



Sustainable Transport Strategy 2009 – 2014

Adopted in-principle by the Hobart City Council 14/12/2009







Foreword

The Sustainable Transport Strategy 2009-2014 (STS-09) is underpinned by the Council's commitment to realising the Hobart 2025 vision for a less car dependent, reduced emission, more equitable and cheaper transport system for Hobart's residents and visitors.

The initial draft Sustainable Transport Strategy published in 2008 concentrated on a draft set of goals and an initial set of projects for the Council to commence for local action in the municipal area. This draft Strategy was based on what was heard from the community and stakeholders whilst developing the Hobart 2025 Strategic Framework – a vision for the future development of Hobart. The draft Strategy developed in 2008 was advertised and the community feedback received used to update and inform the STS-09. In the period from developing the 2008 draft to completing the STS-09, significant progress has been made on developing and implementing the initial recommendations in the draft Strategy.

The STS-09 takes the next step in recommending further projects for the municipal area and recognises the importance of assisting the development of sustainable transport networks, facilities and programs in the surrounding municipalities which together create Greater Hobart. It also shows how the State and Commonwealth Governments can act to achieve the policy goals they have set.

The STS-09 suggests a 21st century public transport system for Hobart based on extensive bus ways, a connected high quality bicycle network, projects to assist commuters from rural and satellite areas to car pool and programs to assist individuals with understanding the travel choices available to them. The STS-09 also introduces a Central Business District (CBD) which is revitalised and enlivened through an Inner City Development Plan (ICDP) developed by leading urban quality design consultants to advise on ways to further improve the liveability of, and mobility in, the city for residents and visitors.

One aspect of the ICDP for the Hobart CBD, in line with the principles of sustainable development, will be to examine ways to accommodate a greater residential population in the CBD. One of the principal reasons for consolidating development in the CBD is to achieve a more compact metropolitan area, which will reduce the amount of travel and will create the conditions where improved public transport can provide a viable alternative to the private car. A more compact metropolitan area also encourages the most sustainable travel modes of walking and cycling. A key transportation objective of the ICDP will be to examine the current bus interchange arrangements in the CBD to support the development of an integrated network of public transport services throughout the Greater Hobart area, together with a well-managed road network, an extensive cycle network and improved walking routes and pedestrian facilities.



If land use and transportation strategies are examined elsewhere in Australia and around the world, recommended development patterns concentrate new developments into primary 'development centres', which will be located on existing or future transportation corridors and additional secondary development centres in outlying areas. In the longer-term, the intention of such strategies [often termed 'Transit Oriented Developments' (TODs)] is that such development centres become progressively self-sufficient, which involves the development of a strong employment and service base in each development centre.

For the full realisation of this strategy, the Greater Hobart Region Councils in conjunction with the Southern Tasmanian Councils Authority (STCA) will need to agree on urban corridor and node development intensification through the Southern Regional Planning Initiative. This pattern and opportunity is with us now if the regional settlement strategy supports development of TODs along the western shore public transport corridor, improved local and intra-council sustainable transport connections between the Kangaroo Bay / Rosny Node, the Kingston CBD and an evolving Brighton / Bridgewater settlement, all developing with good structure planning and solid urban growth boundaries.

The Commonwealth has recognised the need to 'do more' to address the provision of critical infrastructure through the creation of Infrastructure Australia (IA). IA identified 9 key challenges facing Australia including: better use of existing infrastructure; climate change; and supporting our cities. The STS-09 presents a set of projects that could be supported by IA and produce outcomes consistent with the priorities identified in the National Infrastructure Priorities – May 2009 report.

At the heart of this strategy is a fundamental rethink of the built environment and the transport principles and infrastructure for the region. This is about reducing energy use, resource and land use, recognising the real cost of sprawl and ultimately living in our region more sustainably.

The transition towards a more sustainable transport system for Greater Hobart will require change along with a commitment from all three levels of Government and the community of Greater Hobart to a co-ordinated long term vision.





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Have Your Say

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1. Introduction

This Sustainable Transport Strategy is a companion document to the Hobart City Council (HCC) Strategic Plan 2008 – 2013.

