

City of **HOBART**

Response to *Keeping Hobart Moving – Transport Solutions for Our Future*

About the City of **HOBART**

The City of Hobart is the local government body covering the central metropolitan area of lutruwita/Tasmania's capital city nipaluna/Hobart.

The present-day council entity was legislated in 1852 with the role of Lord Mayor created in 1934.

As enshrined in legislation, the key function of local government is:

- To provide for the health, safety and welfare of the community;
- To represent the interests of the community; and
- To provide for the municipal area's peace, order and good government.

The City of Hobart delivers a range of services to over 56,000 residents and employs over 550 staff.

Introduction

The City of Hobart welcomes the opportunity to provide comment on the draft Keeping Hobart Moving – Transport Solutions for Our Future (the draft Plan). The City of Hobart recognises and welcomes the commitment of the Tasmanian Government to improving Hobart's transport system.

The Tasmanian Government plays a critical role in how Hobartians move to, through and around the City of Hobart, and the draft Plan sets a clear intention for transport investment to improve accessibility and choice, whether that be via road, river, walking, wheeling or bike riding.

The City of Hobart is currently refreshing its Transport Strategy. The Transport Strategy will frame Our strategic response to the challenges and opportunities for Hobart's streets and movement network over the next ten years, elevating transport choice to unlock substantial social, environmental and place benefits, and achieve the City's vision.

Due to the timing of this consultation period, the draft Transport Strategy is not able to be shared at this time. The comment in this submission is based on the existing positions and policies of the City of Hobart and early directions for the Transport Strategy. The City of Hobart met with the Department of State Growth in December 2023 to discuss the City's draft Transport Strategy and will continue to engage with the Tasmanian Government as the document progresses to identify further areas for collaboration.

Comment

The City is broadly supportive of the Plan's direction – towards a transport system that creates a safe, accessible, people-focused and future-ready city that enables economic prosperity and liveability. The identification of targets to double active transport and micromobility and to increase public transport use to 10% mode share by 2030 are also supported. The City's response to key projects identified in the plan are outlined below.

Key Projects	City of Hobart Comment
Greater Hobart Sustainable Urban Mobility Strategy	Generally supportive of the intent to develop a strategy to guide sustainable urban mobility.
Network Operations Plans	Supportive. The City will continue to work collaboratively with the Tasmanian Government to align operation of the road network with the City's strategic objectives.
Greater Hobart Strategic Active Transport Networks	Generally supportive. Further information required
Delivery of Greater Hobart Cycling Plan	Supportive. The City will continue to work collaboratively with the Department of State Growth and Greater Hobart councils towards delivery of the cycling plan, noting that consideration be given to ongoing funding..
Tasman Bridge upgrades	Supportive.
Public Transport Identity	Generally supportive of the identified projects to support public transport use. However there is a need for a broader, comprehensive review of public transport in Hobart to identify strategic objectives for this important transport mode and to better track towards the 10% mode share target identified in the plan. This point is expanded below.
Review of General Access and school bus services with consideration of Rapid Bus patronage uplift, which could include commencement of on-demand services	
Common ticketing and real-time passenger information	
Upgrade bus stops (in collaboration with Councils)	
Additional park and rides (Midway Point, Rokeby, Claremont), including service uplift	
Northern corridor - Northern Suburbs Transit Corridor activation; bus priority measures; Rapid Bus Network services	
Southern corridor - Macquarie and Davey Streets improvements; Southern Outlet transit lane; Algona Road roundabout; Rapid Bus Network services	
Additional ferry services, routes, wharves, and terminals (in collaboration with councils)	
Macquarie Point Northern Access Road	
	The City acknowledges the importance of the Northern Access Road to service the Macquarie Point site. Design of

	<p>this access should carefully consider amenity and safety for pedestrians and bike riders in the area, and preserve access from the Cenotaph to the Derwent River edge. The City welcomes further opportunities to work with the Tasmanian Government in the development of this site to preserve and enhance access.</p>
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Further opportunities

In addition to the projects identified in the Plan, the City of Hobart has identified several further opportunities to support transport improvements in Hobart:

1. Comprehensive review of public transport in Greater Hobart

Due to a range of factors, including settlement patterns, topography and demography, a modern public transport system is a critical and necessary mode to maintain accessibility and liveability for Hobart into the future. The City is supportive of this aspiration – moving public transport away from being primarily a social safety net, towards being a mode of choice for people.

