight transport sector travelling in and out of Hobart can also make a significant contribution to achieving these goals.

In Hobart over the next five to ten years, there will be increased demand for last mile access for light commercial vehicles, resulting from the reopening of stages 1 and 2 of Myer in the city centre, the redevelopment of Tasmania's largest public hospital at the RHH, significant private sector investment in new hotels, and the establishment of new campuses and student accommodation in the city centre by the University of Tasmania. Not all businesses can rely on out-of-hours freight delivery and must meet demand during the business day through other means, for example, express freight delivery. Most will require loading zone access and parking. The timely provision of goods delivered by last mile light commercial vehicles relies on access to kerbside loading zones provided by the City of Hobart.



With the City of Hobart as a natural focus for activities and arrivals, providing for the 'visitor economy' is front and centre of strategies and plans for our future. The Tasmanian Government has set a target of 1.5 million visitors to Tasmania by 2020, an increase of 500,000 from 2014 when Tasmania reached the milestone of 1 million visitors. Potentially, this means more cruise-ship arrivals, more mobile homes, pedestrians and tourist buses mixed with heavy and light commercial freight vehicles in the Hobart waterfront precinct and the city centre. As visitor numbers increase, so will the demand for consumables, goods and services which are needed in the city and beyond.

The Australian Government announced funding of \$38 million over the next three years for an additional 500 metres of runway at Hobart International Airport. In December 2015, Hobart International Airport released its master plan, which includes plans for future direct international flights and an increased Antarctic capacity. This could mean increased tourism, resulting from direct access to Tasmania from China and other parts of Asia, and increased capacity to export time-sensitive freight direct to markets in China, Hong Kong and Japan.

Adjacent to the Port of Hobart, Sullivans Cove and the Cenotaph, the old Hobart Railway site at Macquarie Point provides a unique opportunity for a waterfront redevelopment. While the timeframe for this development is subject to market demand, the Macquarie Point Development Corporation has released a master plan for the area. Concepts and ideas are under discussion with the private sector, the City of Hobart and the Tasmanian Government. The vision includes developing an integrated waterfront space in which people can live, work and play.

The challenge in the future is to deliver improved road safety and efficiency in the network where there is mixed land use and transport access at the same time as there are increases in freight, private and public traffic. This applies particularly to vulnerable road users, such as pedestrians including those using wheelchairs and other mobility devices, commuters on motorcycles and bicycles as well as tourists who are unfamiliar with their surroundings.

The City of Hobart recognises the importance of strong environmental stewardship and resilience to climate change. Recent studies have identified the economic cost of public health impacts from ambient and household air pollution, including transport pollution. Although the City of Hobart is limited in its ability to manage these issues, it can be a strong advocate for state and federal policy settings that encourage improved fuel efficiency and switching to low emission fuels such as biofuels or those that comply with Euro 6 standards. We can also be responsible in our own day-to-day business practices and long-term strategic transport planning.

The City of Hobart, other local and regional councils and the Tasmanian Government all rely on data and statistics to make informed decisions about the operation of the transport network. Intelligent transport systems, which generate road-use data, have proved to be a valuable tool to assist long-term strategic asset management, both interstate and overseas. The role they can play over the next 20 years in managing transport demand and congestion for the City of Hobart will be considered in the development of this Transport Strategy.

HOW DO WE DEFINE 'FREIGHT'?

For the purposes of the development of the Transport Strategy, freight consists of goods that are moved around on the transport network to buy and sell. Freight is used in our building and industrial processes. It can be moved by hand trolley, bicycle, car, light truck, heavy vehicle, train, ship or plane.

Freight transport vehicles are licensed and registered to carry freight on our road network.

- All vehicles over 4.5 tonnes gross vehicle mass operate under the Heavy Vehicle National Law and regulations.¹² There are three classes of heavy vehicles that can access the road network in Australia:
 - Class 1 vehicles include special-purpose vehicles which transport, for example, cranes, and vehicles that exceed standard mass (weight) and dimension criteria.
 - Class 2 vehicles carry freight, for example, B-doubles, livestock and vehicle carriers.
 - Class 3 vehicles are heavy vehicles which, together with their load, do not comply with prescribed mass or dimension requirements and are not class 1 heavy vehicles (HVNL s116 (3)). Local councils have responsibility for assessing access applications for these vehicles under the Heavy Vehicle National Law and regulations.

Further information on heavy vehicles can be found at www.nhvr.gov.au/files/201409-0155-classes-of-heavy-vehicles.pdf

Further information on heavy vehicle network access can be found at www.transport.tas.gov.au/vehicles/heavy_vehicles/access

- Light freight vehicles are principally for the carriage of goods, and with a gross vehicle mass not exceeding 4.5 tonnes. The operation of these vehicles on Tasmania's road network is managed by the Tasmanian Department of State Growth.

Further information on these vehicles is available from www.transport.tas.gov.au/fees_forms/registration_licensing/breakdown_of_registration_fees_for_light_vehicles

Freight is transported by air from Hobart International Airport. Air freight includes aquaculture and agricultural products destined for national and overseas markets.

Further information about the Hobart International Airport can be found at hobartairport.com.au/corporate/

- Freight is transported by sea from the port of Hobart and includes the transportation of freight by Antarctic research and supply vessels, providores servicing visiting cruise ships, and petroleum products to Self's Point.

Further information about TasPorts can be found at www.tasports.com.au/

- Rail freight is carried on the rail network which is owned and operated by TasRail.

Further information about TasRail can be found at www.tasrail.com.au/

¹² All states and territories have implemented the Heavy Vehicle National Law and regulations except the Northern Territory and Western Australia.

CONTEXT: ROLES AND RESPONSIBILITIES

Our transport network operates in a complex legislative, regulatory and policy environment across local, state and federal governments.

Australian Government

- The Australian Government funds the National Highway, major infrastructure, and programs such as Roads to Recovery and Black Spot road safety funding. The *National Land Transport Act 2014* provides funding for such programs and initiatives. The Australian Government also has responsibility for the nation's principal environmental legislation – the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act). Infrastructure Australia is an independent statutory body which provides advice to all jurisdictions and prioritises major infrastructure developments.
The National Land Freight Strategy: A place for freight can be found at transportinfrastructurecouncil.gov.au/publications/files/National_Land_Freight_Strategy_Compressed.pdf
Further information on national heavy vehicle road reform can be found at transportinfrastructurecouncil.gov.au/publications/heavy_vehicle_road_reform.aspx
- The CSIRO and the University of Tasmania, through the Institute for Marine and Antarctic Studies (IMAS) which was established in 2010, have a significant presence in the Port of Hobart, as centres of research and as the home port for Antarctic vessels.

Tasmanian Government

- The Tasmanian Government is responsible for statewide and regional land use planning, which is given effect through the Tasmanian Resource Management and Planning System (RMPS). The *Land Use Planning and Approvals Act 1993* (LUPAA) is an integral part of the land use management system. The *Environmental Management and Pollution Control Act 1994* (EMPCA) is the primary environmental protection and pollution control legislation in Tasmania. Regulations made under EMPCA contain provisions on air quality and noise. Under various other pieces of legislation, the Tasmanian Government plans and funds major state road, rail and port projects and provides funding for public transport through Metro Tasmania. The Tasmanian Government also regulates vehicle licensing and registration and enforces road rules. It controls all traffic signals and maintains road line markings (with the exception of yellow lines, which are the responsibility of local government). Infrastructure Tasmania provides a coordinated, statewide approach to infrastructure in Tasmania, including rail, major roads, energy, ports, water and sewerage.
Information on the Tasmanian RMPS can be found at epa.tas.gov.au/policy/the-rmps
The Tasmanian Government's draft Integrated Freight Strategy can be found at www.stategrowth.tas.gov.au/freight/planning/integrated_freight_strategy
- TasRail, a state-owned company, manages all rail freight operations in Tasmania.
- In Tasmania, TasPorts, a state-owned company, operates all four major ports, including the Port of Hobart. TasPorts is also responsible for some roads and parking in Sullivans Cove on the Hobart waterfront.¹³

¹³ In 2011, the Sullivans Cove Waterfront Authority was wound up, and planning and development responsibilities were returned to the Hobart City Council

- The Macquarie Point Development Corporation was established under the *Macquarie Point Development Corporation Act 2012*. The Australian Government provided funding of \$50 million for the remediation of Macquarie Point and to deliver the objectives under the funding agreement, including oversight of the management and redevelopment of the Macquarie Point site.

Local Government

- In Tasmania, local councils have powers delegated under the *Local Government Act 1993*, including under section 145, to make by-laws for the purpose of regulating and controlling conduct on highways in the municipal area. Local government is responsible for parts of the road network and the 'last mile' connections to businesses and associated access arrangements, such as loading zones and access for public vehicles, including buses and taxis. Powers include control of occupation of roads and footpaths for other development works (for example, construction), as well as outdoor dining, signboards, trading and footpath crossings.
- In February 2014, the *Heavy Vehicle National Law* and regulations took effect in Tasmania and other areas of Australia, apart from Western Australia and the Northern Territory. The new law and regulations provide one set of rules and one contact point for operators of heavy vehicles over 4.5 tonnes gross vehicle mass and oversized vehicles within these jurisdictions. The new arrangements also recognise local councils as being responsible for the assessment of their roads for the suitability for heavy and/or over-sized vehicles. Applications are processed by, and permits issued through, the National Heavy Vehicle Regulator.

Private sector

- Hobart International Airport is owned by the Tasmanian Gateway Consortium, which is a joint venture between two major Australian superannuation investment companies.

DISCUSSION

The complex world of legislation, regulation, policies and funding agreements and programs at the local, state and national levels provides the context within which the City of Hobart is developing this Transport Strategy. It also provides the scope of the objectives and goals that the community may want to see reflected in the Transport Strategy.

There are legislative powers that enable the day-to-day activity of the transport and road network that is operated and managed by the City of Hobart. LUPAA provides powers to support the development and implementation of transport plans and strategies involving the City of Hobart.

Although these arrangements impose constraints, they also enable opportunities for partnerships and agreements. Tasmania's southern regional councils have demonstrated that major transport and infrastructure projects can achieve better economic, social and environmental outcomes through strategic partnerships with the state or federal governments than if one local council acts alone. That is because an improved transport network has positive effects beyond the immediate locality.

The City of Hobart plays a crucial role in delivering these wider benefits because of its role as our capital city, the seat of government and the hub of business and commerce in Tasmania.

The City of Hobart cannot act independently to manage major transport-related issues in the short, medium and long term. For example, while the City of Hobart may have aspirations to increase the number of people using public transport in and out of the city every day to decrease congestion, those services are undertaken by Metro Tasmania, which is a state-owned company under the direction of the Minister for Transport and the Treasurer.¹⁴ Here, our role is one of advocacy and cooperation.

Management of and planning for the Hobart waterfront precinct is a collaboration between the City of Hobart, TasPorts (the Port of Hobart), the Tasmanian Department of State Growth, the Macquarie Point Development Corporation, TasWater, CSIRO, the University of Tasmania and the Australian Antarctic Division.

Collaboration and cooperation are also important when considering ideas that have attracted community interest, such as a River Derwent ferry service or a light rail service from Hobart to Glenorchy. The City of Hobart has to consider the broader community, stakeholder groups, the Tasmanian Government and any other local councils and authorities that may have an interest in or be affected by such proposals.

We recognise that we will experience constraints as well as opportunities over the next 10 to 15 years. Opportunities include further collaboration with other councils and the Tasmanian Government to deliver future economic growth.

Attachment 1 provides a detailed listing of the regulatory and legislative framework within Tasmania.

¹⁴ www.treasury.tas.gov.au/domino/DTF/DTF.nsf/b11a4f8afc8d5755ca256f250010782c/925507b1cafaf5c4ca257967007f0a0d?OpenDocument



QUESTIONS

Have we provided you with enough information to understand the context within which the Transport Strategy is being developed?

What extra information would you like to access during the consultation process and the development of the draft strategy?



FREIGHT TASK

The Tasmanian freight task is undertaken by various transport modes, networks and supply chains, involving ships, trains, heavy vehicles, light vehicles, bicycle couriers and hand trolleys.

The Tasmanian Government collects a range of freight-related information, to better understand the use and operation of Tasmania's freight system (see Table 3). Further information is available at www.stategrowth.tas.gov.au/freight/data

A further overview of Tasmania's freight system is available from the Tasmanian Department of State Growth, at [www.stategrowth.tas.gov.au/_data/assets/pdf_file/0006/127275/Info Paper 1. Tasmania s Freight System.pdf](http://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0006/127275/Info_Paper_1_Tasmania_s_Freight_System.pdf)

Table 3: Freight movements by road owner

Source: Tasmanian Freight Survey – Data Summary 2013, p.3

| Road ownership | Total length (km) | Tonne kilometres travelled | % of total tonne kilometres travelled |
|--|-------------------|----------------------------|---------------------------------------|
| National Land Transport Network – Road # | 404 | 872 million | 47% |
| State roads | 3592 | 512 million | 28% |
| Local government roads † | 16,826 | 105 million | 6% |
| Roads under other ownership § | 28,200 | 39 million | 2% |
| Total Road | 49,021 | 1528 million | 82% |
| National Land Transport Network – Rail # | 432 | 258 million | 14% |
| State Rail | 200 | 71 million | 4% |
| Total Rail | 632 | 329 million | 18% |

Statewide Land Freight Task – Overview

In 2011–12, Tasmania's land freight network (road and rail) carried a total combined mass of nearly 23 million tonnes. The land freight task travelled over 1.85 billion tonne kilometres in 2011–12 and most (82%) of this was carried on Tasmania's road network. Rail is also an important part of the State's freight system and carries 18% of the total task in terms of tonne kilometres travelled*.