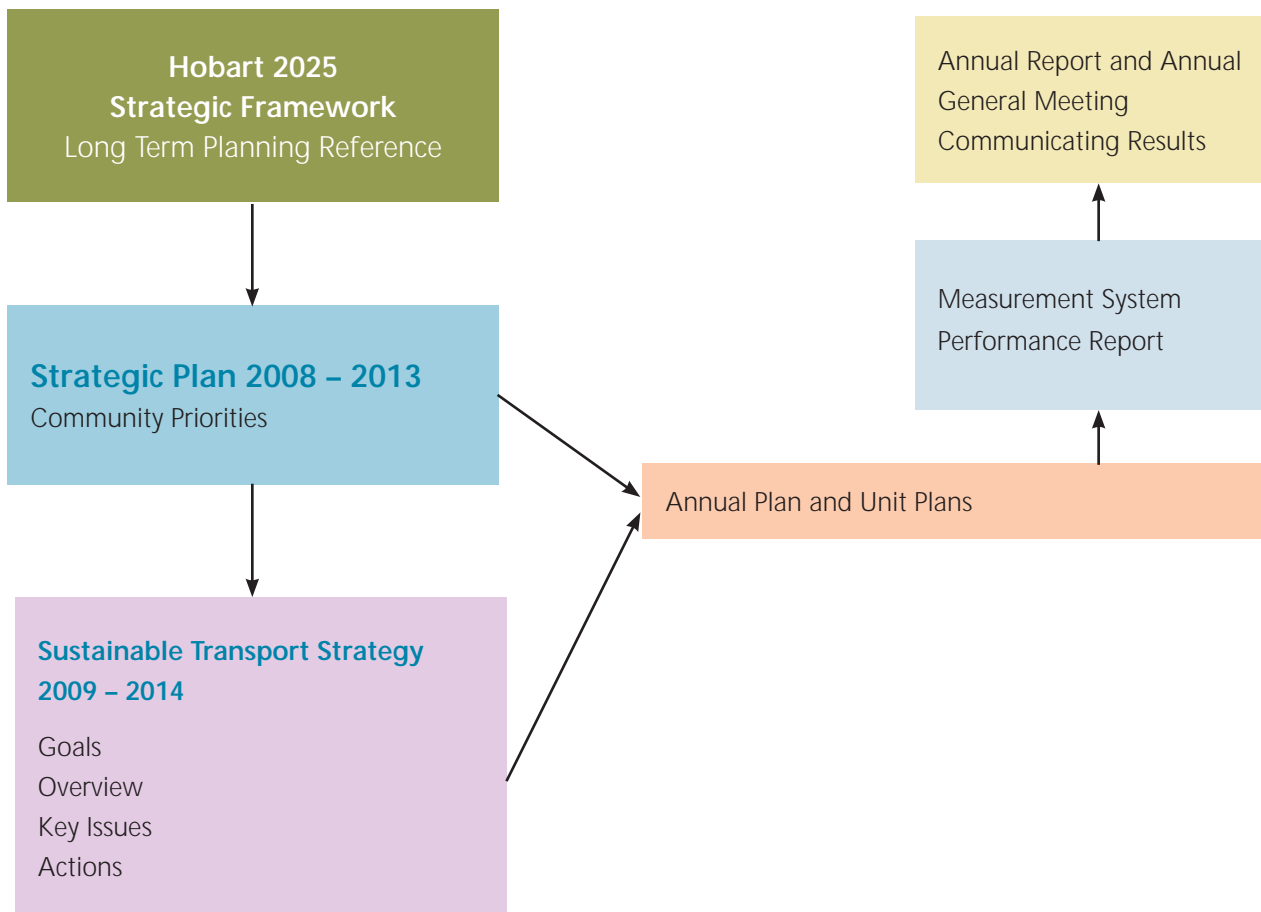
The Strategic Plan is an externally focussed approach to delivering services, facilities and activities to the Hobart community. Developing and implementing a sustainable transport strategy to achieve the outcomes envisaged in the Hobart 2025 vision is an element of the Strategic Plan.

The draft HCC Sustainable Transport Strategy was released in 2008 for public comment and advanced through the immediate actions and projects outlined in the document. The 2008 draft strategy documents provide the basis for this next iteration of the strategy.

The need for improved sustainable transport arrangements for the residents of and visitors to the Greater Hobart region is underpinned by compelling social, economic, health, environmental, oil vulnerability and liveability needs. Continuing solely on our current car dependant pathway is no longer an option.

Strategic Framework

The following diagram summarises the strategic framework for planning, implementation, monitoring and evaluation.



