**REPORT TITLE:** **TRANSPORT STRATEGY**

**REPORT PROVIDED BY:** Manager Traffic Engineering
Director City Infrastructure

## 1. Report Purpose and Community Benefit

1.1. The purpose of this report is to provide a summary of the three Aldermanic workshops held in April, May and June 2016 to seek feedback on the development of a Transport Strategy for the City of Hobart.

1.2. This report is seeking approval to commence the community consultation and stakeholder engagement phase of developing the Transport Strategy.

## 2. Report Summary

2.1. At its meeting of 9 December 2015, the City Infrastructure Committee received and noted the report *Development of a City of Hobart Transport Strategy* which provided details of proposed timeframes and a process to develop a *Transport Strategy 2015-2030*.

2.2. Three workshops have been held with Aldermen to discuss various aspects of the development of the Transport Strategy. Workshops were held with Aldermen on 27 April, 25 May and 24 June 2016.

2.3. The scope of the Aldermanic workshops included the timeframe and process to complete the Transport Strategy, the legislative and policy context in which the Transport Strategy will be developed, and the proposed methodology to undertake community consultation and stakeholder engagement. Presentations and supporting documentation were provided to Aldermen to support their discussions.

2.4. Feedback from Aldermen who attended the workshops will be incorporated into relevant discussion and background papers prior to the commencement of community consultation and stakeholder engagement.

2.5. In order to undertake what is a substantial body of work, it is proposed to split the task of developing a Transport Strategy into a series of four consultation modules which can be progressively achieved, absorbed and worked through. An engagement strategy will be developed that will include a targeted community and stakeholder engagement process. This will be undertaken before consolidating the work as a final transport strategy that would be undertaken by the City of Hobart.

2.6. The consultation modules would be categorised into the broad headings of:

Module 1 **Freight, Port and Air** (Urban and through city freight carried by vehicles, sea and port activities and Hobart Airport related issues)

Module 2 **Private Transport** (walking, cycling, car, parking and associated facilities)

Module 3 **Public Transport** (bus, taxi, ferry, car share, light rail etc)

Module 4 **Local Area Traffic Management** (including network operating plans, traffic calming, speed zones, residential parking etc)

2.7. The next stage in developing the Transport Strategy is the consultation phase of this project, commencing in August/September 2016 with the Freight, Port and Air consultation module.

## *3. Recommendation*

***That:***

***1. Further Aldermanic Workshops be held prior to the commencement of community engagement for each of the Transport Strategy consultation modules.***

***2. The Transport Strategy community consultation and stakeholder engagement commence in August/September 2016, with the first consultation module - Freight, Port and Air.***

***3. The General Manager to write to major stakeholders advising of his intention to commence the development of a Transport Strategy for the City of Hobart.***

## 4. Background

4.1. The Council's new Capital City Strategic Plan 2015-2025 includes Goal 2 – Strategic Objective 2.1.1 *Develop and implement a transport strategy*.

4.2. At its meeting of 9 December 2015, the City Infrastructure Committee received and noted the report *Development of a City of Hobart Transport Strategy* that provided details of proposed timeframes and a process to develop a *Transport Strategy 2015-2030*.

4.3. Subsequently, the City's Executive Leadership Team (ELT) considered a draft Project Brief and a Community Consultation and Stakeholder Engagement Strategy, which included a program of Aldermanic workshops to seek input/feedback from Aldermen on proposals for the development of the Transport Strategy, prior to the commencement of public consultation.

4.4. The scope of the Aldermanic workshops included the timeframe and process to complete the Transport Strategy, the legislative and policy context in which the Transport Strategy will be developed, and the proposed methodology to undertake community consultation and stakeholder engagement. Presentations and supporting documentation were provided to Aldermen to support their discussions.

4.5. Three workshops were held with Aldermen on 27 April, 25 May and 24 June 2016 to discuss various aspects of the development of the Transport Strategy.

4.5.1. The workshop on 27 April 2016 provided details on the legislative and policy context (across all three tiers of government) in order to establish the scope of possible transport related actions and strategies that may be given effect in the Transport Strategy for the City of Hobart. It also introduced the four consultation modules proposed for community consultation and stakeholder engagement:

Module 1 Freight, Port and Air.
Module 2 Public Transport.
Module 3 Private Transport.
Module 4 Local Area Traffic Management.

4.5.2. The workshops on 27 April 2016 and 25 May 2016 provided ABS 2011 census data on Journey To Work and Modal Share for the Southern Tasmanian region as the basis for discussions with Aldermen on congestion management and planning for future transport needs. Further information on the methodology for community consultation/stakeholder engagement, based on a comparative analysis of three other local government jurisdictions, was also provided. Aldermen provided further comments and feedback on the four consultation modules.

4.5.3. The workshop on 24 June 2016 provided information from the Congestion Summit held on 9 June 2016 and included a presentation on road and user hierarchies (including a presentation about the Vicroads “Smartroads” approach).

4.5.4. Documentation and outcomes of each of the three workshops are included as **Attachment A**.

## 5. Proposal and Implementation

5.1. Further to the report to the City Infrastructure Committee meeting of 9 December 2015, it is proposed that the Council embark on developing a Transport Strategy involving extensive community engagement.

5.2. In order to undertake what is a substantial body of work, it is proposed to split the tasks into a series of four consultation modules which can be progressively achieved, absorbed and worked through. An engagement strategy will be developed that will include a targeted community and stakeholder engagement process. This would be undertaken before consolidating the work as a final transport strategy which would be undertaken by the City of Hobart.

5.3. The Strategy would also contain a set of collaborative actions whereby the City of Hobart would work with other relevant bodies to achieve transport outcomes (i.e. community groups, Metro Tasmania, the Department of State Growth, non-government organisations such as The Heart Foundation, TasCOSS and interest groups including the RACT and cycling organisations etc).

5.4. The consultation modules would be categorised into the broad headings of:

Module 1 **Freight, Port and Air** (Urban and through city freight carried by vehicles, sea and port activities and Hobart Airport related issues)

Module 2 **Private Transport** (walking, cycling, car, parking and associated facilities)

Module 3 **Public Transport** (bus, taxi, ferry, car share, light rail etc)

Module 4 **Local Area Traffic Management** (including network operating plans, traffic calming, speed zones, residential parking etc)

5.5. Each module would include objectives for the areas of safety, environmental impact reduction and service level requirements.

5.6. Splitting the tasks into consultation modules is considered a way to maintain focus during the engagement process and cover the breadth of issues needing to be addressed by a Transport Strategy for the City of Hobart.

5.7. The concept process for the development of the Transport Strategy is outlined in Table 1 below.

**Table 1 – Summary of Transport Strategy Stages**

| | Description | | Timing |
|---|---|---|---|
| 1 | Development of background papers, project framework and key objectives to be considered during development. | | 3 months |
| 2 | Initial Aldermanic Workshop to agree on key objectives, module scope and development sequence. | | 2 weeks |
| 3 | Finalisation of background papers and completion of project framework development. 1,2 | | 1 month |
| 4 | Development of the community engagement strategy. This step should identify which community groups, individuals and stakeholders wish to be involved with the development of each of the individual modules. | | 1 month |
| 5 | Initial engagement process with community and other stakeholder groups to work through the background papers and process for engagement in developing the modules of the Transport Strategy. | | 2 weeks |
| 6 | Develop content for each individual module of the Transport Strategy. | | 12 to 18 months<br>The scope of the modules would be determined through the input from earlier stages (particularly Step 2).<br>Module development could be done sequentially or concurrently. |
| | (a) | Undertake community engagement. | |
| | (b) | Incorporate initial feedback as appropriate. | |
| 7 | Consolidate modules into Draft Transport Strategy. | | 6 months |
| 8 | Draft Transport Strategy presented to the Council. | | |
| 9 | Final community and stakeholder engagement process with the Draft Transport Strategy. | | |
| 10 | Feedback considered in finalising the Transport Strategy for the Council's endorsement. | | Target of December 2017 |

**Notes**:

1. It is noted that the Southern Integrated Transport Plan (2010) produced in partnership with the State Government and the Southern Tasmanian Councils Authority (STCA) along with the background papers produced for the City of Hobart's 2010-2014 Sustainable Transport Strategy will provide a significant proportion of this work.
2. The development of the project framework is intended to provide a clear articulation of the modular approach for developing the strategy.

## 6. Strategic Planning and Policy Considerations

6.1. There is a direct relationship between the City of Hobart *Capital City Strategic Plan 2015-2025* and the Transport Strategy. The following elements of the Strategic Plan are all relevant in considering the development of a Transport Strategy:

GOAL 2 – URBAN MANAGEMENT – STRATEGIC OBJECTIVE 2.1

*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 – 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.*

6.2. There are a range of existing policy settings, legislation and regulations across all levels of Government that will guide the development of the Council's new Transport Strategy. A detailed listing has been previously provided to the Aldermen as background material to the first Aldermanic workshop.