* Tonne kilometres are a commonly used measure for freight transport, and one tonne kilometre represents the transport of one tonne of freight over one kilometre.

† Excludes state-owned sections of the National Network.

‡ Excludes local government owned sections of the National Network.

§ Owners include Forestry Tasmania, TasPorts, Hydro Tasmania and private owners.

|| Includes 26,000 km of authorised access or privately owned roads.

The National Land Transport Network is a single integrated network of land transport linkages of strategic national importance, which is funded by the state and federal governments. The National Network in Tasmania comprises road and rail connections between Tasmania's key urban areas, ports and airports.

Tasmania's largest road freight commodities by volume are construction materials, agricultural products, forestry and mining. Recent trends in Tasmania have seen an increase in agricultural freight volumes and a statewide reduction in forestry freight. Forestry-related freight was approximately 3.4 million tonnes in 2011–12, including both harvested logs and processed wood products. This represents 15 per cent of Tasmania's land freight movement, a drop from 9.3 million tonnes in 2008–09 when it was 32 per cent.

In July 2016, the Tasmanian Government announced the reopening of Macquarie Wharf in Hobart for shipping of forest residues from southern Tasmania. There are currently no confirmed details regarding volumes of forest residue or how long this operation may continue. However, Forestry Tasmania recently released a three-year production plan.¹⁵ The forestry products to be shipped from Macquarie Wharf were previously transported to the north of Tasmania under a Tasmanian Government subsidy.¹⁶

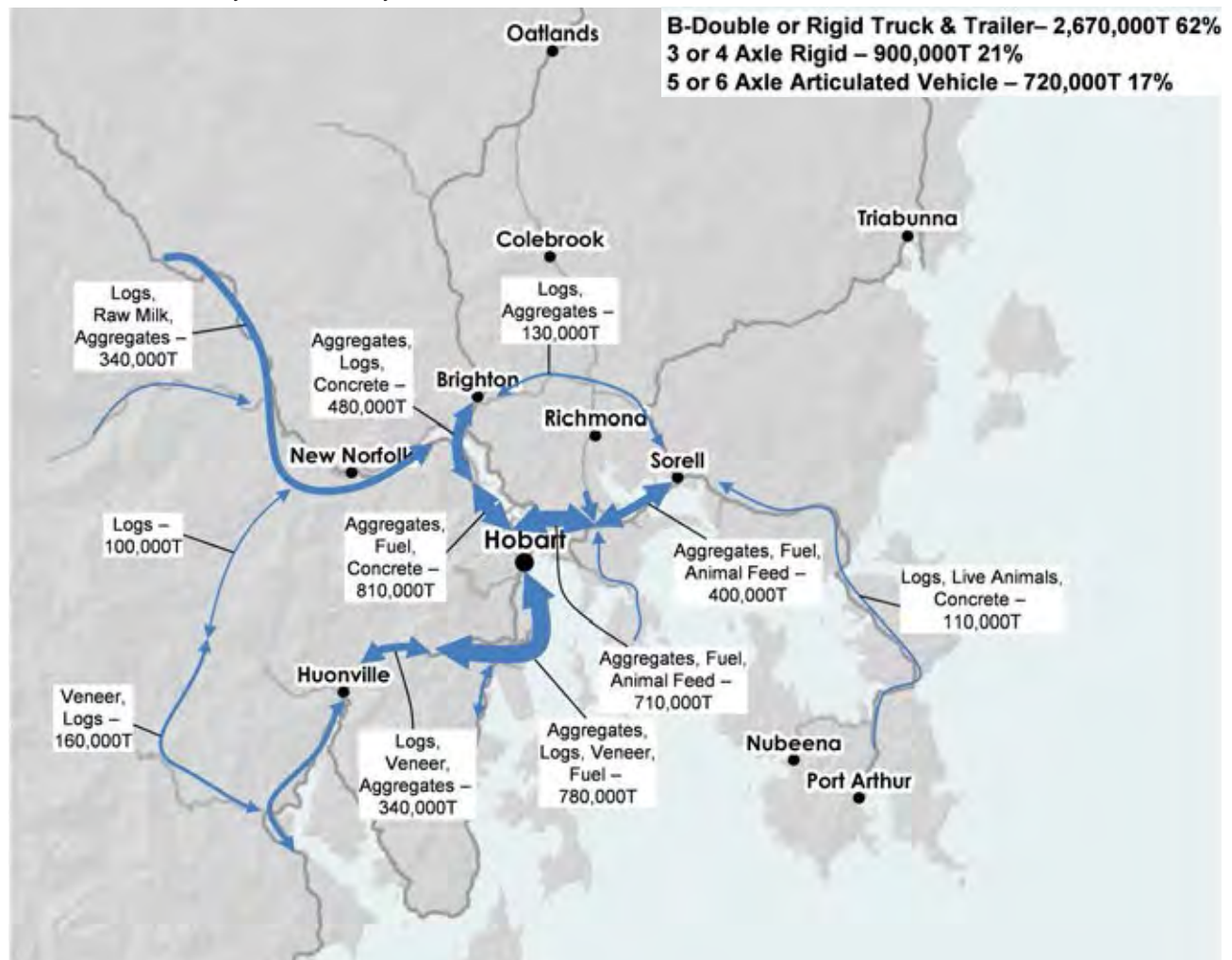
Freight is also moved intra-regionally. It is a key component of Tasmania's overall heavy vehicle freight task. Southern Tasmania has the smallest of the three regional freight tasks, at 4.3 million tonnes. Lower volumes of agricultural freight are moved in the southern region (800,000 tonnes) than in the two other regions of Tasmania (totalling 3.9 million tonnes), but several production facilities for fertiliser, beer, chocolate and dairy products in the south generate freight needs (see Map 2). The major farm outputs are live animals and fresh or processed fish. The southern region uses ports in the north and north-west for importation of all goods and some manufacturing inputs and for shipment of manufactured goods out of Tasmania.

¹⁵ www.forestrytas.com.au/operations/three-year-wood-production-plans/3yp-south-region

¹⁶ www.themercury.com.au/news/tasmania/chips-in-the-mix-for-macquarie-wharf-but-forestry-minister-says-there-will-be-no-pile/news-story/f2e8a6d4956d1312e9ba0532f2fb800f

Map 2: Intra-regional freight task - Southern Region

Source: Tasmanian Survey - Data Summary 2013



Consumer goods, including petrol and diesel, are heavily reliant on the north–south corridor. From major distribution centres, for example at the Brighton Transport Hub, consumer goods move on a variety of regional and urban roads to shopping centres and commercial outlets in heavy and light commercial vehicles.

Other major industries with a freight task relevant to Hobart are the Nyrstar zinc works at Lutana, the Cascade Brewery in South Hobart, and the Tasmaid Pura Milk factory at Lenah Valley.

The Cornwall Coal Company Pty Ltd is the only producer of coal in Tasmania, with operations in the Fingal Valley, where the majority of coal is produced, and near Hamilton. In 2006–07 some 407,000 tonnes of saleable coal was produced from 635,000 tonnes of raw coal. Production levels have remained steady for some years.¹⁷ Other regional mining activity in southern Tasmania includes the extraction of construction materials, with quarries at Kingston, Huonville, Glenorchy, Bridgewater, South Arm, Mount Lloyd, and West Uxbridge in the Derwent Valley. Agricultural dolomite (lime) is extracted in the Weld Valley.¹⁸

Heavy vehicles

Heavy freight vehicles provide the platform for the bulk movement of goods and materials. Generally, these vehicles operate within the key freight corridors (see Map 3).

The key freight corridors in southern Tasmania are the Midland Highway–Brooker Highway, the Tasman Highway, the Southern Outlet and the Huon Highway. In Hobart, the Davey Street–Macquarie Street ‘couplet’ connects the Southern Outlet, which provides access to and from the southern suburbs of Greater Hobart; the Brooker Highway, which serves the northern suburbs; and the Tasman Highway, which serves the eastern suburbs and Hobart International Airport.

Statistics indicate that, in 2011, there were 8597 heavy rigid and 1677 heavy articulated vehicles registered in Tasmania. In 2016, heavy vehicle registrations had increased to 8838 and heavy articulated vehicles had increased to 1721.¹⁹

Heavy freight vehicles also operate in and around Hobart – for example, servicing the Cascade Brewery, the Tasmaid Pura Milk factory, major supermarkets and large retail and commercial consumer outlets (see Map 4). Maps and data on freight goods and commodities including consumer goods, mining, agriculture, forestry and construction materials are available at www.stategrowth.tas.gov.au/data/assets/pdf_file/0004/88564/Tasmanian_Freight_Survey_Data_Summary_Report_2013.pdf

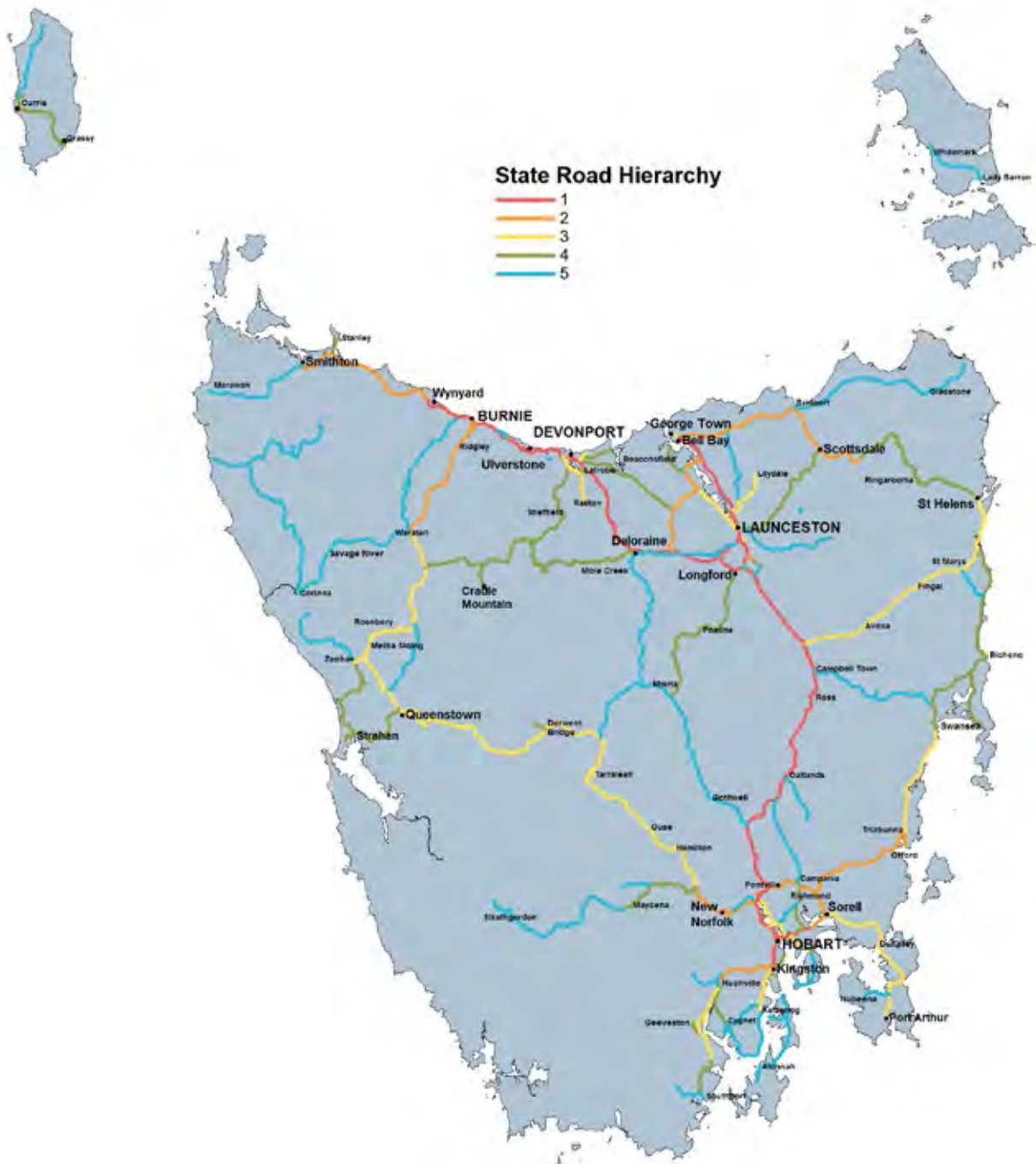
¹⁷ www.mrt.tas.gov.au/mrt/doc/dominfo/download/GSMR13/GSMR13.pdf

¹⁸ www.abs.gov.au/ausstats/abs@.nsf/0/DECE4E2EF4ADF99DCA257264000CAA37?opendocument

¹⁹ ABS 93090DO001_2016 Motor Vehicle Census, Australia, 31 Jan 2016.