Vision – Hobart 2025

In 2025 Hobart will be a city that:

- offers opportunities for all ages and a city for life;
- is recognised for its natural beauty and quality of environment;
- is well-governed at regional and community levels;
- achieves good quality development and urban management;
- is highly accessible through efficient transport options;
- builds strong and healthy communities through diversity, participation and empathy; and
- is dynamic, vibrant and culturally expressive.

Mission

Our mission is to ensure good governance of our capital city.

Values

The Hobart City Council will:

Leadership	Provide effective capital city leadership, integrity and openness in its approach and will be an advocate for the needs and aspirations of the community.
Equity	Ensure equity, consistency and co-operation in its dealings with the community and government.
Community Involvement	Encourage effective democratic involvement by the community in the life of the city through communication, consultation and participation.
Responsiveness	Be responsive to the needs and aspirations of the community.
Excellence	Ensure continuous improvement in the delivery of all of its services.



3. Background

The Vision for Hobart 2025, which is the guiding document for Council is organised into 7 future directions. These were arrived at following an extensive public consultation process during 2005 and 2006. The following is an extract from the Council's adopted *Hobart 2025 – A Strategic Framework*.

FD5 – is highly accessible through efficient transport system

Future Direction

In 2025 Hobart will be a city that maintains its convenience and accessibility through the greater use of transport alternatives and an effective road and travel network.

An integrated approach to transport planning within the city and across the wider metropolitan region will be the result of improved public transport options, cycle ways and walking tracks linking open spaces for transport and recreation, the availability of adequate parking for commuters and shoppers, the take-up of sustainable transport options, the reduction of through traffic and the management of a safe and efficient road network.

What the Community values about Hobart in 2007

Easy access and convenience.

What the Community would like Hobart to be in 2025

Offers an increased range of transport options, an integrated multiform transport system between the city and suburbs, better public transport, more use of the river for access and transport, cycle infrastructure and pedestrian access providing linkages.

Council's Role

The Council has an integral role in transport planning and in providing a safe and convenient travel network for the movement of people and goods, both through and within the city. This is achieved by:

- developing and implementing transport strategies, policies and plans in conjunction with stakeholders who include other local government authorities in the region, State and Federal government and private transport operators;
- providing and maintaining public infrastructure assets, including roads, bridges, footpaths, cycleways, walking tracks, lighting and parking facilities;
- on-going community consultation and provision of traffic management schemes and devices to support levels of the road network and to achieve acceptable standards of road safety; and
- off-street and on-street parking strategies.

Outcomes to be Achieved

FD5.1. Convenience and accessibility through the greater use of transport alternatives and an effective road and travel network.

FD5.2. An integrated approach to transport planning within the city and across the wider metropolitan region.



Outcomes and Strategies

FD5.1. Convenience and accessibility through the greater use of sustainable transport alternatives and an effective road and travel network.

- 5.1.1. Improve walking and bike access to and within the city and provide infrastructure and facilities.
- 5.1.2. Promote an effective public transport system serving all sectors of the community and encourage increased use of the system.
- 5.1.3. Pursue practical, sustainable transport, including alternative systems and improvements to existing systems.
- 5.1.4. Improve the efficiency and safety of the existing road and travel network through provision of appropriate infrastructure and road management.
- 5.1.5. Extend the National Highway Network to the south and east of Hobart.

FD5.2. Integrated approach to transport planning within the city and across the wider metropolitan region.

- 5.2.1. Link land use and transport planning at a strategic level and pursue a regional approach to integrated transport planning, including all spheres of government.
- 5.2.2. Transport planning within the City responds to major land use developments.

As with the first Sustainable Transport Strategy 2008 published for community consultation, this second iteration (STS-09) groups individual actions within 7 goals:

GOAL A – Provide high quality Sustainable Transport Infrastructure.

GOAL B – Educate staff, residents and visitors about Sustainable Transport for Hobart.

GOAL C – Increase take up of Sustainable Transport Options and arrest growth in vehicle numbers on key arterial roads.

GOAL D – Manage parking supply to promote and support Sustainable Transport.

GOAL E – Promote Integrated Land Use and Transport Planning.

GOAL F – Create an appropriate forum for Greater Hobart Councils to pursue Sustainable Transport opportunities.

GOAL G – Pursue policy and institutional reforms within the Council and the State Government.

Each of these goals is very briefly discussed with some key issues highlighted. Each goal consists of sub goals and associated actions.

When the STS-09 is read in its entirety it forms an integrated transport strategy and this is complemented with a simplified, "Visualising the Strategy" following the goals and actions.





4. Sustainable Transport Strategy

GOAL A

Provide high quality sustainable transport infrastructure.