6.3. The development of a Transport Strategy will assist the Council in developing further policy and articulating its position on a range of issues around transport. The extent of this would be scoped over the course of the project.

## 7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. Funding for traffic and transport resides within the Traffic Strategy & Projects Budget Function. There was an allocation for the engagement of consultants within the 2015/2016 operating budget.

7.1.2. A budget allocation of $50,000 has been established within the Traffic Strategy & Projects Budget Function in 2016/2017 for the development of a Transport Strategy.

7.2. Impact on Future Years' Financial Result

7.2.1. A similar minimum amount of $50,000 will need to be allocated for the development of this strategy for the 2017/2018 financial year.

7.2.2. The three year capital programme has allocated $500,000 in both the 2017/2018 and 2018/2019 financial years towards the implementation of the Transport Strategy.

7.3. Asset Related Implications

7.3.1. Not applicable

## 8. Legal, Risk and Legislative Considerations

8.1. The Transport area has a wide range of legislation, regulation and risk issues associated with it.

8.2. The undertaking of a consultation exercise to develop a Transport Strategy may generate interest in current legislated arrangements and associated discussion around changing or altering current arrangements. However, the extent of this cannot be known at this stage.

## 9. Environmental Considerations

9.1. Transport modes using hydrocarbon fuel sources emit significant levels of substances (NOx, fine particulate matter etc) that are proven to be detrimental to human health.

9.2. In the energy sector in Tasmania, transport is the second largest emitter of green house gases. A Transport Strategy for the City of Hobart will include consideration of sustainable transport modes and measures to support and increase the use of these modes of transport.

## 10. Social and Customer Considerations

10.1. Transport has a far reaching and immediate impact on the daily lives of residents of the City of Hobart as well as those who work, travel through and holiday here. Effective short, medium and long term transport strategies are critical to the economic, social and environmental success of Hobart as a city for residents, government and business, and as a capital city and a regional centre.

10.2. The development of a Transport Strategy has the potential to be of interest to and impact upon individuals across all sectors of the community, both within and beyond the boundaries of the City of Hobart.

10.3. Incorporating feedback and ideas from all sectors of the community during the consultation process is of paramount importance to the successful development of the Transport Strategy.

## 11. Marketing and Media

11.1. The project team has undertaken consultation with the City's Communications Advisor to develop a media strategy for the development of the Transport Strategy. The strategy is based on research undertaken on similar projects in other Australian local government jurisdictions and includes the use of written, electronic and social media avenues to communicate. Both in-house and external expertise will be utilised to execute the media strategy.

11.2. Following completion of the first round of community consultation and stakeholder engagement (on the Freight, Port and Air consultation module) the Media Strategy will be reviewed and fine-tuned as necessary.

11.3. There will be ongoing evaluation of the Media Strategy following the completion of each of the remaining three consultation modules.

## 12. Community and Stakeholder Engagement

12.1. In March 2016, ELT considered project documentation including a Community Consultation/Stakeholder Engagement Strategy that contains details of methodology based on current national research, project budget and timeframes, high level key messages, and a media strategy.

12.2. A comprehensive database of relevant State Government departments, other local governments and peak stakeholder and community groups forms the basis of both targeted and broad community consultation.

12.3. Formal advice to key stakeholders in relation to the development of a Transport Strategy for the City of Hobart has yet to be provided. A letter advising of the development of a Transport Strategy will be provided to key stakeholders, including (but not limited to) the State Government,

the Royal Automobile Club of Tasmania (RACT), Metro Tasmania and the Bicycle Network.

12.4. City officers are currently seeking to engage a community and stakeholder engagement consultant who will assist in undertaking the various aspects of the engagement and consultation effort. The consultant will be responsible for documenting and recording the input received during the various engagement and consultation activities.

12.5. In addition to the Council's online "Your Say" consultation tool, engagement and consultation will also occur through print media, public displays, forums and face-to-face meetings to ensure each consultation module receives relevant input from a broad range of the community. The community and stakeholder engagement consultant will assist in determining the most effective way of engaging with stakeholders and the broader community in developing the Transport Strategy.

12.6. Following completion of the first round of community consultation and stakeholder engagement (on the Freight, Port and Air consultation module) the Community Engagement and Stakeholder Management Strategy will be reviewed and fine-tuned as necessary.

## 13. Delegation

13.1. This matter is delegated to Committee.

13.2. The endorsement and approval of the relevant discussion papers and background papers, and documentation supporting each module for the purposes of commencing community consultation and stakeholder engagement lies with ELT.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*

Angela Moore
**MANAGER TRAFFIC ENGINEERING**

Mark Painter
**DIRECTOR CITY INFRASTRUCTURE**

Date: 22 July 2016
File Reference: F16/80155

Attachment A: Workshop Presentations and Outcomes ⇩

15/161
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2 May 2016

**MEMORANDUM:** **LORD MAYOR**
**DEPUTY LORD MAYOR**
**ALDERMEN**

## TRANSPORT STRATEGY WORKSHOP PRESENTATION AND NOTES

As discussed at the Transport Strategy workshop held on 27 April 2016, the presentation and butcher's paper notes from that workshop are attached for your information.

Aldermen at the workshop requested that another workshop be held prior to the next City Infrastructure Committee meeting on 25 May 2016 to enable discussions on the proposed engagement modules to continue.

(Mark Painter)
**DIRECTOR CITY INFRASTRUCTURE**

City of HOBART

# HOBART 2030 ?

City of HOBART

# City of Hobart Transport Strategy

## Aldermanic Workshop 27 April 2016

Today:

- What is the role of the City of Hobart?
- Transport 'modules'

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# Principal Legislation

- ✓ Commonwealth – National Land Transport Act 2014
  - ✓ Environment Protection and Biodiversity Conservation Act 1999
  - ✓ Disability Discrimination Act 1992
  - ✓ Etc.
- ✓ State – Land Use Planning and Approvals Act 1993
  - ✓ (Southern Tasmanian Land Use Strategy 2010-2035)
  - ✓ Roads and Jetties Act 1935
  - ✓ Traffic Act 1925
  - ✓ Local Government (Highways) Act 1982
  - ✓ Etc.
- ✓ Local – Highways By-Law (By-Law 3 of 2008) - (Local Government Act 1993)
  - ✓ Other delegated powers
  - ✓ Etc.

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# Roles and Responsibilities

- ✓ Commonwealth
  - ✓ Funds national highway, major infrastructure, R2R, Black Spot programs
  - ✓ Sets national standards and regulation for safety, vehicle, rail, maritime, air etc
- ✓ State
  - ✓ Responsible for statewide and regional land use strategy
  - ✓ Responsible for provision and operation of road network through various Acts.
  - ✓ Plans and funds major state road and rail projects (inc TasPorts through GBE)
  - ✓ Responsible for public transport funding and regulation
  - ✓ Controls vehicle licensing, registration. Enforces road user behaviour (policing)
  - ✓ Controls all traffic signals, maintains road line markings (not yellow)
- ✓ Local
  - ✓ Local land use decisions which can impact on transport outcomes
  - ✓ Owns , maintains and manages (under delegations from State Government) local roads, including footpaths
  - ✓ Provides footpaths and cycleways (including bike parking) in the public domain
  - ✓ Is a parking authority and establishes, operates and enforces parking rules