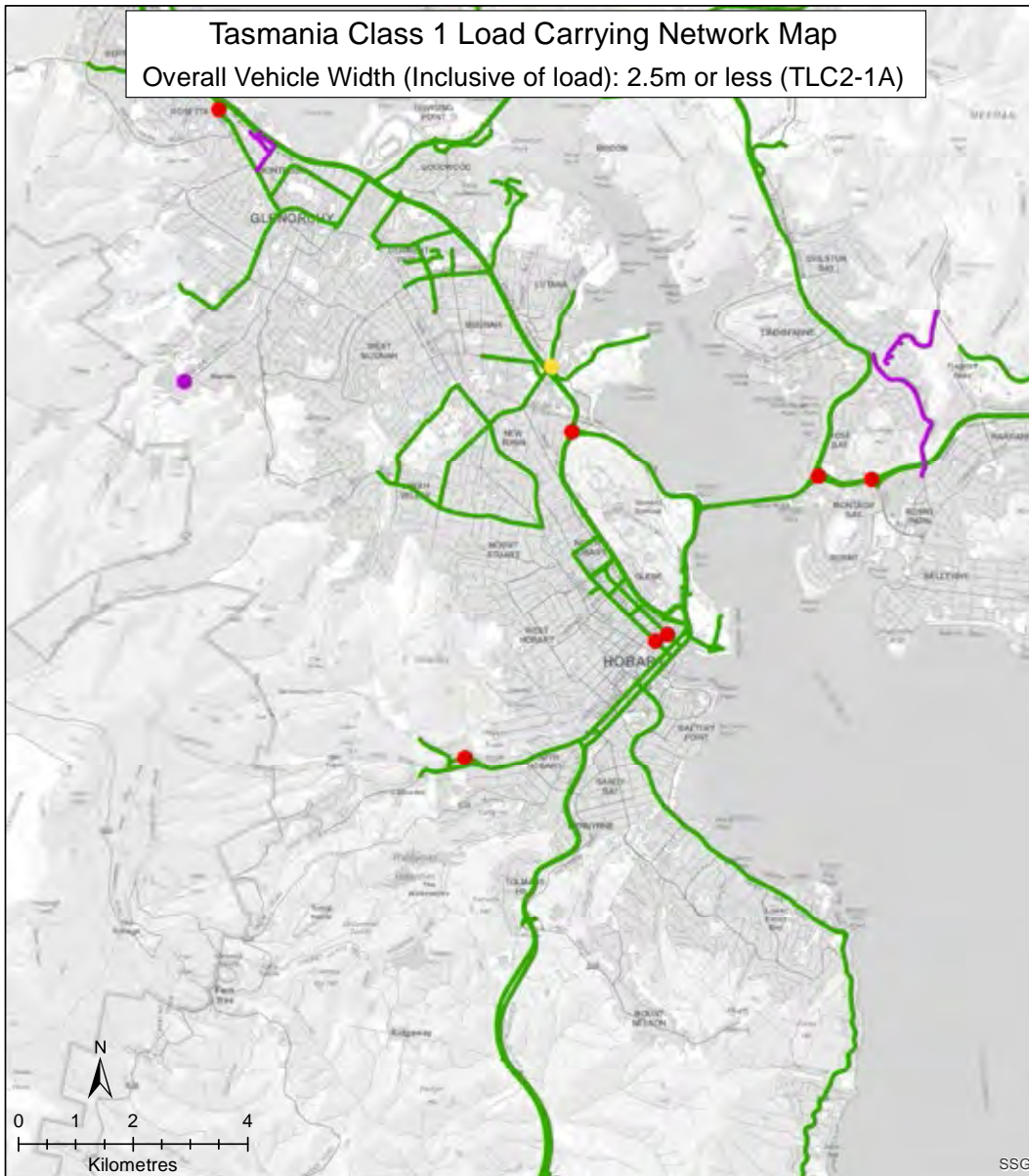
Map 3: Tasmanian road hierarchy

Source: Department of State Growth



Map 4: City of Hobart access for heavy vehicles

Source: Department of State Growth



The Tasmanian Class 1 Load Carrying Network Map (the Map) provides networks for eligible vehicles referenced in the Tasmania Class 1 (Load Carrying) Heavy Vehicle Mass and Dimension Exemption (Notice) 2015 (the Notice). A full list of eligible vehicles can be found in the Tasmanian Class 1 Load Carrying Vehicle Guide (the Guide).

- Conditions of Notice apply**
- Roads**
- See General Matrix
 - See Specific Matrix
 - See Constrained Matrix
 - Road subject to load limit
- Bridges**
- Travel speed 10kph or less over bridge
 - Bridge subject to load limit

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 Credits: LIST Transport Segments; LIST Topographic Base Map

- No Access Under Notice**
- Permit required. Contact IHVR
 - Off Network. Permit required. Contact IHVR
 - Permit required. Contact IHVR



DISCUSSION

Although the opening of the Brighton Transport Hub has meant fewer heavy vehicle movements per year to and from the Hobart waterfront precinct, the addition of several hundred car parking spaces on the site has the potential to increase light vehicle movements per annum in this precinct.²⁰ Similarly, although the Hobart Railyards and freight hub have closed, freight movement associated with delivering to businesses, industry and consumers is still moving through the Hobart municipal area to and from the Brighton Transport Hub and will not have changed substantially.

In the future, heavy vehicles accessing the Hobart waterfront and Port of Hobart may coincide with the development of the Macquarie Point site.

While the community may wish to see a reduction in heavy vehicle movements in and out of Hobart, some industries that already operate within our boundaries generate important economic and social benefits for all Tasmanians. Examples include the Cascade Brewery in South Hobart and the Tasmaid Pura Milk factory at Lenah Valley.

QUESTIONS

Is there a need for the City of Hobart to consider off-peak movement of freight (light commercial, heavy vehicle, construction-related) in urban areas and the city centre?

Should the City of Hobart investigate lower speed limits on major freight routes through urban areas?

Do you or your business have any comments to make about the current heavy vehicle road network access arrangements in Hobart?

Do you have any ideas for either you, your business or the community about future access arrangements for the operation of heavy vehicles in Hobart?

²⁰ <http://www.roadtraffic-technology.com/projects/brighton-bypass/>



Light commercial freight vehicles

Hobart is Tasmania's capital city and southern Tasmania's regional centre. It is the home of the Tasmanian Government and a vibrant hub of finance and the retail sector. The City of Hobart estimates there are around 6,000 businesses based in the city of which 5,000 employ fewer than five people.

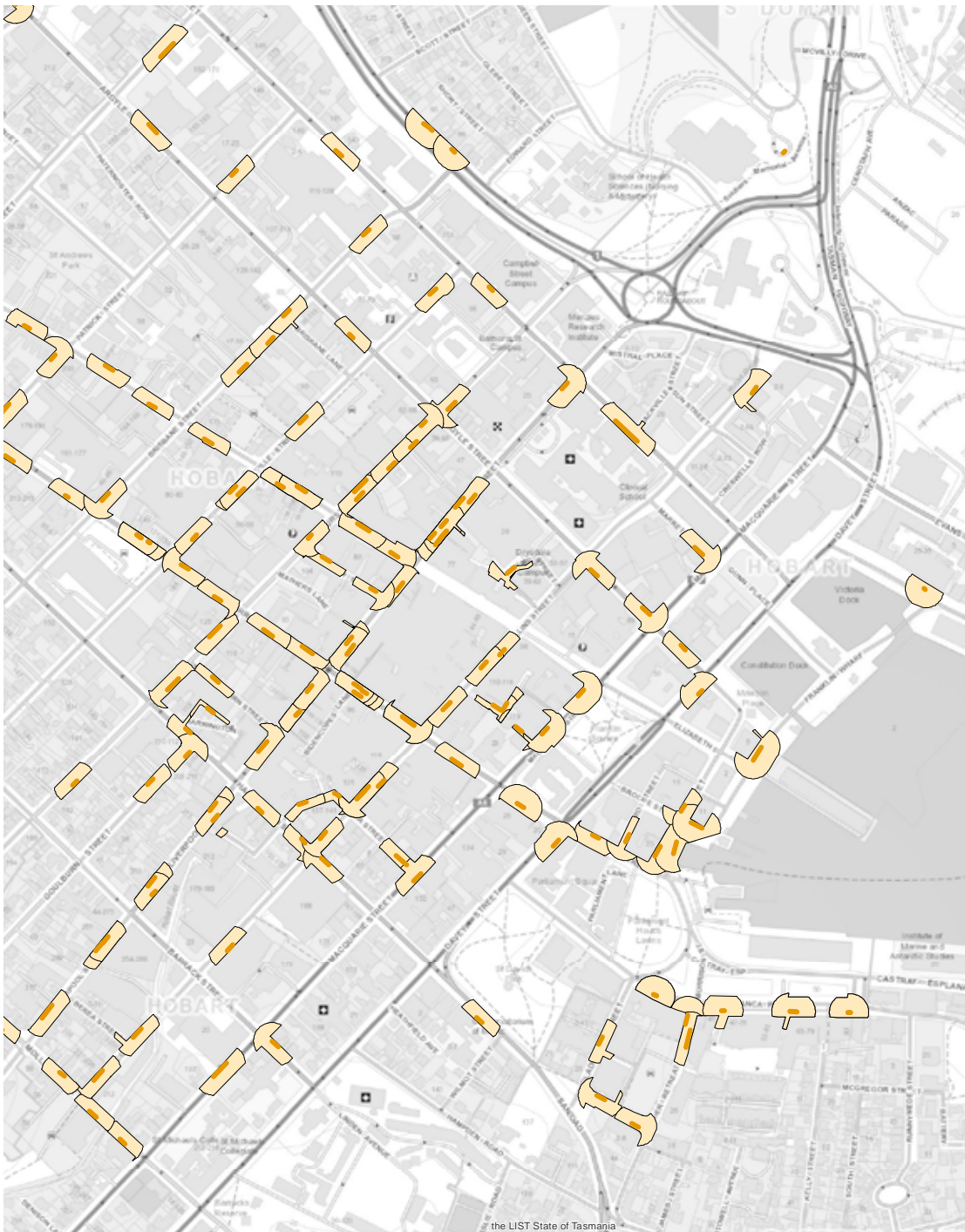
Every day, tens of thousands of people come into the city to use its shops, restaurants and offices. Many light commercial vehicles come into the city centre and to the Hobart waterfront, Salamanca Place, Sandy Bay and North Hobart to deliver goods and services that support these commercial activities. Efficiency in the last mile of freight movement is critical to the ongoing economic productivity of the city. Planning and providing for increased demand is a key function of the City of Hobart.


ABS statistics indicate that in 2011 there were 87,113 light commercial vehicles registered in Tasmania. This number had increased to 99,346 by January 2016. This increase is consistent with trends over the previous five years.²¹




²¹ ABS 93090DO001_2016 Motor Vehicle Census, Australia, 31 Jan 2016.

Map 5: Loading zones in the City of Hobart




CITY OF HOBART
Loading Zone - 25m buffer

1:5,000
 0 30 60 120
 Metres


 THE CITY OF HOBART DOES NOT WARRANT THAT THE INFORMATION CONTAINED ON THIS PLAN IS CORRECT AND A FIELD SURVEY IS TO BE CONDUCTED BEFORE THE INFORMATION CONTAINED IN THE PLAN IS RELIED UPON.



DISCUSSION

In the next five to ten years, there will probably be increased demand for last mile access for light commercial vehicles, resulting from the reopening of stages 1 and 2 of Myer in the city centre, the redevelopment and operation of Tasmania's largest public hospital, the RHH, significant private-sector investment in new hotels, and the establishment of new campuses and student accommodation in the city centre by the University of Tasmania. Not all business can rely on out-of-hours freight delivery and must meet demand during the course of the business day, for example through express freight delivery. Most will require loading-zone access and parking.

QUESTIONS

Do the current loading zone arrangements enable you or your business to access light commercial vehicle services in a timely and efficient way?

Do you have plans for your business that may involve increased or improved access to light commercial vehicles?

Rail freight

The Tasmanian rail network is a single line, narrow gauge (1067 millimetres) transport system. Tasmania's freight rail services are diesel powered. The operational network extends from Brighton to Western Junction and to the Port of Bell Bay in the north-east and Burnie in the north-west (see Map 6). It consists of 611 kilometres of operational network, which includes a National Network segment between the Port of Burnie and Brighton. In addition to the 632 kilometres of operational track, TasRail also has responsibility for 232 kilometres of non-operational track. Connections are also provided to Fingal in the east and Boyer in the Derwent Valley. The Melba Line (formerly named the Emu Bay Line) connects the West Coast to Burnie. The mainline railways of Tasmania are currently operated by TasRail, which owns and maintains rolling stock, locomotives, and track infrastructure.