Overview

To attain the status of a sustainable region, the City must be able to demonstrate its commitment by providing high quality sustainable transport infrastructure. As a society, we provide many things of benefit to our communities, however, there are too few high quality urban facilities for walking, cycling and public transport usage. If more individuals are to make voluntary behavioural changes, part of the enticement will be high quality facilities.

The Council has already progressed with this goal and has an opportunity to continue in a leadership role by continuing to fund quality facilities that provide access to a greater proportion of the community. Such facilities are community facilities benefiting residents, visitors and tourists alike. They assist in Hobart achieving 'the way life should be'.

The Council, in 2007, installed its first on-road, urban bike lane facilities. In 2009 a further 1800m of bicycle lanes were created in Argyle and Campbell Streets. The Council is undertaking planning work for proposed improved walking and cycling facilities along Sandy Bay Road and the Hobart Rivulet Linear Park. The Council has also been active in installing new high quality bus stops in partnership with Metro and developing further parking capacity for bicycles and motorcycles and developing partnership projects with other local government bodies.

The State Government through the Department of Infrastructure, Energy and Resources (DIER) has begun studying urban passenger movements. It is considered the DIER may in the future develop a cycling and walking strategy and possibly even a public transport strategy. Further investment in walking and cycling facilities and public transport infrastructure is needed to assist in further take up of these alternative transport modes.

There are strong arguments that State and Commonwealth Governments should carry the investment burden for much of the proposed sustainable transport network. A key strategy for financing the identified regionally significant infrastructure projects is through the development of an Infrastructure Australia bid.

Key Issues

- Communicating to the public and State and Commonwealth Governments the integrated nature of the proposed infrastructure upgrades.
- Continuing to build the community's understanding and appreciation of the need for improved transport options for individuals.
- Developing consensus between the greater Hobart Councils and the State Government on the elements of the proposed Infrastructure Australia bid.
- Funding availability from Local Government following water and sewerage reform.
- Developing appropriate funding, policy and responsibility arrangements between the three tiers of Government.
- Ensuring planning strategies and regulatory mechanisms support strategic outcomes.
- Recognising the ageing demographic and the needs of individuals with mobility issues.
- Ensuring that public infrastructure removes or reduces physical barriers to access.

Sub Goals and Actions

Goal A.1: Improve walking infrastructure

- A.1.1 Through the Inner City Development Plan project, develop and provide high quality accessible pedestrian corridors in and around the Hobart CBD.
- A.1.2 Develop a Principal Pedestrian Walking Corridors Plan for the Hobart Municipal Area.
- A.1.3 Sandy Bay Road and Hobart Rivulet Linear Park (South Hobart) – finalise master plans and detail design.



Goal A.2: Improve cycling infrastructure

- A.2.1 Lobby the State Government for the development of a Tasmania-wide cycling policy and strategy.
- A.2.2 Plan, document and provide high quality bicycle facilities in and around Hobart, initially to realise the Hobart Arterial Bicycle Network Plan
 - A.2.2.1 Sandy Bay Road – finalise detail design in accordance with Council resolutions of 14 September 2009.
 - A.2.2.2 Hobart Rivulet Linear Park (South Hobart) – finalise master plan and begin implementing shared path improvements.
 - A.2.2.3 Lenah Valley Road – begin data collection to develop detail design for concept consultation.
 - A.2.2.4 Cornelian Bay – install cycle path in line with proposed Master Plan for area.
- A.2.3 Continue, in conjunction with Cycling South and its constituent council bodies, to plan and implement the Greater Hobart Regional Arterial Bicycle Network Plan.
- A.2.4 Support 'Ride and Ride' – provision of secure bicycle parking close to high frequency bus routes and terminus locations.

Goal A.3: Improve public transport infrastructure

- A.3.1 Continue to work with Glenorchy City Council and the Hobart Western Shore Rail Corridor Roundtable Professional Bodies to lobby State and Commonwealth Governments for investment (via Infrastructure Australia and the State) in a North-South dedicated public transport corridor supporting Transit Oriented Development (TOD).
- A.3.2 In conjunction with the Inner City Development Plan undertake planning work to develop a longer term vision for the central CBD bus terminus arrangements.
- A.3.3 In conjunction with neighbouring Councils and the DIER develop a plan for developing further bus lanes on key arterial roads to service Kingston (South) and the Eastern Shore.
- A.3.4 Work with the State Architect, TasPorts and the Clarence City Council to incorporate further commuter ferry terminus planning into the Master Plan for Sullivans Cove and the Kangaroo Bay Urban Design Strategy.
- A.3.5 In conjunction with the State Government, establish the necessary framework for the reintroduction of a Sullivans Cove / Kangaroo Bay 'Aquabus' passenger and bicycle ferry linkage.