While the Plan sets a target for public transport mode share of 10% by 2030, and identifies a number of projects to improve public transport, the Plan does not sufficiently demonstrate the central role of public transport in the city’s future.

There is a need for a comprehensive review to develop a clear understanding of the public transport challenges and opportunities for Hobart and a clear strategic direction for achieving the 10% mode share target. Such a review should include comprehensive engagement with stakeholders including public transport operators, Greater Hobart councils and the general public. A similar process is currently underway in New South Wales, with a [Directions for On-Street Transit White Paper](#) out for consultation in late 2023.

Further, a review into the funding model for public transport should be considered noting that in order to achieve significant mode shift, this will need to be met by a commensurate increase in operational funding.

2. Vision for a well-integrated Rapid Bus Network

The City is supportive of the Rapid Bus Network project and recognises the important contribution this will make to improving public transport efficiency and urban renewal. It is our view that the following key points be considered in development of the Rapid Bus Network:

- a) Zero or low-emission vehicles as standard for all Rapid Bus Network services, to support the Tasmanian Government’s focus on zero emissions transport as outlined in the Emissions Reduction and Resilience Plan for Transport and achieve the legislated target of net zero by 2030 in the Climate Change Act.

- b) A system that seizes the opportunity to transform movement in Greater Hobart, with high frequency services throughout the day and into the evening. Peak periods should offer a turn up and go level of service.
- c) High quality stations in walkable precincts – investment in great places to ensure integration of the service with existing communities for a walkable, vibrant and connected city.
- d) Street space allocation to reflect what’s important to the Hobart community – high amenity places for people.
- e) Additional maintenance funding on Local Government roads on BRT routes

Notwithstanding the City’s support for the Rapid Bus Network project, the most recent major study into the Northern Suburbs Transit Corridor prepared for the Department of State Growth in 2020 indicates substantial differences in dwellings and jobs uplift for bus rapid transit (1,043 dwellings and 223 jobs) and for light rail (4,657 dwellings and 1,082 jobs)¹. The City encourages the Tasmanian Government to consider broad city-shaping benefits and objectives in their development of transport solutions for this corridor.

3. Supporting travel behaviour change

The following key opportunities have been identified for elevating and embedding behaviour change to support uptake of active and public transport:

- Implement behaviour change programs as a key component of planned disruptions to the network (e.g., Southern Outlet works) to support low or zero-emissions alternatives and act as a catalyst to embedding new travel behaviours
- Implement behaviour change programs where new active/public transport infrastructure is delivered to increase uptake
- Embed ongoing behaviour change programs as a key service delivered by the Tasmanian Government. ‘Your Move’ for example is a behaviour change program delivered by the Western Australian Government which supports schools, workplaces and communities to choose active and public transport alternatives.

The State Government should make funding available to local governments to implement locally relevant behaviour change campaigns, for example coordinated across Greater Hobart.

4. Supporting mode choice

The City of Hobart notes the role of all transport modes in a resilient and equitable transport network and commends the Tasmanian Government for its commitment to improving public and active transport opportunities through the Plan. Motorised

¹ Northern Suburbs Transit Corridor Transport Mode Study: Options Assessment Report. PWC. July 2020. p.40

scooters and motorcycles carry a number of benefits for the transport network and for Greater Hobart, including lower emissions, reduced congestion, and cheaper running and purchase costs to relieve cost of living pressures. The Tasmanian Government is encouraged to consider opportunities to support the role of motorised scooters and motorcycles in the Plan.

Summary

The City of Hobart is broadly supportive of the initiatives contained within Keeping Hobart Moving. Noting the high-level nature of the document, the City looks forward to continued engagement and collaboration with the State Government as initiatives progress.