Tasmania's rail network operates under an open access framework, which regulates the cost of access to the rail network for train service operators. TasRail charges for the provision of train services and for some specific infrastructure upgrades. TasRail is an 'above rail' (train services) and 'below rail' (rail network) business. Under this business model, TasRail charges users of the network for services provided. In 2014–15 network access fees of around \$3.3 million were paid by TasRail's above rail business for the use of rail infrastructure.²²

In 2011–12 rail carried approximately 18 per cent of the state wide freight task (expressed as total tonne kilometres travelled). Rail freight is predominantly bulk cement, bulk mineral concentrates, coal, paper and paper-making products. Even with the opening of the Brighton Transport Hub and the closure of the Hobart Railyards at Macquarie Point, there is still significant dependence on road freight to and from Brighton and in other areas of Tasmania.

The Australian and Tasmanian governments have made major investments in the rail network to improve reliability and safety. The Australian Government committed \$205 million to below rail projects as part of the Rail Rescue Package and 2007 election infrastructure commitments. A further \$120 million was committed as part of the new Infrastructure Investment Program. The Tasmanian Government also makes regular contributions to rail network maintenance through annual operating grants. A combined investment of \$96.5 million has been made on new locomotives and wagon fleets since 2009.

Map 6: Tasmanian rail freight network

Source: TasRail



DISCUSSION

Mainland Australia's bulk freight task is dominated by rail (48 per cent) and shipping (36 per cent). Rail's high share of the bulk freight task is due mainly to long hauling of large volumes of coal and iron ore. For these commodities, rail transport is integrated with mining operations.²³

Theoretically, moving more freight on to rail improves overall freight efficiency and urban amenity, reduces road congestion and decreases queuing times at ports. More freight on rail means fewer heavy vehicles on roads, which equates to avoided road maintenance costs, avoided road accident and pollution costs, and operating efficiencies for industry and commerce.²⁴

Road freight is more flexible than rail however, and the productivity of road transport has improved with the introduction of larger capacity trucks, such as B-doubles. As a result of the inherent differences in road and rail, only a small proportion of the total freight task is considered to be contestable across the two modes, at around 10–15 per cent nationally.²⁵

By contrast, Tasmania has no long-haul rail routes. That said, in 2011–2012 the share of the freight task carried by rail was approximately 18 per cent of the total land freight task, expressed as total tonne kilometres travelled.

There is limited substitutability for freight carried on short-haul rail in Tasmania. Non-bulk freight travels on our roads. Only a small proportion of the land freight task is contestable between road and rail. For example, Tasmania has a parallel road and rail connection between Burnie and Hobart, partially to the Port of Devonport (western side) and to Bell Bay. It also has parallel networks, where rail serves a specific freight task on the West Coast and to Fingal. The Tasmanian Department of State Growth has stated that future investment in the rail network in Tasmania will be demand-driven and assessed against road capacity.²⁶

There have been substantial amounts of public funds invested in the major rail corridors in Tasmania. The most recent contributions from the Australian and Tasmanian governments have resulted in keeping the major Tasmanian rail freight lines open that otherwise may not be commercially viable.

²³ bitre.gov.au/publications/2009/files/is_034.pdf

²⁴ www.pc.gov.au/inquiries/completed/freight/report/freightoverview.pdf

²⁵ Ibid, p.XXIX.

²⁶ www.stategrowth.tas.gov.au/_data/assets/pdf_file/0008/127295/Draft_Tasmanian_Intgrated_Freight_Strategy_Part_2.pdf p.35



QUESTIONS

Do you foresee any opportunities for your business to use the TasRail network for your freight task?

Freight, the Port of Hobart and the Hobart waterfront precinct

The past 30 years have seen dramatic changes in the day-to-day operations of the Port of Hobart (see Map 7). The Hobart waterfront precinct was once busy with ships exporting primary produce and bulk commodities, but today the local community mingles with visitors from cruise ships, scientists working on Antarctic research vessels, the CSIRO and IMAS, members of the fishing fleet, and students from the University of Tasmania's School of Art (see Table 4). It is a busy hotel, restaurant and night-life precinct and the site of festivals such as the Australian Wooden Boat Festival, Dark MOFO and the Festival of Voices, all of which generate significant economic activity. Additionally, it remains the site of perennial tourist favourites: Salamanca Market each Saturday, the annual Sydney–Hobart Yacht Race and the Taste of Tasmania.

Another significant change in the life of the Port of Hobart has been the closure of the Hobart Railyards at Macquarie Point and the opening of the Brighton Transport Hub in 2012. Funded jointly by the Tasmanian and Australian governments, the Hub replaced the Hobart Railyards' outdated and undersized intermodal operations. It has reduced transit times between Hobart and northern Tasmania, improved freight logistics between modes, and consolidated rail freight services for TasRail, Tasmania's sole rail-freight transport operator. In December 2012, TasRail announced that national transport company Toll would be its anchor tenant at the Hub, paving the way for the relocation of rail operations from Macquarie Point to the Hub in June 2014. Processed metal is now transported by road from Nyrstar at Lutana to Brighton Transport Hub and from there by rail to the Port of Burnie. The freight rail link from Hobart to Brighton is now non-operational.

Table 4: Hobart waterfront land use

Source: TasPorts and City of Hobart

| Wharf | Building use | Wharf use |
|----------------------------|--------------------------------------|---|
| Fisherman's Wharf | N/A | Fishing fleet, Tasmania Police vessel |
| Princes 1 | Festivals and events | Antarctic supply and small vessels |
| Princes 2 | IMAS | Antarctic supply, small vessels, naval vessels |
| Princes 3 | CSIRO | Antarctic supply, small vessels, naval vessels |
| Princes 4 | CSIRO | CSIRO vessel |
| Macquarie 1 | Hotel | Small vessels |
| Macquarie 2 | Cruise ship on-shore facilities | Cruise ships, general vessels |
| Macquarie 3 | Storage | Bulk products, cruise ships, Antarctic vessels |
| Macquarie 4 Macquarie 5 | Storage | Break bulk, cruise vessels, Antarctic vessels |
| Macquarie 6 | Storage | Lay up berth |
| Self's Point | Fuel terminal, bunkering facility | Supply ships, vessel refuelling |
| Risdon | Zinc smelter and associated industry | Ships transporting concentrates, acid, fertiliser |
| Brooke Street Pier | Mixed use and ferry terminal | Ferry vessels including MONA's |
| Elizabeth Street Pier | Accommodation and mixed use | Sailing and motor yachts |

The Brighton Transport Hub is an intermodal freight logistics hub which sees the arrival and departure of heavy and light commercial vehicles and freight trains accessing sidings, storage and container-handling services around the clock. This 16,000-square-metre facility handles general and refrigerated freight, offers warehousing and distribution services, and provides container storage for both domestic and international shipping. The

goods we purchase in shops and supermarkets often arrive from the Brighton Transport Hub either by heavy or light commercial vehicles. Industries using this facility include food and beverage, retail, building and construction, manufacturing, government and defence, mining and resources, aquaculture and agriculture, bulk and packaged food, bulk liquids, automotive and machinery, and health.

Map 7 Port of Hobart

Source: Tas Ports



The Port of Hobart moves a much lower volume of freight than the three major northern ports at Devonport, Burnie and Bell Bay. In 2011–12, there were approximately 50,000 tonnes of logs and veneers from Newwood Huon Pty Ltd in the Huon Valley shipped from Macquarie Point in addition to other bulk goods, including zinc from Nyrstar.²⁷

The Tasmanian Government recently announced the reopening of Macquarie Wharf for shipping of forest residue products, which will replace previous arrangements whereby these products were transported to the north of Tasmania under a Tasmanian Government subsidy.²⁸

Self's Point wharf, which is in the City of Hobart municipal area, receives shipments of petroleum, diesel and other petroleum products into southern Tasmania with around 320,000 tonnes imported per annum.

At the Nyrstar wharf at Lutana, which is part of the City of Glenorchy, in 2011–12 nearly 1.2 million tonnes of freight was shipped, including mineral concentrates into the port and acid, fertiliser and other concentrates out of the port.²⁹

To support the greater focus on tourism and cruise ships, there has been significant investment in tourism infrastructure by the City of Hobart, the Tasmanian Government, TasPorts and the private sector. Investment has included the redevelopment of Macquarie Wharf Number 2 to cater for cruise ships and the construction of a hotel at Macquarie Wharf Number 1. The City of Hobart has invested in improvements to pedestrian access to the waterfront in partnership with other land managers in the Hobart waterfront precinct.

The Port of Hobart is also the site of privately owned and leased tourist ferries and infrastructure which operate and service River Derwent cruises, the Museum of Old and New Art (MONA) in Hobart's northern suburb of Berriedale, and the D'Entrecasteaux Channel and Bruny Island in Tasmania's south.

The Port of Hobart is also the gateway to East Antarctica, the Southern Ocean and Macquarie Island. The University of Tasmania continues to invest in Hobart's waterfront with the opening of IMAS at Princes Wharf. Vessels involved in Antarctic research and supply, including the *Aurora Australis*, operated by the Australian Antarctic Division, and the *Investigator*, (operated by CSIRO), are based in the Port of Hobart. Additionally, research vessels from the People's Republic of China, France and the United States of America visit the Port of Hobart on their way to Antarctica. The French icebreaker/ research vessel, *L'Astrolabe*, has been based at the Port of Hobart for 15 years.

²⁷ All zinc is now shipped from ports in the north-west of Tasmania.

²⁸ www.themercury.com.au/news/tasmania/chips-in-the-mix-for-macquarie-wharf-but-forestry-minister-says-there-will-be-no-pile/news-story/f2e8a6d4956d1312e9ba0532f2fb800f

²⁹ [Tasmanian Freight Survey 2013, Data Summary, p.7. Available at www.stategrowth.tas.gov.au/_data/assets/pdf_file/0004/88564/Tasmanian_Freight_Survey_Data_Summary_Report_2013.pdf](http://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0004/88564/Tasmanian_Freight_Survey_Data_Summary_Report_2013.pdf)



DISCUSSION

The Hobart waterfront precinct is arguably Tasmania's busiest and most intensive 'mixed land use' location. Residents, hotel guests, business operators, workers in cafes and restaurants and government, parents with prams and toddlers, people using wheelchairs and mobility devices, all mingle with private vehicles, tourist buses, provedores, rubbish removal trucks and emergency service vehicles. This also includes heavy vehicles accessing the Port of Hobart and last mile light commercial vehicles.

QUESTIONS

Are the current access arrangements for the Port of Hobart and the Hobart waterfront precinct adequate for your freight operation today?

Will the current access arrangements be appropriate for your freight operation with the reopening of Macquarie Wharf for shipping of forest residues?

Do you feel that the current road safety arrangements for the Port of Hobart and the Hobart waterfront precinct are appropriate for you to operate your business safely in this busy environment?

Would you like to put forward any suggestions or ideas about the current arrangements and/or future freight/shipping operations in this location?

Freight and Hobart International Airport

Hobart International Airport, at Cambridge east of Hobart, is Australia's ninth busiest airport and Tasmania's busiest airport. It handles approximately 60 per cent of all air traffic that enters Tasmania. It plays an important role in supporting the tourism sector and economic growth for the state, the southern region of Tasmania and the city of Hobart.

Outgoing air freight includes aquacultural and agricultural products destined for national and overseas markets. Some air freight is carried on regular passenger transport services operated by the three major national domestic carriers. Freight is also carried by general aviation and freight operators such as Qantas Freight and Toll.

Although freight transported by air from Tasmania is a small proportion of the state's total freight movements, there is capacity for air freight growth in the agriculture sector. Increased access to irrigation is providing opportunities for greater production of boutique, perishable and high-value fresh food products which are well suited to air freight and are in high demand in China and other Asian markets.

Regular flights operate during the summer between Hobart International Airport and Casey Station in East Antarctica. With a flight time of approximately 4.5 hours, this air link provides a faster option for moving scientists, expeditioners and high-priority freight. There are warehousing and aviation services for Antarctic expeditioners on site at Hobart International Airport.

The Australian Government announced funding for the extension of the runway at Hobart International Airport by 500 metres, with works commencing in 2016. Once completed, the runway will measure over 2.75 kilometres and will be capable of handling larger aircraft with greater flight ranges than those currently serving the airport.

Information on this project is available at <https://hobartairport.com.au/corporate/environment-planning/the-runway-extension/>



DISCUSSION

The extension of Hobart International Airport's existing runway by 500 metres, making more international direct flights possible, has the potential to deliver greater opportunities to access rapidly expanding Chinese and Asian tourist markets. This will mean more tourists leaving the airport in buses and hire vehicles, including taxis and mobile homes, who might pass through or stay in Hobart.

The impact of increased tourist numbers on the City of Hobart will be discussed in more detail in Module 2: Private Transport and Module 3: Public Transport.

Flights operating directly to and from China and other Asian markets could provide expanded opportunities for air freight. Growth in the agriculture and aquaculture sectors could see more light commercial and heavy vehicles on southern Tasmania's road network accessing Hobart International Airport, travelling through Hobart from regions south and north of the city.