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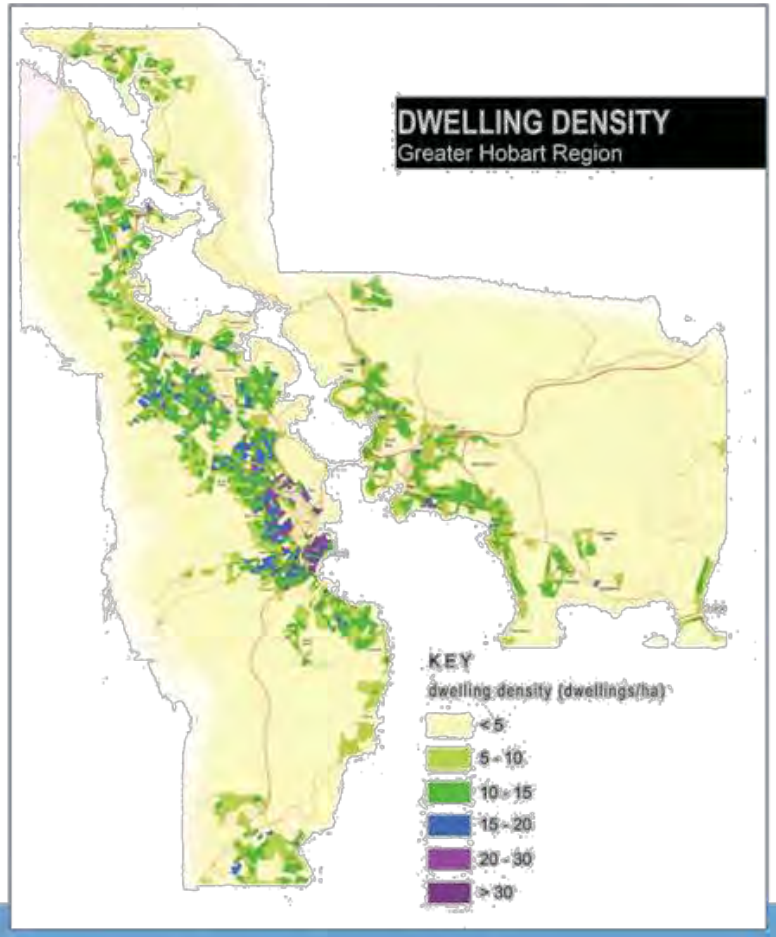
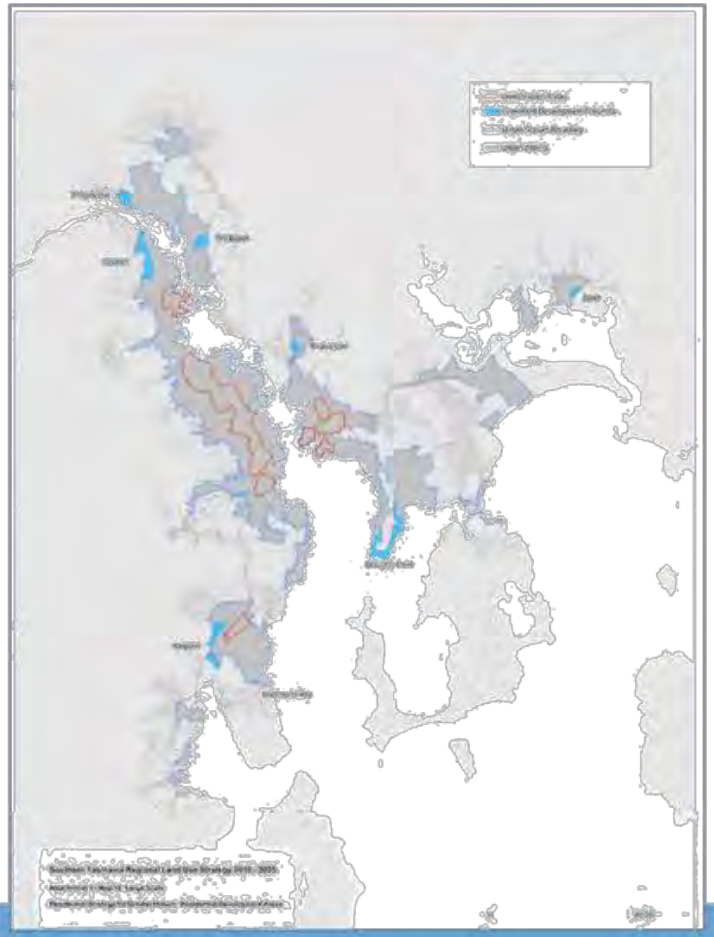
# Greater Hobart Regional Background



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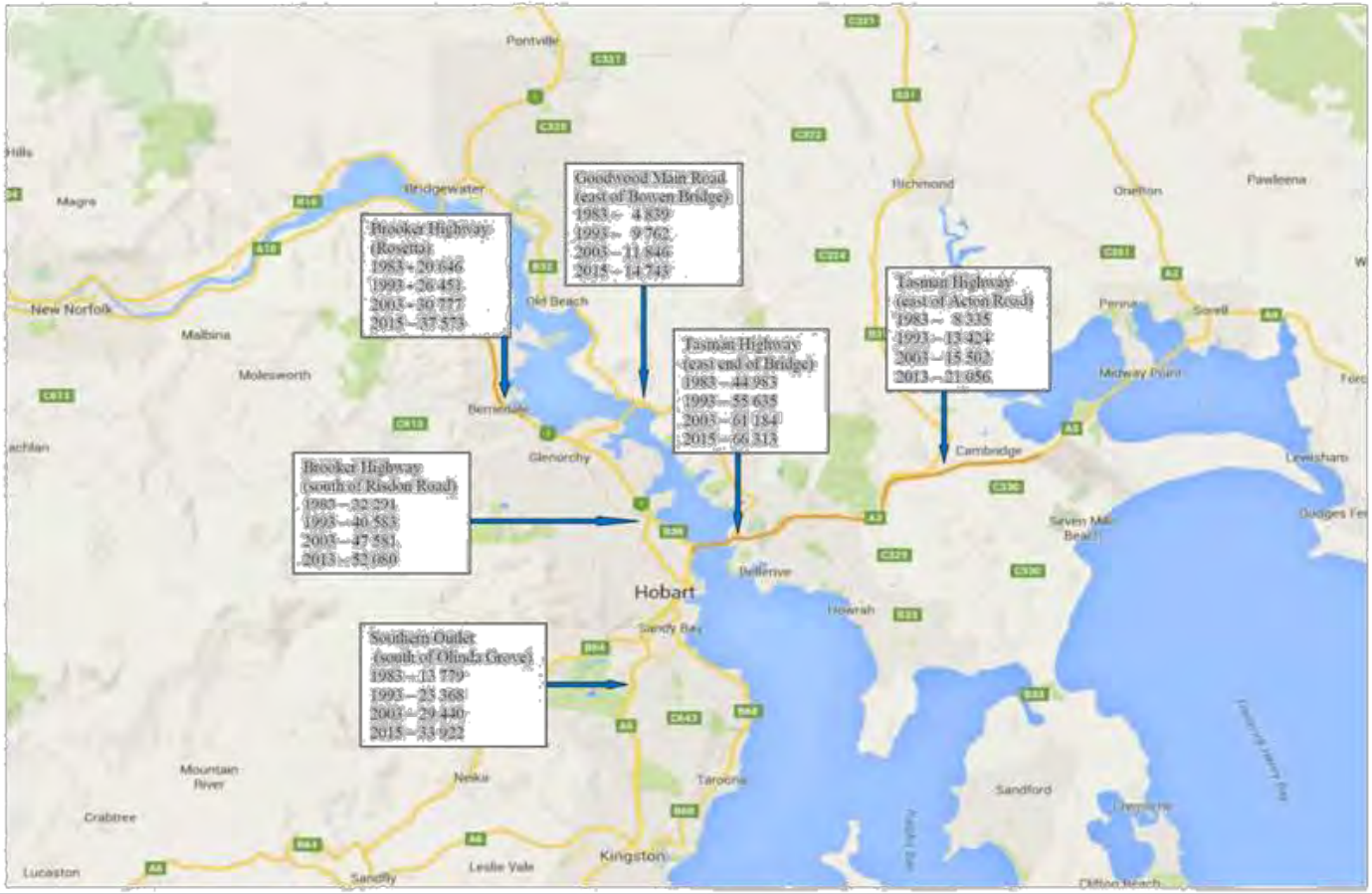
# Traffic Volume Growth




Source: Department of State Growth  Data : Average Annual Daily Traffic

**ATTACHMENT A**

# ABS Journey to Work Census data - 2011

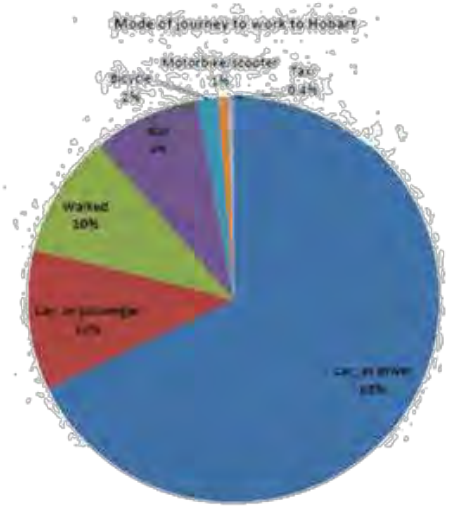
## Southern Region

### Modal Share

### Hobart (i.e. Inc Clarence, Glenorchy etc)

Hobart is Tasmania's largest destination for journey to work travel.

Compared to statewide modal share percentages, people traveling to Hobart for work are more likely to use active (walking, bicycle) or public (bus) transport, and less likely to travel by car.

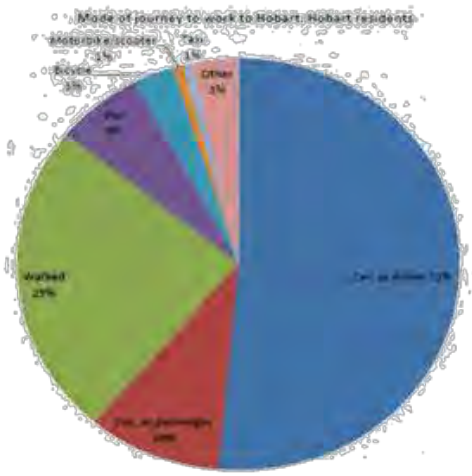



Mode of journey to work to Hobart[a]

| Mode | Number Travelling by Mode |
|---|---|
| Car, as driver | 25,392 |
| Car, as passenger | 4,135 |
| Walked | 3,663 |
| Bus | [illegible] |
| Bicycle | 834 |
| Motorbike/scooter | [illegible] |
| Taxi | 145 |
| Other[b] | [illegible] |
| TOTAL | 38,702 |

[a] Values exclude those who did not go to work and those who worked at home.
[b] 'Other' includes journeys undertaken by truck, ferry and by more than one mode of transport

## Hobart City LGA




[a] Values exclude those who did not go to work and those who worked at home.
[b] Includes journeys undertaken by truck, ferry and by more than one mode of transport.