GOAL B

Educate staff, residents and visitors about sustainable transport for Hobart.

A primary starting point for changing behaviours and realising a vision must begin with the education of stakeholders.

The majority of messages we see as a society are targeted at enshrining car transportation; we see very little about altering the status quo of our car dependant societies.

Further strategies will be developed to initiate a two-way exchange of knowledge, especially developing further understandings of why individuals experience problems or blockages in adopting sustainable transport practices and developing a better community understanding of the need to reallocate road space and community resources to support the adoption of sustainable transport mode infrastructure.

Key Issues

- Communicating to individuals the need to change our society's dominant 'car culture'.
- Developing effective communication tools that reach all individuals.
- Changing negative perceptions relating to walking, cycling and public transport.
- Educating politicians and public servants.
- Educating engineering consultants and land developers.

Sub Goals and Actions

Goal B.1: Develop a knowledge base

- B.1.1 Continue to build on the established relationships with the University of Tasmania and the Hobart Western Shore Rail Corridor Roundtable Professional Bodies.
- B.1.2 Continue to work with the State Government where possible.
- B.1.3 Continue to support public lectures and professional education events by leading authorities in the fields of sustainable transport and urban design and development.

Goal B.2: Create information resources for Hobart

- B.2.1 Develop as an initial goal a 'one stop' web site to host information (examples: DTO – Dublin Transport Office or TfL – Transport for London).
- B.2.2 Support the development of a flagship public education centre in partnership with both Government and non-government sectors.

Goal B.3: Actively promote the need for sustainable transport

- B.3.1 Through the Inner City Development Plan project, utilise community engagement opportunities to convey messages reinforcing the need to develop and provide high quality pedestrian corridors, cycling networks and public transport facilities in and around Hobart.
- B.3.2 Examine program opportunities with other Council service delivery centres for appropriately targeted facilities and programs, such as bicycle maintenance through Youth ARC.

Goal B.4: Build links with other Non-Government organisations

- B.4.1 Continue to build links with, and support non-government organisations such as Sustainable Living Tasmania and Healthy Transport Hobart (for example) by participating at their promotional events. (e.g. The Sustainable Living Expo)





GOAL C

Increase take up of sustainable transport options and arrest growth in vehicle numbers on key arterial roads.

This goal is about translating physical facilities and education into outcomes.

Specific examples of travel demand management and travel behavioural change programs from around the globe can be borrowed from.

Most Australian States have dedicated Travel Smart or similar programs with a mission to assist individuals in modifying their transport behaviours.

Safety is a key concern that some individuals cite for not considering the use of more sustainable transport options. For walking this may include lighting and 'feel' of an area; for cycling this may include vehicle speed; and for public transport this may include unsociable behaviour by other users.

Key Issues

- Understanding the perception, physical and social barriers that influence individuals' travel choices.
- Developing measurements to gauge effectiveness of various programs beyond simplistic "vehicles past a point".
- Expanding collection of walking, cycling and public transport data sets.
- Separating perceived and real safety issues and addressing both.

Sub Goals and Actions

Goal C.1: Expand our knowledge base and measure change

- C.1.1 Continue with the Sustainable Transport Volunteer program to build on information collected in 2009 for walking and cycling numbers around the CBD.
- C.1.2 In conjunction with the DIER and other Cycling South Councils, establish a network of permanent counters for bicycle movements.
- C.1.3 In conjunction with Metro begin to develop information set on public transport patronage split by route and time of day.

Goal C.2: Develop local publications

- C.3.1 Akin to the 'Hobart Walks' publication, develop a sustainable travel publication to inform residents and visitors to Hobart of the opportunities for travel behaviour change and the savings that accrue.

Goal C.3: Develop a Hobart Travel Smart™ set of programs

- C.3.1 Work with key CBD employers (including the Hobart City Council) to create green travel plans for employees.
- C.3.2 Lobby the State Government to introduce a Travel Smart program for all State Government employees.
- C.3.3 Undertake a scoping study to develop an active school travel program.