QUESTIONS

Are the current arrangements for transport between the City of Hobart and Hobart International Airport adequate to manage current freight demands?

Will the current arrangements for transport between the City of Hobart and Hobart International Airport be enough to support an increased demand for air freight in the future?

Do you have any ideas or suggestions relating to Hobart International Airport and your freight operation you would like to put forward?



SECTION 3

RELATED ISSUES

Integrated transport and land use planning

The past few decades in Australia have seen an increasing emphasis on integrating planning for transport with the land use planning system. There are now policies to support the integration of transport and land use planning at a national, state and local level. This means that there is greater recognition of the relationship between general spatial and land use patterns, transport volumes and supporting transport infrastructure. Today, in planning residential and employment density and neighbourhood and city design, factors such as trip length and frequency are considered. Urban settlements and mobility systems can be modelled to determine the impact of a single factor such as a shift in transport mode, the development of a new industry, or the establishment of a new precinct, or for multiple factors. Air pollution, the consumption of natural resources, environmental quality, health and equity are taken into consideration. From an economic point of view, this includes assessment of the total net benefit from transport and land use, and any effect on the regional economy and competitiveness.

Tasmania's settlement patterns are typically dispersed and have relatively low density. On average, Greater Hobart has an average population density of just 12 people per hectare, which is low for Australian cities, which themselves have low densities in comparison to international rates.

Past land use policy has resulted in low-density development patterns (particularly in outer urban areas) and separation of land uses, which has created high dependency on the car. This has had the effect of making effective provision of public transport difficult and costly.

Dense and 'mixed use' zoning and development patterns create more sustainable travel behaviour. The wider benefits include:

- more efficient use of existing infrastructure, including lower infrastructure costs for servicing new infill lots
- creating greater market demand for existing public transport services
- reducing distances between residential areas and trip attractors, thereby making walking and cycling more viable transport options
- the ability to provide a diversity of housing options that can cater for changes in demographics.

At a regional level, strategies to develop and integrate the transport network with Tasmania's land use planning system can be found at www.planning.tas.gov.au/old/planning_our_future/tasmanian_planning_reform/regional_strategies



DISCUSSION

The contribution of the freight industry to the national, state and local economy must not be underestimated. The freight industry is a significant driver of productivity. Historically, neither transport nor land use planning has delivered seamless 'first and last mile' freight routes in Australia. The fact that roads are owned by multiple bodies with differing priorities has added significant complexity for the freight industry, as well as land owners and managers. For example, supermarkets and retail outlets in city and urban areas generally require light and heavy freight vehicle access at various times of the day and night. Many of these businesses operate in urban mixed use zones.

Research indicates that the national freight task is set to increase substantially over the next 20 years. Therefore, at a national, state and local level, governments want to ensure they are investing in the right freight infrastructure and are effectively managing 'open' supply chains in metropolitan areas.³⁰ From the point of view of the freight task, integration of land use and transport planning should balance urban amenity, freight efficiency and economic growth. To maximise productivity and deliver the best economic, social and environmental outcomes, investment and planning need to shift focus to the longer term, regardless of budgetary constraints and political cycles.

The development of the Transport Strategy for the City of Hobart is an opportunity to consider issues in collaboration with the freight industry.

The City of Hobart can play a more effective and active role in improving freight efficiency by managing congestion and travel demand, and delivering improved social, economic and environmental urban design through better integration of land use and transport planning.

Other transport planning can include modelling, network management tools and frameworks such as the Victorian Government's SmartRoads, which recognises that some roads will need to provide more effectively for some user groups and transport modes.

QUESTIONS

Are you aware of the current land use strategy for southern Tasmania?

Would you be interested in living in a mixed use zone closer to the centre of Hobart if it meant that there would be commercial and residential freight vehicle activity near your home?

Do you think that buying or renting a property in a mixed use zone closer to the city centre should be more expensive or cheaper than a property in the outer suburbs?

Do you think that any savings in transport costs would be enough to offset the higher property values, if you decided to move your place of residence and/or your business to a mixed use zone?

Can you think of any incentives or specific infrastructure that would make you seriously consider moving your place of residence and/or your business to a mixed use zone that is closer to the centre of Hobart?

³⁰ Open supply chains do not have exclusive ownership of infrastructure and access is shared across different modes and by many industries.

Building and construction in the city centre and Hobart's waterfront precinct

The past 18 months have seen a significant increase in major construction activity in the City of Hobart municipal area. Projects include the reconstruction of Myer and associated hotel development on Liverpool and Murray streets, the construction of student accommodation for the University of Tasmania on Elizabeth and Melville Streets, the redevelopment of the RHH on Liverpool and Campbell Streets, the construction of a hotel on Macquarie Street, the redevelopment of Tasmanian Government offices and accommodation at Parliament Square on Murray Street and Salamanca Place, and the construction of a hotel at Macquarie Wharf Number 1. Other developments are also occurring concurrently around the City.

Development applications have been approved for other hotels in the Hobart Bus Mall on Elizabeth Street and adjacent to the Argyle Street Carpark, and the University of Tasmania has commenced the development of an arts hub at the Theatre Royal site on Campbell and Collins streets.

Many of these building and construction sites may also require amendments to road access during and after the completion of works. Permanent arrangements are considered within the development application process. The City of Hobart may also issue permits for the use and occupation of the road reserve during building construction. This can include road, traffic lane, and footpath closures and redirections. Complete short-term road closures may be required, for example, for large crane access.

We advertise planned closures in the local newspaper and on our website. An email notice of planned closures authorised by the City of Hobart is sent to stakeholders on request.

More information can be found at hobartcity.com.au/Transport/Managing_the_Transport_Network/



DISCUSSION

Additional economic activity associated with building and construction in Hobart can have disruptive effects. It can reduce normal access to and increase congestion in surrounding streets because of the presence of heavy vehicles, including cranes, and vehicles bringing construction materials to the worksite. Additional private vehicle traffic is also associated with the construction workforce. For example, often construction work finishes at the same time as the school day ends, when parents pick up students from nearby schools. Also students travel into and through areas of construction activity, as pedestrians or on Metro Tasmania or private bus services.

There are various mechanisms available to the City of Hobart to manage these disruptions. At the planning and development approval stage, the Tasmanian land use planning system supports consideration of development of 'brownfield' (land previously used for industrial purposes), 'greyfield' (underused or no longer viable developments) or inner urban sites so that there is optimal integrated land use, infrastructure and transport access for businesses, residents and visitors. Ongoing cooperation between the Tasmanian Department of State Growth and the City of Hobart is crucial to delivering the best 'whole of network' transport outcomes around road works.³¹

During construction activities, the City of Hobart can issue permits for the use of road and footpath space and will generally specify 'time of day' or 'time of year' access to inner city building and construction sites to mitigate impacts. We also recognise the importance of public awareness campaigns to give sufficient notice of construction and building activities and associated roadworks.

Not all road closures or traffic disruptions are issued permits by the City of Hobart. Tasmania Police and other emergency services along with the Department of State Growth also have powers to close roads for the management of emergencies.

QUESTIONS

Are you aware of the current methods the City of Hobart uses to notify the public about planned and special-event road closures?

Are there other means of notification of planned closures or disruptions that would be helpful to you?

Is there a need for the City of Hobart to place additional conditions on developments, for off-peak movement of construction-related heavy and light commercial vehicles in urban areas and the city centre?

Should developers be required to provide footpath access at all times?

How much disruption is too much disruption to traffic flow to accommodate construction of private buildings within the City of Hobart?

³¹ Austroads, *Overcoming Barriers to the Off-peak Movement of Freight in Urban Areas*, May 2016

Macquarie Point development

Macquarie Point is a 9.3 hectare site adjoining the Port of Hobart's docks and wharves and is adjacent to the Hobart Regatta Grounds, the Cenotaph, the Queens Domain and the University of Tasmania's School of Art in Hunter Street (see Map 8). The site was originally Crown land, which is being progressively handed over to the Macquarie Point Redevelopment Corporation as part of that project. The site also borders the Macquarie Point Sewage Treatment Plant, operated by

TasWater, which is owned by Tasmania's 29 local councils.

Macquarie Point has a rich history of Tasmanian Aboriginal heritage and settlement. From 1804, it was the site of early European settlement and industries such as defence and Hobart's gas works.

Further details of Macquarie Point's history can be found at macquariepoint.com/wp-content/uploads/2013/04/Macquarie-Point-Historical-Summary.pdf

Map 8 Macquarie Point Development area

Source: Macquarie Point Development Corporation



Until 2014, the site included the Hobart Railyards, an intermodal transport hub and Hobart's cold storage facility, all of which were transferred to the Brighton Transport Hub, north of Hobart, in 2014. A rail corridor will be retained by the Macquarie Point Development Corporation (MPDC) as a potential future link to Hobart's northern suburbs. The rail freight link between Hobart and Brighton is now closed.

Further discussion on rail links between Hobart and the northern suburbs will be contained in Module 2: Private Transport and Module 3: Public Transport.

The MPDC was established under the *Macquarie Point Development Corporation Act 2012*. The Australian Government provided funding of \$50 million for the remediation of Macquarie Point and to deliver the objectives under the funding agreement, including oversight of the management and redevelopment of the Macquarie Point site.

In 2015, the MPDC released a master plan and subsequently completed an expression of interest process and embarked on a request for proposals stage. The MPDC estimates that the development of the site is a long-term investment project that will not be fully developed for ten years or more.

The current master plan reserves a future heavy-vehicle corridor between the Hobart waterfront and the Hobart Regatta Grounds and envisages limiting heavy-vehicle access along the current Evans Street corridor.

Further information on the master plan is available at macquariepoint.com/wp-content/uploads/2015/06/DOC-15-3795-Macquarie-Point-Strategic-Framework-and-Masterplan-2015-2030-released-16-June-20152.pdf



DISCUSSION

Remediation and development of the Macquarie Point site over a protracted period of time will entail ongoing construction and building activity, which may have an impact on other activities in Hobart's waterfront precinct and the operations of the Port of Hobart.

Vehicles carrying hazardous waste will be involved in the remediation of the site, which contains extensive industrial waste that must be removed from the site prior to its development. The MPDC has commenced an assessment and a new location off the site for hazardous waste is to be decided.

There is potential for proposals for the development of Macquarie Point to limit the access of vehicles to the site – for example, through development of residential and pedestrian precincts, large parklands and reserves and business activities associated with tourism and events. Ongoing access arrangements for vehicles servicing the site will need to be resolved.

QUESTIONS

What do you think will be the challenges and opportunities, specific to the Macquarie Point redevelopment site, for heavy and light freight vehicles that need access to local businesses and residents?

What are the challenges for the operation of the Port of Hobart, including Antarctic, scientific, tourist and other general freight exports?

Will the proposed heavy-vehicle corridor access arrangements be suitable for your freight operation if the Macquarie Point development alters the current Port of Hobart access arrangements?

Do you have any ideas or suggestions relating to the redevelopment of Macquarie Point and your freight operation that you would like to put forward?

Tourism

Tourist numbers to Tasmania have increased significantly in the past few years. In 2014, the number of visitors to Tasmania reached one million. The Tasmanian Government has set a target of 1.5 million visitors by 2020.

In 2013 there were 96,322 jobs in southern Tasmania and the tourism sector employed 7,205 people in total. The employment sector generated more than \$1048 million in direct economic outputs. Tourism wages and salaries were estimated at \$262.3 million. The proportion of wages and salaries spent on goods and services in the region was estimated to deliver a tourism value add-on of \$466.8 million.

In 2014, total expenditure by international holiday visitors across the whole of Tasmania increased by 33 per cent to \$206 million. For the year ending December 2015, there was a 10 per cent increase in departures from southern Tasmania by sea and air, with an increase of 16 per cent for cruise ships. Visitor numbers to southern Tasmania were 941,300, ahead of northern Tasmania at 604,200, Cradle Coast at 471,200 and the East Coast at 328,300.³² In 2015–16, 34 cruise ships came to Hobart over a seven-month season. It is estimated that they carried 70,000 passengers and 30,000 crew.

Further information on tourism can be found at www.tourismtasmania.com.au/_data/assets/pdf_file/0017/20078/Economic_Impact_Analysis_Tourism_Tasmanias_South.pdf

Hobart city is also the centre for high-profile cultural festivals and events, such as the Taste of Tasmania, Dark MOFO, the Festival of Voices, the Australian Wooden Boat Festival and the Sydney–Hobart Yacht Race.

The Australian Government has committed funding of \$38 million to extend the existing runway at the Hobart International Airport by 500 metres, with work commencing in 2016. Hobart International Airport has committed the remaining \$2 million and is also investing \$25 million to expand and improve the terminal building.

³² www.tourismtasmania.com.au/_data/assets/pdf_file/0005/39830/TVS-Snapshot-December-2015.pdf



DISCUSSION

Today, tourism is a significant driver in Tasmania's economy, which has shifted away from reliance on natural resources in the past decade or so. Achieving targets to increase visitor numbers to 1.5 million by 2020 could translate into further direct and indirect economic and social benefits throughout Hobart, the region and the whole of Tasmania. This includes further employment opportunities for service industries such as retail, accommodation, restaurants and the freight industry which services them. With Hobart as a natural focus for activities and arrivals, providing for the visitor economy is front and centre to strategies and plans for our future.