Mode of journey to work to Hobart: Hobart residents[a]

| Mode | Number Travelling by Mode |
|---|---|
| Car, as driver | 7175 |
| Car, as passenger | [illegible] |
| Walked | 3427 |
| Bus | [illegible] |
| Bicycle | 409 |
| Motorbike/scooter | [illegible] |
| Taxi | 89 |
| Other[b] | [illegible] |
| TOTAL | 13940 |

City of HOBART

# ABS Journey to Work Census data - 2011

## Journey to work origin and destination: Greater Hobart Region 2011

| JTW Origin 2011 | JTW Destination 2011 | | | | | | |
|---|---|---|---|---|---|---|---|
| | Brighton | Clarence | Glenorchy | Hobart | Kingborough | Sorell | TOTAL |
| Brighton | 975 | 614 | 1,678 | 1,565 | 103 | 54 | 4,989 |
| Clarence | 230 | 7,401 | 2,937 | 9,490 | 442 | 323 | 20,823 |
| Glenorchy | 457 | 1,469 | 7,059 | 7,159 | 328 | 81 | 16,553 |
| Hobart | 141 | 1,453 | 2,240 | 17,050 | 798 | 75 | 21,757 |
| Kingborough | 61 | 678 | 1,148 | 6,551 | 5,452 | 23 | 13,913 |
| Sorell | 67 | 1,102 | 631 | 1,528 | 91 | 1,570 | 4,989 |
| TOTAL | 1,931 | 12,717 | 15,693 | 43,343 | 7,214 | 2,126 | **83,024** |

- Over 52 % of all JTW is to Hobart
- Over 71% of all JTW is shared between Hobart and Glenorchy
- The red areas show the "Through Hobart JTW Traffic" – 2,874 journeys (3.5%)

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Transport Strategy Engagement Modules

# *Freight, Port and Air*

City of HOBART

Transport Strategy Engagement Modules

# *Private Transport*

City of HOBART

Transport Strategy Engagement Modules

# *Public Transport*

City of HOBART

Transport Strategy Engagement Modules

# *Local Area Traffic Management*

City of HOBART

# Further context

- Hobart City Council's *Capital City Strategic plan 2015-2025*
- Previous transport strategies / plans from Tasmania
- Similar transport strategies /plan examples from around Australia

City of HOBART

# Transport Strategy Engagement Modules

## Freight, Port and Air

## Private Transport

## Public Transport

## Local Area Traffic Management

City of HOBART

# Summing Up

- Next Steps

# Transport Strategy Workshop 27 April 2016

Transcribed notes

1. **Freight, Port and Air**
   - Runway lengthening, impact on the city.
   - More tourists coming in – driving, lost, unfamiliar.
   - No ferries (funding to roads through STCA and projects, not this)
   - Port under-utilised.
   - Cruise passenger access (i.e. bike hire, tours, pedestrians).
   - Commercial loading in CBD.

2. **Private Transport**
   - Bypass - "DISPELL THE MYTH"
     - Be on the front foot
   - School travel (i.e. single occupancy v. multiple occupants)
     - GREATER HOBART HOUSEHOLD TRAVEL SURVEY
   - Inner city issues v. commuter.
   - School drop-off.
   - Get people to think about different modes of transport.
   - Bicycle parking (in offices) – HCC provided bike parking?
   - Understand parking issue and cost influence.
   - "User" hierarchy.
   - Active transport.
   - Providing good public infrastructure.
   - Understanding cycleways/loops/private facilities and use (over time).
   - Walking strategy / cycling strategy ====> Action Plan.
   - Cultural issue – shift thinking about TRANSPORT.
   - Living in the CBD, near where they work → high density mixed use development.
   - Earlybird parking, high occupancy vehicles/ rideshare
   - Parking price and timing.

3. **Public Transport**
   - Access to the airport.
   - HCC capacity to influence public transport
   - Users "don't trust" public transport (reliability)
   - Priority area, work with Metro.
   - Real time travel info at bus stops.
   - Encourage people to leave their cars at home, suburban parking.

4. **Local Area Traffic Management**
   - Expansion of commuter parking into suburban areas.
   - School drop-off.
   - Placemaking role of transport.
   - Mac Point.

5. **OTHER**
   - New ABS Journey to Work numbers - census 2016.
   - Messaging to the community (i.e. in response to some commentators). "Distraction"
   - Goals and aspirational targets.
   - Future projects in Hobart (build and transport disruption)
   - Comms strategy for Hobart.
   - Leadership around public transport
   - Placemaking and health relationships.
   - Planning relationships – School journeys.
   - Mapping of infrastructure - bike hoops, walking routes
   - App to engage 'public engagement' of routes/blackspots (public input during engagement)
   - High density living
   - Action plan for priority actions during the strategy production.

Copies for Circulation: General Manager
Directors
Manager Traffic Engineering
Transport Engineer
Principal Advisor Media and Community Relations

**ATTACHMENT A**

15/161
smlp:SMLP

20 June 2016

**MEMORANDUM:** **LORD MAYOR**
**DEPUTY LORD MAYOR**
**ALDERMEN**

## TRANSPORT STRATEGY WORKSHOP 2 PRESENTATION AND NOTES

As discussed at the second Transport Strategy workshop held on 25 May 2016, the presentation from that workshop and the butcher's paper notes from both workshops are attached for your information.

I look forward to the next workshop to be held prior to the next City Infrastructure Committee meeting on 22 June 2016 to enable further discussions on the development of this draft strategy.

(Mark Painter)
**DIRECTOR CITY INFRASTRUCTURE**

Copies for Circulation: General Manager
Directors
Manager Traffic Engineering
Transport Engineer
Projects and Executive Officer – Lord Mayor

City of HOBART

# HOBART 2030 ?

City of HOBART

# City of Hobart Transport Strategy

## Second Aldermanic Workshop

## 25 May 2016

Today:

- Recap
- Community engagement modules
- Next steps

**ATTACHMENT A**

# ABS Journey to Work Census data - 2011

## Southern Region

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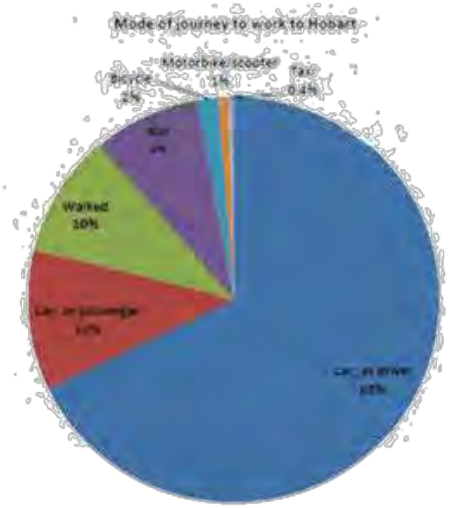


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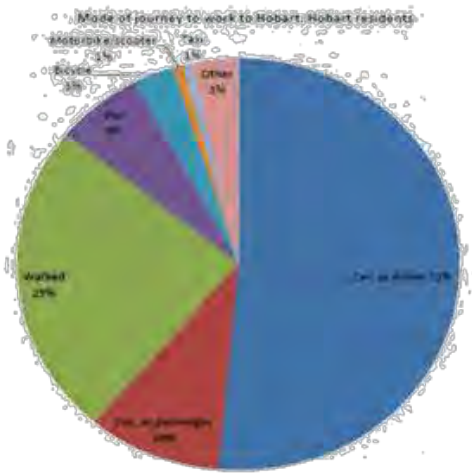


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City of HOBART

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| Hobart | 141 | 1,453 | 2,240 | 17,050 | 798 | 75 | 21,757 |
| Kingborough | 61 | 678 | 1,148 | 6,551 | 5,452 | 23 | 13,913 |
| Sorell | 67 | 1,102 | 631 | 1,528 | 91 | 1,570 | 4,989 |
| TOTAL | 1,931 | 12,717 | 15,693 | 43,343 | 7,214 | 2,126 | **83,024** |

- Over 52 % of all JTW is to Hobart
- Over 71% of all JTW is shared between Hobart and Glenorchy
- The red areas show the "Through Hobart JTW Traffic" – 2,874 journeys (3.5%)