There are challenges associated with managing large numbers of tourists, especially around the peak summer season and during festivals and sporting events. Ensuring that everyday business needs are met by freight operators is a key challenge which needs to be carefully considered in the development of this Transport Strategy. An efficient and timely freight service is essential to further increasing the number of people who visit Tasmania. As visitor numbers increase, so will the demand for consumables, goods and service in Hobart and beyond. These needs must be balanced against urban amenity for residents and a growing need for the freight industry to have last mile access to shops and boutiques, restaurants, supermarkets and entertainment venues.

Extending the runway at Hobart International Airport will mean the airport can accommodate direct flights to and from China and other emerging markets in Asia, which will further increase the market for Hobart as a tourist destination.

Discussion on increasing numbers of tourists using private and hire vehicles, such as mobile homes, is contained in Module 2: Private Transport and Module 3: Public Transport.

QUESTIONS

In the past five years, has your freight business increased due to growing tourist numbers?

As a business owner or operator who is involved in providing goods to restaurants, shops, markets and/or festivals, have you experienced any freight-related challenges that may have arisen from increasing tourist numbers?

Do you foresee that your freight business will be able to meet the challenge from increasing numbers of tourists?

What do you think are the most important factors that will help your business to meet the increasing freight-related demands from more tourists?

What do you think the City of Hobart could do to help you meet increased demand?

Do you have any other suggestions or comments relating to the freight task and tourism?

Road safety

The Tasmanian Government's *Towards Zero – Tasmanian Road Safety Strategy* provides the strategic direction to guide road safety in Tasmania over the ten-year period 2017–26. The Towards Zero strategy 'aims to provide for safe people, travelling on safe roads at safe speeds, in safe vehicles'.³³ The City of Hobart, along with all other local councils, will be guided by and operate within this policy context.

The City of Hobart wants to ensure that safe access and amenity can continue to be provided for residents, visitors and vehicles alike. The *Capital City Strategic Plan 2015–2025* explicitly recognises this in Objective 2.1.3 – Identify and implement infrastructure improvements to enhance road safety.

Projects funded under the Tasmanian Government's road safety levy are delivered with the cooperation of local councils, including the City of Hobart.³⁴ The City also co-funds projects under the Australian Government's road safety Black Spot program.³⁵

The City of Hobart plays an important role in managing relevant parts of the road network so that all users are safe.

Further information can be found at [www.hobartcity.com.au/Transport/Managing the Transport Network/Road Safety](http://www.hobartcity.com.au/Transport/Managing_the_Transport_Network/Road_Safety)

Heavy vehicle operations are generally more strictly regulated than those of other vehicles. Heavy vehicles and drivers operate within accreditation schemes, mandated requirements and specific regulatory arrangements, including fatigue management, chain of responsibility and various vehicle standards.

Further information on heavy vehicle safety requirements can be found at www.nhvr.gov.au/safety-accreditation-compliance

³³ www.towardszero.tas.gov.au

³⁴ www.rsac.tas.gov.au/what-we-do/

³⁵ investment.infrastructure.gov.au/funding/blackspots/



DISCUSSION

In a network that involves mixed land use and transport access and is facing increases in freight and passenger traffic, the future challenge is to improve road safety and efficiency, especially on two-lane sections of the road corridor with mixed traffic conditions, and for vulnerable road users such as pedestrians (including people using wheelchairs and other mobility devices), cyclists and motor cyclists.

The Tasmanian Road Safety Advisory Council has identified tourists as being at risk in these environs.³⁶ Due to language barriers and being used to different road rules in their home country, they may not understand the local road environment. Tourists arrive in the Port of Hobart by cruise ship, immediately adjacent to the fishing port, recreational moorings, the University of Tasmania's School of Art co-located with TAFE Tasmania, hotels and a restaurant precinct. Here, local, interstate and overseas pedestrians mix with light commercial vehicles, heavy vehicles on the Davey Street–Macquarie Street couplet, taxis, private passenger vehicles, tourist buses and cyclists, as they move from cruise ship terminals to tour centres, ferry terminals, the CBD, Salamanca Place and places further afield.

The Hobart waterfront is also the focus of major festivals such as the Taste of Tasmania, the Sydney–Hobart Yacht Race, Dark MOFO, the Festival of Voices, and the Australian Wooden Boat Festival, all of which continue to attract increasing numbers of visitors from throughout Tasmania, interstate and overseas.

QUESTIONS

Does the City of Hobart provide enough information for tourists about road safety, particularly in relation to the busiest parts of the city: the Hobart waterfront precinct, the CBD and other commercial and business centres in Hobart?

Should there be education programs for tourists, about road safety for specific locations in Hobart; and, if so, how could they be most effectively delivered and by whom?

Are operators of heavy and light commercial vehicles sufficiently aware of road safety risks to tourists and vulnerable road users in the Hobart waterfront precinct, the city centre and other commercial and business centres in Hobart?

Do you have any ideas or suggestions relating to road safety and the freight task in the City of Hobart municipal area that you would like to put forward?

³⁶ Road Safety Strategy for Tourists, Tasmanian Road Safety Advisory Council. www.rsac.tas.gov.au/wp-content/uploads/2012/08/Tourist-Road-Safety-Strategy1.pdf

Intelligent transport systems

Intelligent transport systems (ITS) is a term used to describe technologies used by transport and infrastructure to transfer both real time and delayed information between systems, for improved safety, productivity and environmental performance. This includes stand-alone applications such as traffic management systems and information and warning systems installed in individual vehicles, as well as cooperative applications involving vehicle-to-infrastructure and vehicle-to-vehicle communications.

ITS are already in use in Australia and around the world. They are used in today's heavy and light vehicle fleets and by the taxi industry. When freight and logistics industries deliver goods to our shops and restaurants and to national and overseas markets, they use ITS to support the provision of 'chain of responsibility' evidence of compliance. Many of us drive vehicles with advanced ITS that monitor fuel consumption and other aspects of vehicle performance. Some of us travel on interstate tollways, such as Melbourne's CityLink, and are exposed to ITS when we are charged for access.

The Intelligent Access Program (IAP) provides for a national program developed in partnership with all Australian road agencies. It uses satellite tracking and wireless communication technology to remotely monitor where, when, and how heavy vehicles are being operated on the road network. It provides an opportunity for transport operators to achieve productivity gains, better turnaround times and increased profits by allowing more access or increasing allowable mass in exchange for compliance with permit conditions.

The role of ITS in public transport and private transport will be considered in depth in Modules 2 and 3.

Further information on the IAP is available at www.nhvr.gov.au/road-access/access-management/intelligent-access-program

Further information on ITS is available at infrastructure.gov.au/transport/its/



DISCUSSION

The capacity of ITS to provide data and statistics on the performance of the transport network is proven at a national and international level. This includes assisting long-term strategic asset management of, for example, roads and bridges. Pricing mechanisms supported by ITS have delivered direct and indirect benefits in high-profile global implementations, for example, the London Congestion Charge.³⁷ Social benefits include improved road safety outcomes arising from more targeted enforcement of road rules and, for heavy vehicle operators, a demonstration of compliance with operating conditions, resulting in improved 'social licence'. ITS also provide opportunities to train and monitor drivers in environmentally compliant behaviour and enables carbon dioxide emissions monitoring/education against agreed reduction targets.

Over the past 10 to 15 years, the Australian Government has documented the benefits available from the introduction of accurately differentiated road-user charges in freight transport. While there has been progress in implementing ITS in Australia in relation to the freight industry, road-user charging as, for example, a congestion management mechanism, is not widespread in spite of being considered by states and territories and at a national level.

QUESTIONS

Can ITS be useful for managing heavy or light commercial vehicle access to the city of Hobart at certain times of day?

As a freight operator, would you or your business consider participating in any ITS trials involving the City of Hobart?

Does your freight operation currently participate in any IAP, either in Tasmania or other states and territories?

Does your company or operation use ITS in Hobart or Tasmania and do you experience any problems with them?

³⁶ tfl.gov.uk/modes/driving/congestion-charge

The environment, climate change and health

The City of Hobart recognises the importance of strong environmental stewardship and resilience to climate change through its Strategic Objective 3.2.4 – Regulate and manage potentially polluting activities and protect and improve the environment. Further information on the City of Hobart’s policies relating to climate change can be found at www.hobartcity.com.au/Environment/Climate_and_Energy/Adapting_to_a_Changing_Climate

Under the *Climate Change (State Action) Act 2008*, Tasmania has a legislated target of reducing greenhouse gas emissions to 60 per cent below 1990 levels by 2050. In Tasmania, transport is the energy sector’s largest sub-sector emitter; however, transport emissions have fallen in recent years, mainly due to improvements in fuel efficiency.³⁸

Recognised methods to reduce transport-related greenhouse gas emissions include:

- switching to low emission vehicles
- switching to biofuels
- improved vehicle fuel efficiency
- improved freight efficiency
- travel demand management
- improved urban design.³⁹

The City of Hobart is limited in its ability to adopt some of these measures, as most are policies under the control of either the Tasmanian or Australian governments. But the City of Hobart can be a strong advocate for state and national policy settings that may encourage improved fuel efficiency and switching to low emission vehicles or biofuels. We can also take a lead with our own fleet management. For example, the City of Hobart has purchased a range of hybrid vehicles for its construction and maintenance vehicle fleet. The fleet now includes five compressed natural gas and three hybrid 6.5 tonne works trucks. All new diesel fleet vehicles purchased comply with the European Union’s Euro 6 emission regulations.⁴⁰ The City of Hobart has installed two recharging connections for electric vehicles in the Hobart Central Carpark in Melville Street.

It is predicted that climate change will lead to sea-level rise and potentially greater storm surges which will have an impact on coastal settlements, infrastructure and ecosystems. In Tasmania, between 12,000 and 15,000 residential buildings, with a current value of \$4 billion, may be at risk of inundation from a sea-level rise of 1.1 metres. A sea-level rise of this magnitude will also put at risk up to 2000 kilometres of Tasmania’s roads, up to 160 kilometres of Tasmania’s railways and up to 300 commercial buildings. These assets have an estimated value of up to \$4.5 billion, \$700 million and \$1 billion respectively.⁴¹

Recent studies have identified the economic cost of public health impacts of ambient and household air pollution, with particular reference to OECD countries including Australia. Current estimates of the joint effects of ambient and household air pollution include an estimated 7 million premature deaths globally each year, representing one in eight of the total deaths worldwide. Notwithstanding the wide variation across the world due to other industry contributions, there is now broad consensus that road transport is responsible for approximately 50 per cent of the premature deaths caused by ambient air pollution across the European Union.⁴²

The Tasmanian Government completed the *Tasmanian Oil Price Vulnerability Study 2012*. The purpose of this study was to consider the economic impacts of volatile oil prices on the Tasmanian economy. The study found that the Tasmanian economy is particularly vulnerable to risks associated with increases in oil prices and considered how to mitigate these risks. Suggestions relevant to the City of Hobart include:

- the implementation of 'active transport' programs and supporting infrastructure
- ensuring better integration between land use and transport planning, to more effectively manage travel demand and settlement patterns
- investing in infrastructure that delivers wider economic benefits through increased productivity
- a shift to greater population density
- modal shift (a change between means of transport) from private to public transport.

Further information on the *Tasmanian Oil Price Vulnerability Study 2012* can be found in the Background papers and further reading Attachment 3

³⁸ Tasmania's latest greenhouse gas accounts for 2013–14 were released on 6 May 2016 as part of the Australian Government's State and Territory Greenhouse Gas Inventories 2014.

³⁹ www.dpac.tas.gov.au/divisions/climatechange/climate_change_in_tasmania/tasmanias_emissions/resources/tasmanian_wedges_project_report

⁴⁰ ec.europa.eu/environment/air/transport/road.htm

⁴¹ www.environment.gov.au/climate-change/climate-science/impacts/tas

⁴² www.euro.who.int/_data/assets/pdf_file/0004/276772/Economic-cost-health-impact-air-pollution-en.pdf

DISCUSSION

Reductions in transport-related greenhouse gas emissions can be delivered through 'demand side' measures, such as travelling less; modal shift to public transport, walking or cycling; changing to a more fuel-efficient vehicle; or moving to less greenhouse-intensive residential or business locations. There are also 'supply side' measures, for example, when the revenue generated by fuel excise is invested in changing transport infrastructure. Commuters do not necessarily have to change their travel patterns but demand-side changes will help to improve supply-side changes. Examples of supply-side changes could include infrastructure investments in less greenhouse-intensive transport systems, such as new public transport systems and better walking and cycle paths; investment in less greenhouse-intensive urban developments; and research into new vehicle technologies.⁴³

While there are no current ambient and household air-pollution studies specific to Tasmania, this issue is an important consideration for the development of a Transport Strategy for the City of Hobart over the next 12 years. Strategies that have the effect of increasing air pollution and greenhouse gas emissions from transport-related activities will have a negative effect on our health, the environment, and our social and economic wellbeing.

Similarly, strategies that have the effect of increasing our consumption of price-volatile commodities such as petrol also need to be considered carefully, as they could be detrimental to our economy, social wellbeing and productivity.

Rising sea levels will have an impact on coastal infrastructure and communities. In the context of road, rail, port and freight, longer-term infrastructure planning will need to accommodate higher sea levels. The impacts of climate change are believed to include more frequent storm events, fires and floods.

As with all vehicles that use fossil fuels, cruise ships visiting the Port of Hobart have the potential to create acoustic, water and air pollution in the Hobart waterfront precinct and residential areas such as Macquarie Point, Battery Point and the city centre.⁴⁴

⁴³ www.pc.gov.au/inquiries/completed/carbon-prices/report/carbon-prices.pdf

⁴⁴ www.cep.unep.org/publications-and-resources/databases/document-database/other/cruise-ship-pollution-background-laws-and-regulations-and-key-issues.pdf/view



QUESTIONS

What (if anything) have you done to improve the fuel efficiency and emission quality of your vehicle fleet?

Is your vehicle fleet Euro 6 compliant?

Are there barriers that prevent you adopting Euro 6 standards for your vehicle fleet?

Have you experienced transport-related water, noise or air pollution in your place of work or your residence?

Is your freight operation, or day-to-day business that relies on freight, vulnerable to the impacts of climate change?

If you feel that freight-related aspects of your business may be vulnerable to the impacts of climate change, what mitigation and adaptation measures are you taking?



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- Map 2:** Intraregional freight task - Southern Region
- Map 3:** Tasmanian road hierarchy
- Map 4:** City of Hobart access for heavy vehicles
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- Map 6:** Tasmanian rail freight network
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- Table 2:** Median income by source
- Table 3:** Freight movements by road owner
- Table 4:** Hobart waterfront land use



LIST OF ABBREVIATIONS

| | | | |
|----------|---|--------------------|---|
| ABARES | Australian Bureau of Agricultural and Resource Economics | GVM | Gross vehicle mass |
| ABS | Australian Bureau of Statistics: collects and disseminates official national, regional, capital city and local statistics | IAP | Intelligent Access Program: a national, voluntary program that uses the Global Navigation Satellite System to monitor heavy vehicles' road use |
| BITRE | Bureau of Infrastructure Transport and Regional Economics | IMAS | Institute for Marine and Antarctic Studies, University of Tasmania: located in the Port of Hobart |
| CSIRO | Commonwealth Scientific and Industrial Research Organisation: has a base in the Port of Hobart | ITS | Intelligent transport systems: technologies applied to transport and infrastructure to transfer information between systems for improved productivity, safety and environmental performance |
| DoSG | Tasmanian Department of State Growth, formerly the Department of Infrastructure, Energy and Resources | LUPAA | <i>Land Use Planning and Approvals Act 1993</i> ; Tasmania's primary land use management legislation |
| EMPCA | The <i>Environmental Management and Pollution Control Act 1994</i> : Tasmania's primary environmental legislation and part of Tasmania's Resource Management and Planning System | MONA | Museum of Old and New Art |
| EPBC Act | <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Commonwealth): the Australian Government's peak environmental legislation. It provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places. | MPDC | Macquarie Point Development Corporation: tasked with developing the site of the former Hobart Railyards at Macquarie Point in Hobart |
| | | MTCO _{2e} | Metric tonnes of CO ₂ equivalent |
| | | RHH | Royal Hobart Hospital |
| | | RMPS | Tasmania's Resource Management and Planning System |
| | | TOPVS | Tasmanian Oil Price Vulnerability Study 2012 |



GLOSSARY

Brighton Transport Hub

Freight hub north of Hobart which replaced facilities at the Hobart Railyards at Macquarie Point.

Brownfield

A term used in urban planning to describe land previously used for industrial purposes or some commercial uses. Such land may have been contaminated with hazardous waste or pollution.

Capital City Strategic Plan 2015–25

Contains the City of Hobart's agreed goals and strategic objectives that are relevant to the development of the Transport Strategy.

Euro 6

Relates to standards for emissions from vehicles and applies to new type approvals from September 2014 and all new cars from September 2015. It reduces some pollutants by 96 per cent compared to the 1992 limits.

First mile

The point of origin for goods and services in the freight supply chain

Greenfield

A term used in urban planning for land that has had no previous construction and development.

Greyfield

A term used in urban planning to describe land that is an underused real estate asset or land.

Greenhouse gases

Greenhouse gases trap heat in the atmosphere and make the Earth warmer. Those with the most significant impact on climate change are water vapour, carbon dioxide, methane and nitrous oxide. Other common greenhouse gases include ozone and chlorofluorocarbons.

Heavy vehicles

All vehicles over 4.5 tonnes gross vehicle mass operate under the National Heavy Vehicle legislation and regulations.

Hobart waterfront precinct

Extends from the Cenotaph to Macquarie Point and wharves in Sullivans Cove, to IMAS and CSIRO's offices at Castray Esplanade, Hobart.

Infill development

Development of vacant or under-used parcels within existing urban areas that are already largely developed.

Last mile

Final destination of freight in the logistics chain, often on roads managed by local government.

| | |
|--|---|
| <p>Light commercial vehicles</p> <p>Any four-wheeled motorised vehicle primarily designed for the carriage of goods and having GVM exceeding 1 tonne, or other motorised vehicle not defined as a passenger vehicle.</p> <p>Local Government Area (LGA)</p> <p>A spatial unit defined under the Australian Standard Geographical Classification (ASGC). The ASGC is a hierarchical geographical classification, defined by the Australian Bureau of Statistics.</p> <p>Local road network</p> <p>Part of the road network for which local government is responsible.</p> <p>Mass</p> <p>Means weight in terms of freight.</p> <p>Modal shift</p> <p>A change between transport modes; for example, from private vehicle to public transport or road to rail freight.</p> <p>National Land Transport Network</p> <p>A single integrated network of land transport linkages of strategic national importance which is funded by Tasmanian and Australian governments. The National Network in Tasmania comprises road and rail connections between Tasmania's key urban areas, ports and airports.</p> | <p>State road hierarchy</p> <p>A five-tier hierarchy or classification system of roads in Tasmania.</p> <p>STCA</p> <p>Southern Tasmanian Councils Authority, comprising 12 southern Tasmanian councils – Brighton, Central Highlands, Clarence, Derwent Valley, Glamorgan Spring Bay, Glenorchy, Hobart, Huon Valley, Kingborough, Sorell, Southern Midlands and Tasman.</p> <p>TasRail</p> <p>A state-owned company which operates an 'above rail' (train services) and 'below rail' (rail network) rail freight business.</p> <p>TasPorts</p> <p>A state-owned company which operates all of Tasmania's ports.</p> |
|--|---|



KEY RELEVANT LEGISLATION

(Note: A more complete listing is provided as Attachment 1)

COMMONWEALTH

National Land Transport Act 2014

Environment Protection and Biodiversity Conservation Act 1999

Disability Discrimination Act 1992

National Heavy Vehicle Regulations

Airports Act 1996 – provides the overarching framework for the operation of privatised airports in Australia.

TASMANIAN STATE

Land Use Planning and Approvals Act 1993

Southern Tasmanian Land Use Strategy 2010–2035

EMPCA – Environmental Management and Pollution Control Act 1994

Roads and Jetties Act 1935 – The main source of law on state roads and subsidiary roads

Transport Act 1981 – Regulates and controls transport services on roads, water or air through the Transport Commission

Traffic Act 1925

Vehicle and Traffic Act 1999 – Regulates the licensing of drivers, registration of vehicles and traffic management.

LOCAL GOVERNMENT

Local Govt Act 1993

– *Highways By-Law (By-Law 3 of 2008)* – (*Local Government Act 1993*)

Local Government (Highways) Act 1982 – The main source of law on local government roads

**LOADING
ZONE**



**1/4 P
METER**

**8³⁰ AM - 6^{PM}
MON-SAT**



ATTACHMENT 1 – REGULATORY AND POLICY FRAMEWORK

LOCAL GOVERNMENT

Hobart 2025 Strategic Framework:

www.hobartcity.com.au/Publications/Strategies_and_Plans/Hobart_2025_Strategic_Framework

Covers all areas of the HCC's operations including Economic Development, Equal Access etc

CITY OF HOBART

Inner City Development Action Plan:

www.hobartcity.com.au/Hobart/A_City_with_People_in_Mind/Inner_City_Action_Plan

15 projects being implemented

Sullivans Cove Planning Scheme 1997 and Hobart Interim Planning Scheme 2015:

www.hobartcity.com.au/Development/Planning/Planning_Schemes

Outcomes of State Planning Review may impact. There are adequate current provisions and all local govt in Tasmania is in same situation

Parking – a Plan for the Future 2012–2017:

[www.hobartcity.com.au/Publications/Strategies_and_Plans/Parking - A Plan for the Future 2013](http://www.hobartcity.com.au/Publications/Strategies_and_Plans/Parking_-_A_Plan_for_the_Future_2013)

Being implemented

Sustainable Transport Planning 2009–2014:

www.hobartcity.com.au/Transport/Sustainable_Transport_Planning

The new Transport Plan for the City of Hobart will supercede this document

Hobart 2010 Public Spaces and Public Life – a city with people in mind:

www.hobartcity.com.au/Hobart/A_City_with_People_in_Mind

Jan Gehl's Report to the City of Hobart

Highways By-Law 2008, Car Parks and Parking By-Law 2008, Car Parks and Parking Amendment By-Law 2012:

www.hobartcity.com.au/Council/Legislation

The Local Government Act 1993 states that by-laws expire 10 years after the date on which it takes effect unless it is expressed to expire sooner

GREATER HOBART AND SOUTHERN TASMANIAN COUNCILS

Glenorchy City Council, Clarence City Council, Kingborough and Huon Strategic Plans

These can be referenced through the Southern Tasmanian Regional Land Use Strategy 2010-2035 and Southern Tasmanian Integrated Transport Plan 2010

TASMANIAN GOVERNMENT

Local Government Act 1993:

www.thelaw.tas.gov.au/tocview/index.w3p;cond=;doc_id=95%2B%2B1993%2BAT%40EN%2B20150929000000;histon=;prompt=;rec=;term=

Peak legislation for local government sector

Land Use Planning and Approvals Act 1993:

www.thelaw.tas.gov.au/tocview/index.w3p;cond=;doc_id=70%2B%2B1993%2BAT%40EN%2B20150929000000;histon=;prompt=;rec=;term=

Peak legislation for local government sector. To be amended by outcomes of State Planning Review in new legislation due for completion by 2017

Environmental Management and Pollution Control Act 1994:

www.thelaw.tas.gov.au/index.w3p

Resource Management and Planning Appeal Tribunal Act 1993

Local Government (Highways) Act 1982

Roads and Jetties Act 1935

Traffic Act 1925

State Grants Commission:

www.treasury.tas.gov.au/domino/DTF/DTF.nsf/v-stategrants/home

Makes recommendations to the Treasurer re distribution of Australian Government financial assistance grants to local government under the *Local Government (Financial Assistance) Act 1995*.

Tasmanian Aboriginal Relics Act 1975:

www5.austlii.edu.au/au/legis/tas/consol_act/ara1975159/

Revised Bill abandoned 2013

Wellington Park Management Plan 2013:

www.wellingtonpark.org.au/management-plan-2013/

State Policies and Projects Act 1993:

cg.tas.gov.au/home/major_projects/projects_of_state_significance

Major Infrastructure Development Approvals Act 1999:

www.thelaw.tas.gov.au/tocview/index.w3p;cond=;doc_id=108%2B%2B1999%2BAT%40EN%2B20151008000000;histon=;prompt=;rec=;term=

Southern Regional Land Use Strategy 2010–2035:

stca.tas.gov.au/rpp/wp-content/uploads/2011/05/land_use_strategy_Gazettal-version.pdf

Declared by the Minister for Planning (Section 30C of the LUPAA), including Background Reports.