City of HOBART

# Transport Strategy Engagement Modules

## Freight, Port and Air

## Private Transport

## Public Transport

## Local Area Traffic Management

City of HOBART

# Current Transport Related Resolutions/NOMs

| | | | Freight | Private | Public | Local |
|---|---|---|---|---|---|---|
| Date | Title | Subject | | | | |
| 22 May 2016 | NOM - Port of Hobart – export of woodchip – potential impact on Macquarie and Davey streets | That an urgent report be provided that advises the Council on the State Government's present plans... | ✓ | | | |
| 9 May 2016 | NOM - Derwent River – Ferry Transportation | That an urgent report be provided that investigates what information and evidence would be required to test the viability of a River Derwent ferry service being reintroduced.... | | ✓ | ✓ | |
| 11 April 2016 | NOM – Transfer of ownership and management of Macquarie and Davey streets | Request in writing to the Minister for Infrastructure that prior to any further discussions taking place ... Seeks an urgent report from Council officers on the implications... | ✓ | ✓ | | |
| 21 March 2016 | NOM – Strategies to alleviate peak traffic issues | That the Lord Mayor be requested to write to the Minister for Infrastructure and take forward the comments in this Notice of Motion... | ✓ | ✓ | ✓ | ✓ |
| 21 March 2016 | NOM - Bicycle Hire and Loan Schemes | A report be prepared documenting the proposition of Council developing a rental bike service for locals and visitors..... | | ✓ | | |
| 7 Sept 2015 | Sandy Bay Retail Precinct – streetscape revitalisation | ... The speed limit on Sandy Bay Road between Osborne Street and Ashfield Street, Sandy Bay, be reviewed following completion of the works... | | ✓ | ✓ | ✓ |
| 7 Sept 2015 | Hill Street and Arthur Street , West Hobart - Traffic | .... The Council investigate a 40 km per hour speed limit for all residential areas within the Hobart municipal area.... | | ✓ | ✓ | ✓ |
| 13 April 2015 | NOM – Improvements to pedestrian Crossings | ....A report be prepared looking at other opportunities for improvements to pedestrian crossings on key pedestrian routes.... | | ✓ | | ✓ |
| 22 Sept 2014 | Lenah Valley Local Area Traffic Management Plan | That the Council undertake an urgent review of the Lenah Valley Traffic Management Plan. | | | | ✓ |

City of HOBART

# Next Steps

- Further discussion on targets and priorities?
- Final report on workshops by July 2016
- Release community engagement module 1 Freight, Port and Air by August 2016
- Workshops with Council/Committee before release of each community engagement module
- Completed Strategy by beginning 2018

# Transport Strategy Workshop Transcribed Notes

## 1. Freight, Port and Air

**27 April 2016**

- Runway lengthening, impact on the city.
- More tourists coming in – driving, lost, unfamiliar.
- No ferries (funding to roads through STCA and projects, not this)
- Port under-utilised.
- Cruise passenger access (i.e. bike hire, tours, pedestrians).
- Commercial loading in CBD.

**25 May 2016**

- Truck numbers and surveys.

## 2. Private Transport

**27 April 2016**

- Bypass - "DISPELL THE MYTH"
  - Be on the front foot
- School travel (i.e. single occupancy v. multiple occupants)
  - GREATER HOBART HOUSEHOLD TRAVEL SURVEY
- Inner city issues v. commuter.
- School drop-off.
- Get people to think about different modes of transport.
- Bicycle parking (in offices) – HCC provided bike parking?
- Understand parking issue and cost influence.
- "User" hierarchy.
- Active transport.
- Providing good public infrastructure.
- Understanding cycleways/loops/private facilities and use (over time).
- Walking strategy / cycling strategy ===> Action Plan.
- Cultural issue – shift thinking about TRANSPORT.
- Living in the CBD, near where they work →high density mixed use development.
- Earlybird parking, high occupancy vehicles/ rideshare
- Parking price and timing.

**25 May 2016**

- Make active transport more attractive by providing infrastructure.

- HCC residents move to active and public transport.
- Travel planning – incentives and other benefits, i.e. health
- Peak hour management
- Signal timings/coordination to bike speeds rather than car speeds, i.e bicycle "green wave".
- School transport – link between obesity and driving to school. Travel behaviour change. Heart Foundation.
- Regulation of new multistorey carparks in the CBD.
    - Optimum number of parking spaces in the city ===> feeds into future planning
- Student transport with new city accommodation and Sandy Bay campus.
- Car share – particularly for UTAS.
- Congestion taxes/toll.
- Electric vehicle fleet by 2025 (Philip to circulate).

**3. Public Transport**
**27 April 2016**

- Access to the airport.
- HCC capacity to influence public transport
- Users "don't trust" public transport (reliability)
- Priority area, work with Metro.
- Real time travel info at bus stops.
- Encourage people to leave their cars at home, suburban parking.

**25 May 2016**

- Social and urban growth issues.
- Lack of PT an issue for socially disadvantaged groups etc.
- Ferries and improved bus services.
- Cost per capita spend on PT.
- Transit lands (T2, Brisbane), bus and taxi (maybe 3+HOV) → Military Road, Mosman, Sydney – T3 lane
    - Southern Outlet
    - Brooker Highway
    - Tasman Highway

**4. Local Area Traffic Management**
**27 April 2016**

- Expansion of commuter parking into suburban areas.
- School drop-off.
- Placemaking role of transport.
- Mac Point.

**25 May 2016**

- Perception of the city centre as "congested" and traffic issues.
- Planning – relaxation of parking requirements.
- Commuter parking in the suburbs and walking/cycling into the CBD.
- Local/neighbourhood journeys 20 minute city.

**5. OTHER**
**27 April 2016**

- New ABS Journey to Work numbers - census 2016.
- Messaging to the community (i.e. in response to some commentators). "Distraction"
- Goals and aspirational targets.
- Future projects in Hobart (build and transport disruption).
- Comms strategy for Hobart.
- Leadership around public transport
- Placemaking and health relationships.
- Planning relationships – School journeys.
- Mapping of infrastructure - bike hoops, walking routes
- App to engage 'public engagement' of routes/blackspots (public input during engagement)

**25 May 2016**

- Psychology of travel behaviour / paradigm shift.
- Regional behaviours – different for different people and journeys.
- HCC role as an influencer.
- Parking management as a trigger to behaviour change.
- Surveying major employers about JTW.
- More people – not necessarily more roads.
- Ageing population and travel behaviour and transport needs.

**NEXT STEPS**

Targets?
- Best practice examples.
- Has it worked.
- Benchmarking.
- What to measure.

Community engagement
- How to access some “new faces”.
- Tools proposed for use.

City of HOBART

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as:AS
(o:\infrastructure services\memos\aldermen\2016\
transport strategy workshop 22 june 2016 - notes and presentation - memo.doc)

20 July 2016

**MEMORANDUM:** **LORD MAYOR**
**DEPUTY LORD MAYOR**
**ALDERMEN**

## TRANSPORT STRATEGY WORKSHOP 3 PRESENTATION AND NOTES

As discussed at the Transport Strategy workshop held on 22 June 2016, the presentation and notes from that workshop are attached for your information.

Also attached is the VicRoads document – SmartRoads, Connecting Communities.

Aldermen at the workshop requested that another workshop be held prior to the next City Infrastructure Committee meeting on 27 July 2016 to enable discussions on the proposed engagement to continue.

(Mark Painter)
**DIRECTOR CITY INFRASTRUCTURE**

Copies for Circulation: General Manager
Directors
Manager Traffic Engineering
Transport Engineer
Principal Advisor Media and Community Relations

# Transport Strategy Workshop 3

## Wednesday 24 June 2016

**Matters raised in discussion:**

1. Future ownership/management of Davey/Macquarie St couplet and advice from State Government.
2. Statistics on public transport from Metro Tas, based on new routes, indicates increased patronage.
3. Further discussions on a Greater Hobart Parking Strategy?
4. Indications (anecdotal) of limited park/ride from Glenorchy to Hobart.
5. Real time travel information from Metro Tasmania needed in bus mall and for mobile phones - raise this with Metro as a priority.
6. Mapping Hobart for disability access.
7. Road and user hierarchies based on *Vicroads Smartroads* model adapted for Hobart circumstances.