State Coastal Policy 1996:

dpiwwe.tas.gov.au/Documents/Tasmanian_State_Coastal_Policy_1996_revised.pdf

No action on this for several years

State Policy on the Protection of Agricultural Land 2009:

www.dpac.tas.gov.au/divisions/policy/state_policies

Tasmania's Road Safety Strategy 2007–2016:

www.transport.tas.gov.au/roadsafety/tasmanian_road_safety_strategy

To be superseded by Towards Zero 2017–2026

Tasmania's Affordable Housing Strategy 2015–25 Ministerial Statement:

www.premier.tas.gov.au/releases/ministerial_statement_affordable_housing_strategy

Tasmanian Open Space Policy and Planning Framework 2010:

www.dpac.tas.gov.au/_data/assets/pdf_file/0007/234691/Tasmanian_Open_Space_Policy_-_Summary.pdf

Positive Provision Policy for Cycling Infrastructure 2013:

www.transport.tas.gov.au/?a=112630

Tasmanian Walking and Cycling for Active Transport Strategy 2014:

www.stategrowth.tas.gov.au/_data/assets/pdf_file/0004/88780/Tasmanian_Walking_and_Cycling_for_Active_Transport_Strategy.pdf

Greater Hobart Congestion Summit Ministerial announcement, March 2016:

www.premier.tas.gov.au/releases/greater_hobart_traffic_congestion_summit

Timeframe unknown. All Southern Regional Councils and Tasmanian Government

Passenger Transport Reviews:

www.stategrowth.tas.gov.au/passenger/reviews/legislation-implementation/safe_community_transport_review

Metro Tasmania New Timetables:

www.metrotas.com.au/media/new-metro-timetables-starting-on-10-january-2016-available-now/

New routes/timetables part of discussions with Tasmanian Govt on traffic congestion

Metro Tasmania Draft Main Road Transport Corridor Plan 2013:

www.stategrowth.tas.gov.au/_data/assets/pdf_file/0004/89158/Main_Road_from_Glenorchy_to_Hobart_CBD_Draft_Transit_Corridor_Plan.pdf

Unknown status

Metro Tasmania Disability Action Plan:

www.metrotas.com.au/corporate/publications/disability-action-plan/

The Taxi and Hire Vehicle Industries and Amendment Bill 2016:

www.parliament.tas.gov.au/bills/pdf/4_of_2016.pdf

Taxi and Hire Vehicle Industries Act 2008 amendments to allow a person to operate a vehicle as a ride-sourcing service, subject to similar rules that apply to a luxury hire-car licence

Taxis and hire vehicles Regulations:

www.transport.tas.gov.au/passenger/taxi

Tourism operators vehicles Regulations:

www.transport.tas.gov.au/passenger/operators

State Road Hierarchy 2007:

www.stategrowth.tas.gov.au/_data/assets/pdf_file/0003/88563/Tasmanian_State_Road_Hierarchy_2007.pdf

Tasmanian Local Government Road Hierarchy 2015

Arising from Auditor General's Report No 5/2013 Infrastructure & Financial Accounting in Local Government, to be adopted by all Tasmanian local governments. Unclear status across local govt sector

Greater Hobart Household Travel Survey 2010:

www.transport.tas.gov.au/_data/assets/pdf_file/0003/109731/Household_Travel_Survey_Summary_-_Final.pdf

Data out of date

Journey To Work Report:

www.stategrowth.tas.gov.au/passenger/journey

Data from Australian Bureau of Statistics 2011

Heavy vehicle PBS Network Access Regulations:

www.transport.tas.gov.au/_data/assets/pdf_file/0004/109633/State_Road_Access_Policy_for_PBS_Heavy_Vehicles_2.pdf

High Productivity Vehicle Network 2010:

www.transport.tas.gov.au/_data/assets/pdf_file/0014/110714/Review_of_Gazetted_Route_Network_Current_Version_-_FINAL_at_10-06-2011.pdf

Tasmanian National Heavy Vehicle Reform Project:

www.transport.tas.gov.au/?a=112543

Regulate all heavy vehicles more than 4.5 tonnes GVM, including special purpose vehicles and buses. Includes monitoring of heavy vehicles on road network through Intelligent Access Program and Transport Certification Australia

Southern Integrated Transport Plan 2010:

www.transport.tas.gov.au/_data/assets/pdf_file/0004/112468/DIER_Southern_Integrated_Transport_Plan_2010.pdf

Current status unknown - with Infrastructure Tasmania

Tasmanian Infrastructure Strategy:

www.stategrowth.tas.gov.au/infrastructure

Brooker Highway Transport Plan 2011:

www.stategrowth.tas.gov.au/_data/assets/pdf_file/0011/88535/Brooker_Highway_Transport_Plan.pdf

and

www.stategrowth.tas.gov.au/_data/assets/pdf_file/0003/88536/Brooker_Highway_Transport_Plan_Partnership_Agreement.pdf

Significant infrastructure investment involved

Tasmanian Urban Passenger Transport Framework:

www.stategrowth.tas.gov.au/passenger/framework

Greater Hobart Infill Development Report:

www.stategrowth.tas.gov.au/passenger/framework/infill-development

Main Road Transit Corridor Plan (Glenorchy to Hobart CBD):

www.stategrowth.tas.gov.au/passenger/framework/transit-corridors/background-information

Light Rail Business Case 2016:

www.stategrowth.tas.gov.au/_data/assets/pdf_file/0004/129613/Light_Rail_Strategy_210116.pdf

Infrastructure Tasmania completed report. A federal election year. Would have a high impact on transport planning in the relevant transport corridors

Tasmanian Freight Survey 2014–2015:

www.stategrowth.tas.gov.au/_data/assets/pdf_file/0004/88564/Tasmanian_Freight_Survey_Data_Summary_Report_2013.pdf

Data still reflects forestry heavy vehicle transport task from Southern Forests through CBD

Draft Tasmanian Integrated Freight Strategy 2016:

www.stategrowth.tas.gov.au/home/about_us/infrastructure/freight

Consultation completed January 2016

Tasports 30 Year Plan 2043:

www.tasports2043.com.au/

Tasports Cruise and Tourism:

www.tasports.com.au/port_services/cruise_shipping.html

Tasports Waterside Restriction Zones, Port of Hobart:

www.tasports.com.au/pdf/security-maps-may-2010/waterside-restriction-zones-port-of-hobart.pdf

Under the provisions of the Maritime Transport and Offshore Facilities Security Act 2003

Macquarie Point Development Corporation Act 2012:

www.austlii.edu.au/au/legis/tas/consol_act/mpdca2012422/

Macquarie Point Master Plan 2015–2030:

masterplan.macquariepoint.com/static/pdf/masterplan_full.pdf

Tasmanian Government Sullivans Cove Master Plan 2010:

www.justice.tas.gov.au/_data/assets/pdf_file/0011/151796/SCMP_maindoc_FINAL_web_a3.pdf

Planning Reform Taskforce 2014–2017:

www.stategrowth.tas.gov.au/_data/assets/pdf_file/0010/124399/Fact_Sheet.pdf

Delivering a state-wide consistent planning framework. To be clarified, if it will incorporate existing plans for City of Hobart, such as Sullivan's Cove Master Plan, Capital City planning process etc. Proposals to maintain current planning function with local government

Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme) Bill 2015:

www.justice.tas.gov.au/community-consultation/previous_consultations/new-tasmanian-planning-scheme

Amendments giving effect to a state wide consistent planning framework. Includes 'Local Provisions Schedules'

Macquarie Point Railyards Precinct Remediation Project 2013:

www.federalfinancialrelations.gov.au/content/npa/infrastructure/macquarie_point_railyards_precinct_remediation/Project-Agreement.pdf

Funding of \$50 million. Progress re removal of toxic waste held up due to delays with C Cell development at Copping

Tasmanian Government Tourism Tasmania Events Strategy 2015–2020:

events.tas.gov.au/_data/assets/pdf_file/0015/107007/Tasmania_Events_Strategy_Web.pdf

Related to annual growth figures for tourism in Tasmania and impacts on tourism infrastructure

AUSTRALIAN GOVERNMENT

National Land Transport Act 2014:

www.austlii.edu.au/au/legis/cth/consol_act/nlta2014258/

Key Commonwealth Land Transport Funding Act

Local Government (Financial Assistance) Act 1995:

www.comlaw.gov.au/Details/C2009C00214

Administered by State Grants Commission

COAG Reform Agenda (infrastructure, transport regulation, cities, road reform (incl heavy vehicles), National Ports Strategy etc), Homelessness and Housing, Seamless Economy, NDIS, etc:

www.coag.gov.au/reform_agenda

COAG agreed to develop a new competition reform agreement, drawing on the Harper Competition Policy Review, for its consideration in 2016. This will include the potential for productivity payments for delivery of reforms, recognising the need for a flexible approach and noting there is no 'one size fits all' solution. Consideration will also be given to new ways to apply competition policy in regional and remote Australia.

COAG Reform Agenda Capital City Planning Project – Greater Hobart: Draft at June 2010

Prepared by Tasmanian Planning Commission

COAG Reform Agenda Macquarie Point Railyards Precinct Remediation Agreement:

www.coag.gov.au/node/383 and <http://macquariepoint.com/wp-content/uploads/2013/04/Doc-1.pdf>

Dept of Infrastructure & Regional Development Financial Assistance Grants:

regional.gov.au/local/assistance/index.aspx

Contributes approx 7% revenue to Council's budget

Dept of Infrastructure & Regional Development Infrastructure Investment Program, includes Bridges Renewal, Black Spot, Investment Road & Rail, Roads to Recovery, Heavy Vehicle Safety & Productivity, National Highway Upgrade:

investment.infrastructure.gov.au/

Through the Infrastructure Investment Program made up of a number of individual programmes, each providing targeted funding for land transport projects

Dept of Infrastructure and Regional Development investment programmes specifically available to local government:

regional.gov.au/local/programmes-for-local-government.aspx

Includes Black Spot road safety funding

Department of Infrastructure and Regional Development 'State of Australian Cities' 2014–2015:

infrastructure.gov.au/infrastructure/pab/soac/

National Cycling Strategy 2011–16:

www.austroads.com.au/road-operations/bicycles/resources/national-cycling-strategy

Infrastructure Australia Audit Report 2014–2015:

infrastructureaustralia.gov.au/policy-publications/publications/Australian-Infrastructure-Audit.aspx

Recent announcement to update audit report

Infrastructure Australia Projects:

infrastructureaustralia.gov.au/projects/

Environment Protection and Biodiversity Conservation Act 1999:

www.austlii.edu.au/au/legis/cth/consol_act/epabca1999588/

The primary environmental legislation in Australia

Infrastructure Australia Rapid Transit public transport report 2015:

infrastructureaustralia.gov.au/policy-publications/publications/Rapid-Transit-Investing-in-Australias-Transport-Future-March-2014.aspx

Infrastructure Australia Urban Transport Strategy 2013:

infrastructureaustralia.gov.au/policy-publications/publications/Infrastructure-Australias-Urban-Transport-Strategy-December-2013.aspx

Our Cities, Our Future — A National Urban Policy for a productive, sustainable and liveable future 2011:

infrastructureaustralia.gov.au/policy-publications/publications/Our-Cities-Our-Future-2011.aspx

Regional Development Australia Tasmanian Development Plan 2013–2016:

www.rdatasmania.org.au/client-assets/documents/documents-and-reports/RDA%20Tasmania%20Regional%20Plan_2015%20-%202016_FINAL.pdf

National Heavy Vehicle Reform /Heavy vehicle National Law:

www.nhvr.gov.au/

Under implementation across all jurisdictions

Hobart International Airport Master Plan 2015:

hobartairport.com.au/corporate/environment-planning/master-plan-2/

Includes landside transport

Antarctic Division – shipping, freight, air 2015:

www.antarctica.gov.au/living-and-working/travel-and-logistics/shipping-and-air-schedules

CSIRO Hobart RV Investigator:

www.csiro.au/en/Research/Facilities/Marine-National-Facility/RV-Investigator

Institute of Marine and Antarctic Studies:

www.imas.utas.edu.au/antarctic-gateway-partnership

University of Tasmania 10 Year Strategic Plan 2015:

www.utas.edu.au/_data/assets/pdf_file/0003/263874/OPEN-TO-TALENT-STRATEGIC-PLAN.PDF



ATTACHMENT 2

BACKGROUND PAPERS

AND FURTHER READING

- *Glenorchy to Hobart CBD Transit Corridor Assessment Report. Demographic Influences and Travel Patterns*, 2012
- *Guidelines for the Preparation of Transport Plans*, Western Australian Government, 2012
- *Hobart's Capital City Strategic Plan*, City of Hobart, 2015-2025
- *Hobart Congestion Traffic Analysis*, Tasmanian Government, 2016
- *Hobart International Airport Master Plan*, Hobart Airport Tasmania, 2015
- *Macquarie Point Redevelopment Master Plan*, Macquarie Point Corporation, 2016
- *National Land Freight Strategy*, Standing Council on Transport and Infrastructure, 2012
- *National Heavy Vehicle Regulations*, National Heavy Vehicle Regulator, 2014
- *Overcoming Barriers to the Off-peak Movement of Freight in Urban Areas*, Austroads, 2016
- *Road and Rail Infrastructure Pricing*, Productivity Commission, 2006
- *Smart Roads*, VicRoads, 2011
- *Southern Tasmania Regional Land Use Strategy*, Southern Tasmanian Councils Authority, 2010–2035
- *Southern Integrated Transport Plan 2010*, Tasmanian Department of Infrastructure, Energy and Resources
- *State Roads Audit*, Infrastructure Tasmania, 2016
- *Tasmanian Draft Integrated Freight Strategy*, Tasmanian Department of State Growth, 2015
- *Tasmanian Freight Infrastructure Systems*, Tasmanian Department of State Growth, 2013
- *Tasmanian Freight Survey Data Summary*, Tasmanian Department of State Growth, 2013
- *Towards Zero – Tasmanian Road Safety Strategy 2017–2026 Discussion Paper*, Road Safety Advisory Council,
- *TasPorts 30 Year Plan 2043*
- *Transport strategies for City of Melbourne, City of Greater Geelong, Fremantle City Council and Newcastle City Council.*

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