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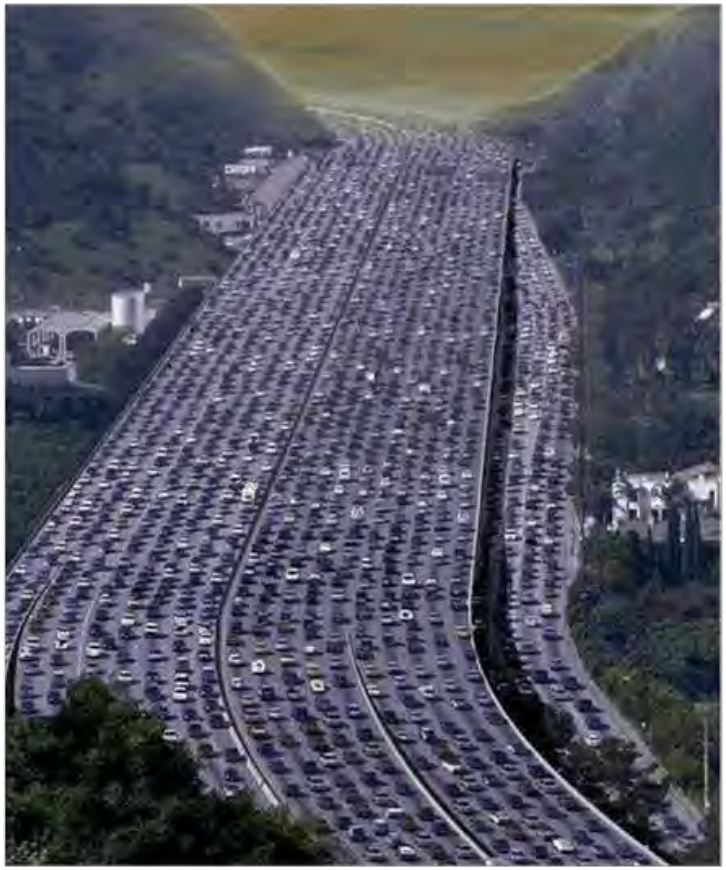

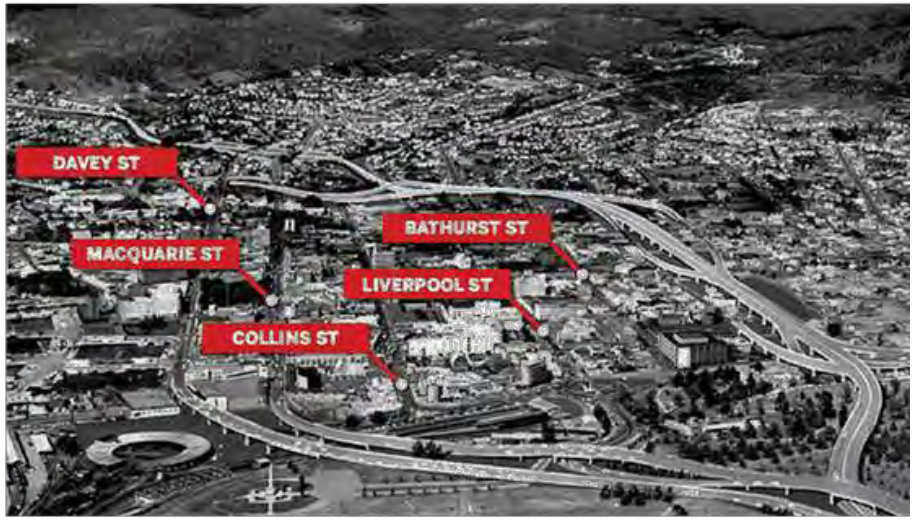


# HOBART 2030 ?

City of HOBART

# City of Hobart Transport Strategy

## Third Aldermanic Workshop

## 22 June 2016

Today:

- Recap
- Traffic congestion summit 9 June 2016 – update
- Road hierarchy and user hierarchy
- Community engagement models
- Next steps

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# User Hierarchy

- The Road Hierarchy deals only with vehicles
- Needs to be overlayed with the:
  - Arterial Bicycle Network
  - Metro Bus Routes
  - Activity Centres and Pedestrian Priority Routes
- A Road Use Hierarchy addresses:
  - Mode/User
  - Place
  - Time (e.g. AM peak, Daytime Off-peak, PM peak & Evening Off-peak)

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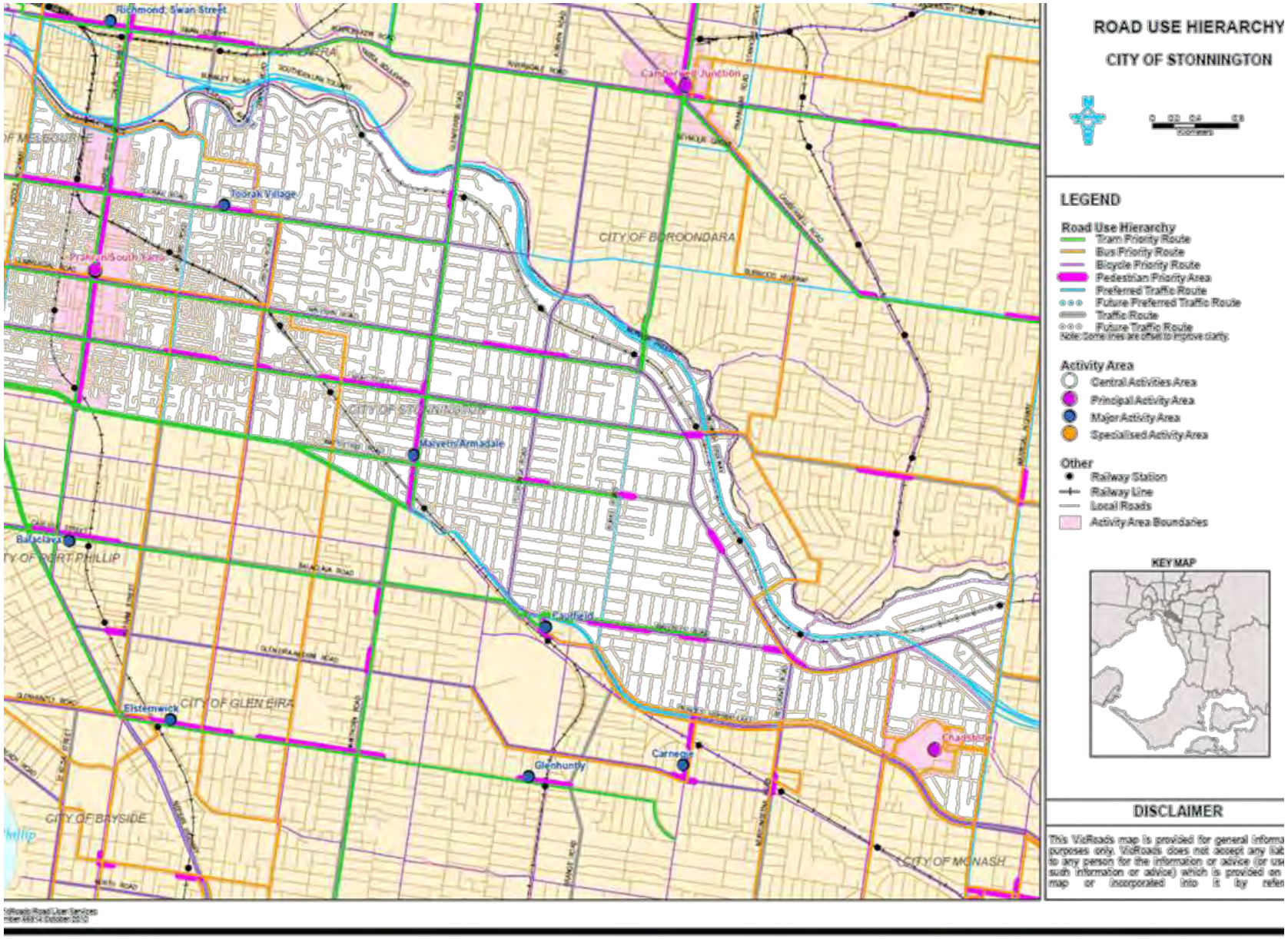
# Road Hierarchy

## .4 The Tasmanian Local Government Road Hierarchy – Urban roads

| lassification | 1. Arterial | 2. Collector | 3. Link | 4. Local access | 5. Minor access | 6. Unformed |
|---|---|---|---|---|---|---|
| *unctional Criteria* | | | | | | |
| unction/ predominant urpose | Provide the principal links between urban centres, or between urban centres and rural regions. | Connect arterial roads to local areas and supplement arterial roads in providing for traffic movements between urban areas, or in some cases rural population centres. | Provide a link between the arterial or collector roads and local access roads. | Provide access to residential properties and in some cases commercial properties, at a local level. | Provide access to residential properties and irregular access to community facilities such as parks and reserves. | Roads not maintained by the council or non-constructed/maintained road reserves or roads that have a very low level of service. |
| onnectivity description | High connectivity - connecting precincts, localities, suburbs, and rural population centres. | High connectivity – supplements arterial roads in connecting suburbs, business districts and localised facilities. | Medium connectivity – connects traffic at a neighbourhood level with collector and arterial roads. | Low – connects individual properties within a neighbourhood to link roads. | Low – provides access to properties. | Future roads or roads that have a very low level of service. |
| *uidance Metrics* | | | | | | |
| verage Annual Daily raffic (AADT) | >10 000 vehicles per day (vpd) | 3 000 - 10 000 vpd | 1 000 - 3 000 vpd | 50 - 1 000 vpd | <50 vpd | N/A |
| eavy vehicles permitted | Yes - thoroughfare | Yes - thoroughfare | Yes - some through traffic | No thoroughfare, local access only | No thoroughfare, local access only | N/A |
| verage Annual Daily ruck Traffic or quivalent Heavy Vehicles AADTT / EHV) | >1 000 AADTT or >10% EHV | 250 - 1 000 AADTT or >10% EHV | <250 AADTT or >10% EHV | N/A | N/A | N/A |
| ublic transport route | Yes | Yes | Yes | No | No | N/A |
| arriageway form | 2 or 4 lanes | 2 lanes | 2 lanes | 1 or 2 lanes | Typically 1 lane | N/A |
| unning surface | Sealed | Sealed | Sealed | Sealed/unsealed | Sealed/unsealed | Unformed |

**ATTACHMENT A**



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# VicRoads *SmartRoads* Video

www.youtube.com/watch?v=x98YDQkelKw

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# Community engagement models

## City of Melbourne, Geelong, Fremantle, Newcastle

Similar methodologies over two Phases:

PHASE 1

1. Study context and further analysis
2. Develop documentation across transport modes for consultation
3. Stakeholder engagement across modes of transport

PHASE 2

4. Develop an integrated draft Transport Strategy
5. Public exhibition/further consultation
6. Develop and release final Transport Strategy

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# Example from City of Geelong

| 1. Study of Documentation | 2. Stakeholder Engagement | 3. Contextual and Further Analysis | 4. Develop Draft ICTP | 5. Public Exhibition of Draft ICTP | 6. Develop Final ICTP |
|---|---|---|---|---|---|
| 1a Inception meeting | 2a Prepare communication plan | 3a Baseline and future conditions analysis | 4a Develop strategic directions | 5a Prepare for public exhibition | 6a Finalise the Plan |
| 1b 2003 strategy audit | 2b Investment Logic Mapping - Problem Definition | 3b Vision, aims, objective setting | 4b Develop prioritised and costed action plan | 5b Facilitate 28 day public exhibition | 6b Present the Plan to Council |
| 1c review other documents | 2c Facilitate stakeholder forums | 3c Contextual analysis (initiatives) | 4c Develop Implementation plan | 5c Prepare responses to feedback | |
| 1d Prepare status report | 2d Investment Logic Mapping - Benefit Identification | 3d Summarise issues/ opportunities | 4d Prepare draft Plan | 5d Prepare Status Report (summary table) | |
| 1e Develop risk/ assumption register | 2e Summarise strategic problems and benefits of intervention | 3e Prepare contextual analysis report | 4e Prepare Council summary | | |

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## Community engagement models

### City of Melbourne, Geelong, Fremantle, Newcastle

This methodology provided answers to key questions:

1. What do we want to achieve?
2. What are the specific issues that require a response
3. What strategic responses shall we use to address these issues?
4. What specific actions are required to address each issue?
5. How do we deliver the outcomes?

City of HOBART

Hobart Transport Strategy
Community engagement

# Our approach

PHASE 1

| | | |
|---|---|---|
| 1. | Module 1 – Freight, Port and Air | August-September 2016 |
| 2. | Module 2 – Private Transport | October-November 2016 |
| 3. | Module 3 – Public Transport | February-March 2017 |
| 4. | Module 4 – Local Area Traffic Management | April-May 2017 |

PHASE 2

| | | |
|---|---|---|
| 5. | Develop an integrated draft Transport Strategy | June-August 2017 |
| 4. | Community engagement on draft Transport Strategy | August-November 2017 |
| 5. | Develop and release final Transport Strategy | December 2017-February 2018 |

City of HOBART

# Next Steps

- Final report on workshops by July 2016
- Release community engagement Module 1 Freight, Port and Air by August 2016
- Workshops with Council/Committee before release of each community engagement module
- Completed Strategy by beginning 2018

JULY 2011

vicroads

# SmartRoads

## Connecting Communities

keeping victorians connected

# Contents

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Guiding principles of the SmartRoads plan for Victoria 5
Developing SmartRoads 7
Implementing SmartRoads 7
Using SmartRoads to assess new projects 8
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# Foreword

VicRoads is changing the way we use and operate our road network so Victoria remains a liveable and sustainable state.

We need a smarter approach to managing our road network – one that helps resolve competing interests for limited available road space, makes the best use of our existing roads and helps people to make smarter choices about what type of transport to use and when.

While new road links play an important role in a growing state, we must also better manage our existing road network.

*SmartRoads* provides a long-term approach for operating Victoria's road network that makes it more efficient and safer, and supports the development of activity centres as places where people live and work.

By giving particular modes of transport priority on certain roads and at particular times of the day, *SmartRoads* will encourage smarter use of Victoria's road system.

Under the *SmartRoads* plan, certain routes will be managed to work better for cars while other routes will be managed to work better for public transport, cyclists and pedestrians; however, all road users will continue to have access to all roads.

*SmartRoads* seeks to provide a balance between competing interests for road space and managing congestion and safety on key arterial roads, while supporting the development of a sustainable transport system into the future.

We are committed to continuing to consult and work collaboratively with all stakeholders, particularly local government, relevant government departments, bus and tram operators and other road user groups to ensure that the *SmartRoads* plan continues to meet Victoria's transport and community needs.

**Gary Liddle**
VicRoads Chief Executive

# Victoria's road network

## Overview

Victoria's road network is vital for the economic and social development of the state. Our roads connect key transport hubs like our ports and airports, allow us to travel to work and school, connect with family and friends, and access community services.

Road congestion has an impact on people in cars; it affects the reliability of on-road public transport services and the capacity of businesses to move goods and services, in turn challenging our liveability and economic competitiveness.

While there will always be a need to maintain quality roads and increase capacity by building new roads and public transport infrastructure, it is becoming increasingly important to get more out of the existing network.

A smarter and more proactive approach to operating the existing road network across Victoria is required to balance the competing demands for limited road space, reduce the social and economic costs of congestion and minimise impacts on the environment.

VicRoads has developed a framework, in partnership with key stakeholders, for how Victoria's road network will need to operate now and into the future. *SmartRoads* is an integrated tool that aims to better manage the use of our roads and better link transport to adjacent land use.

There are a number of important objectives for an integrated and sustainable transport network – efficiency, coordination, reliability, environmental sustainability, land use integration and safety. *SmartRoads* provides significant support to delivering on these objectives.

*SmartRoads* shows how to make best use of the network by assigning priority to different modes of transport at particular times of the day.

*SmartRoads* will play an important role in the development of future road projects and integrating transport and land use planning in a growing state.

## Part of an overall plan

*SmartRoads* has been developed to improve the long-term operational management of arterial roads across Victoria. The plan provides the operational direction that supports broader strategies around land use and transport.

VicRoads and other relevant stakeholders will use SmartRoads to inform decisions that affect the way the arterial road network operates.

*SmartRoads* will underpin future on-road transport strategies and respond to land use changes and community aspirations in a growing and changing state.

### Managing congestion

There is no single or simple solution to managing congestion on our roads. Sustainable management of congestion will require an integrated approach involving better management of the existing network, building new infrastructure, visionary land use planning, encouraging sustainable transport modes, and changes in behaviour by individuals, business and all levels of government.

**The key strategies for effectively managing congestion are:**

Reducing the overall demand for travel by ensuring that land use planning, and the community objectives it embodies, is coordinated with transport management policies.

Supporting and encouraging higher occupancy and sustainable travel modes, such as trams, buses, cycling and walking in higher density activity centres through allocation of road space, traffic signal priority and information for road users to make smarter travel choices.

Facilitating access and mobility for trucks on appropriate truck routes, particularly at times of the day that reduce the impact on communities.

Increasing the reliability of travel times for road users by the better management of and response to incidents.

Targeting investment in new transport links, such as in growth areas, and addressing key congestion hot spots in built-up areas.

# SmartRoads

## A new approach to managing our road network

*SmartRoads* provides a new proactive approach to managing Victoria's arterial road network that strongly links transport decisions with land use planning. This means that decisions that affect arterial roads and road users will better consider the effects on the surrounding community, city structures and the environment.

*SmartRoads* ensures the most effective use is made of the limited available road space for a more sustainable transport future. It also recognises the importance of activities areas as places to live, work and enjoy. Furthermore, it encourages people to choose sustainable modes of transport whilst maintaining efficient truck movement.

*SmartRoads* sets out an approach for managing the many competing demands for limited road space. Depending on the time of day, some roads will be given bus or tram priority, while other roads provide an alternative route for through traffic. Under the *SmartRoads* plan, people will be encouraged to walk and cycle by making places more pedestrian-friendly and ensuring cyclists have improved access to activity centres and public transport services.

As a means of resolving the many interests for use of an arterial road, the plan provides a set of guiding principles for road use by transport mode, place of activity and time of day.

## Partnerships

For *SmartRoads* to work, partnerships are needed across all levels of government to ensure land use planning and transport decisions support a sustainable vision for Victoria.

*SmartRoads* has been developed with extensive consultation with local government, government agencies and relevant stakeholders over the past several years.

# Guiding principles of the SmartRoads plan for Victoria

*SmartRoads* recognises the increasing role that buses, trams, trucks and bicycles play in moving people and goods around the network. It also recognises that good access for pedestrians needs to be a key element of the transport system.

Victoria's road network needs to support population growth and the ever increasing demands from a wide range of road users. *SmartRoads* is a more active approach to allocating priority that separates, where possible, many of the resultant conflicts by route, place and time of day.

## Road Use Hierarchy

The set of guiding principles that allocates priority road use by transport mode, place and time of day is called the Road Use Hierarchy. These principles are being used to determine the priority use of arterial roads in Victoria.

## The Road Use Hierarchy principles are:

### By mode

Traditional road hierarchies have categorised roads in terms of their broad function, ie freeways, highways, main roads and local roads. Instead, *SmartRoads* focuses on a hierarchy based on the users of the road network.

Giving each transport mode priority on different roads across a network helps resolve competing demands for road space.

### By place

Activity centres are areas that provide a concentration of business, shopping, working and leisure, and are of great importance to the liveability of cities and towns.

*SmartRoads* applies to a number of different types of activity centres including the large activities areas like Dandenong, Broadmeadows, Frankston, Ringwood, Footscray, Box Hill and Melbourne's CBD. The plan also applies to smaller activity centres, strip-shopping centres and regional centres.

Activity centres in the form of strip-shopping centres present an additional challenge to managing congestion and the competing demands on arterial roads. There are usually conflicts between all modes of transport in these centres and the resulting congestion can detract from the vibrancy, amenity and identity of the area. Providing for larger numbers of pedestrians to safely and easily move across arterial roads in these centres is increasingly important, as is the movement of public transport.

A key objective is to reduce the level of 'through' traffic and promote access to centres via alternative transport modes. This will be achieved by designating and promoting certain arterial roads as the preferred routes for traffic.

Traffic will then be encouraged to use these routes, allowing priority and space to be made available on other roads for other modes like trams, buses, pedestrians and cyclists.

### By time

The principle for road use priority may change for different periods of the day depending on travel demand and the adjacent land use and activity. The needs of each mode of transport vary throughout the day and also vary according to the day of the week and time of the year.

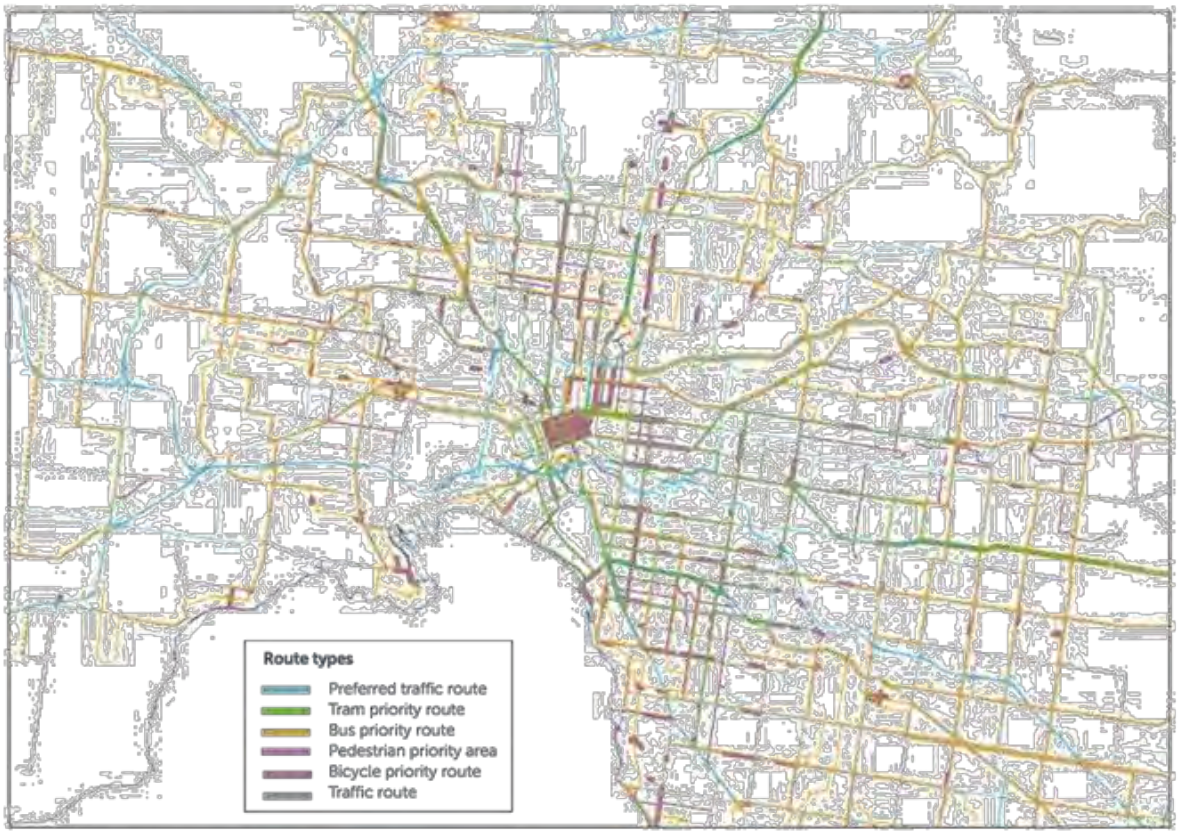
The four key time periods for road use are:

- AM peak (morning)
- High off-peak (between AM and PM peak)
- PM peak (afternoon)
- Off peak (evening)

For those commuters in cars, buses and trams, or on bicycles or motorcycles, the morning and afternoon peaks are the more critical periods.

Activity centres and strip-shopping centres along arterial roads generally have higher pedestrian demands in the periods between the morning and afternoon peaks. Time-based management of these different priorities will help to resolve competing demands throughout the day.

*Part of the Road Use Hierarchy map for metropolitan Melbourne*



## Developing SmartRoads

VicRoads has been working in partnership with a broad range of relevant stakeholders in developing *SmartRoads*.

*SmartRoads* has been developed in two stages with roads first being assigned a Road Use Hierarchy.

With intersections being the primary control points for the management of the road network, the Road Use Hierarchy is translated into priority movements at intersections. These are referred to as Network Operating Plans.

Network Operating Plans have been developed for each of the 31 local government areas across Melbourne. Plans are also being developed for other towns and cities across Victoria.

Local roads are particularly significant in Victoria and play an equally important role in connecting people to employment and essential services. VicRoads is working with councils to facilitate better outcomes for local roads, where required, to achieve the full benefits of the *SmartRoads* plan.

## Implementing SmartRoads

The implementation of *SmartRoads* will be assisted by smarter technologies, both on-road and in vehicles. The ability to track trams, buses and trucks in real-time and link this information to the operation of the traffic signal system will greatly assist the operation of the road network into the future.

The following technologies will help achieve the objectives of *SmartRoads*:

- More effective use of traffic signals including:
  - allowing extra time for trams and buses if they are running behind schedule
  - reducing delays for pedestrians in areas of high pedestrian activity
  - improving traffic signal coordination to assist with traffic flow.
- More responsive intelligent pedestrian crossings including:
  - detection technology that allocates crossing times based on the presence of pedestrians on the crossing.
- Freeway management systems including:
  - technology such as variable message signs to alert road users of hazards ahead and better manage incidents on the freeway
  - freeway ramp signals to also manage the demand and ensure optimal traffic flow.
- Providing real-time traffic information including:
  - information being made available to road users to make smarter travel choices.

# Using SmartRoads to assess new projects

*SmartRoads* will inform the consideration of all new road proposals, from major infrastructure projects to minor works, as well as land use development with implications on the road network.

An assessment process is used to determine whether a proposed land use change or changes to the road operation support the objectives of the Network Operating Plan.

The assessment includes all the roads and intersections that are likely to be affected by the proposal.

The assessment can be conducted for all time periods across the day or for a specific time period that the proposal is targeting (eg AM peak). Based on *SmartRoads*, each transport mode is assessed at each intersection ie trams, buses, freight, bicycles, pedestrians and other general traffic.

The assessment provides decision-makers with information about the trade-offs between transport modes and across a road network.

*An example of priority modes at an activity centre*

# Benefits of SmartRoads

## For the road network

SmartRoads is a key planning tool to ensure better decisions are made by considering strategic and wider network objectives in the operation of the road network.

The SmartRoads process will better inform decisions about a number of aspects of the network including:

- allocating public transport priority
- allocating road space to competing transport modes
- improving traffic flow at highly congested intersections
- responding to traffic incidents
- controlling access to and from the arterial network
- supporting events and community activities
- managing parking
- planning for growth areas
- planning for the development of activity centres.

## For road users

Over time, road users can expect:

- greater priority being given to trams and buses on designated routes
- more opportunities created for cycling and walking
- improvements to the operation of roads that provide better alternatives for through traffic including trucks around activity centres
- better information about travel choices
- more vibrant, connected activity centres
- a change in the nature of trips and travel, with public transport, walking and cycling being recognised as increasingly important transport modes.

Further information
For more information about SmartRoads visit the VicRoads website at vicroads.vic.gov.au/SmartRoads