Goal C.4: Improve safety across all transport modes

- C.4.1 Reduce posted road speeds in urban areas. Hobart City Council will request DIER to implement blanket 50km/hr speed zones in all urban areas, including the few remaining arterials. Local area 40km/hr speed zones, such as exist in Battery Point for example, will be requested from DIER in other high pedestrian and cycling local areas.
- C.4.2 Council will continue to enhance lighting and use 'Safer by Design' principles along its key walking, cycling and public transport routes and in other critical public places.
- C.4.3 Council will continue to participate in community safety partnerships with Tasmania Police and other key stakeholders, especially in the CBD and waterfront areas.
- C.4.4 Continue to apply for Accident Black Spot Program funding to improve pedestrian and cyclist safety.
- C.4.5 Continue with local area traffic management, including installation of speed cushions, speed humps, roundabouts and other devices to reduce traffic speeds, calm traffic and improve road safety.



GOAL D

Manage parking supply to promote and support sustainable transport.

A core tool that Councils have to enable them to influence transport is their control of vehicle parking. The Council owns and operates car-parking facilities and whilst private providers have a stake, the Council is in a position to use the parking under its control to encourage behavioural change.

This will be a sensitive area for the Council and CBD stakeholders. The initial strategies have been carefully selected to produce parking strategies that encourage and begin the transition.

Compaction of parking into CBD parking facilities should not be seen as necessarily contrary to this goal, as in order to create 'places for people' and space for cycling, removal of on street parking in many areas will be required. Furthermore an examination of the rhetoric surrounding the perceived 'lack' of CBD vehicle parking is required. Melbourne, for example, 'lacks' parking, yet the City is thriving, buses and trains are full to capacity and cycle commuting is growing. Sustainable city growth is not a function of parking availability.

Key Issues

- Redefining the perception that Hobart has a 'lack of parking'.
- Developing a longer term parking strategy for the City CBD which includes transitional arrangements for parking losses at Princes Wharf No.1 Shed, Montpelier Retreat and the Dunn Street car park.
- Developing planning scheme control of parking.
- Promoting regional car pooling.
- Developing further bicycle, scooter and motorcycle parking facilities.

Sub Goals and Actions

Goal D.1: Expand Council's bicycle parking facilities

- D.1.1 Continue to expand bicycle hoop parking at a range of locations outside of the CBD, especially in local shopping precincts and at public transport nodes.
- D.1.2 Gather feedback from the Argyle Street Carpark bicycle cage facility users and incorporate learnings into new bicycle parking facilities for the Centrepoint and Hobart Central multi-storey car parks
- D.1.3 Participate with Contemporary Art Spaces Tasmania (CAST) and Arts Tasmania, in collaboration with the Council's Public Art Special Committee to create a public bicycle loan scheme targeted initially at Hobart's art community.

Goal D.2: Expand Council's motorcycle and scooter parking facilities

- D.2.1 Continue to expand the available parking for motorcycles at a range of locations around the CBD in line with demand.



Goal D.3: Support commuter carpooling from regional areas

- D.3.1 Create a new 'three for free' type of parking facility to support carpooling, with a trial area created at the Regatta Ground car parking area.
- D.3.2 Allocate space in new 'three for free' parking facility to support 'rural rides', an initiative of Cool Pool Tasmania.
- D.3.3 Promote carpooling through promotion of various matching services on Council's website.
- D.4.4 Promote 'Park and Ride' from Sorell – a traditional car based park and ride system.

Goal D.4: Develop a long term car parking strategy for the CBD

- D.4.1 Develop a transitional parking strategy for the CBD which considers the planned developments at Princes Wharf No.1 Shed, Montpelier Retreat, the Dunn Street Carpark and other multi-story developments around the City. Adopt as a basic tenant, no net increase of available parking especially with the pending availability of the Hobart Railyards.
- D.4.2 Develop in the medium term, planning scheme control of CBD parking and examine unregulated conversion of vacant CBD and fringe area land for all day parking.

Goal D.5: Continue progressive policy reform for Council operated car parking.

- D.5.1 Continue with parking fee reforms in Council's carparks to discourage commuter use.
- D.5.2 Investigate parking fee reforms which favour smaller, fuel efficient vehicles.
- D.5.3 Continue to actively manage on street parking, including residential parking management and parking removal at cyclist 'pinch points'.





GOAL E

Promote integrated land use and transport planning.

A primary goal of planners in both town planning and transport professions should be to organise our urban arrangements to place housing, services and industries in locations and spatial arrangements such that the need to utilise individual motor vehicles for transporting people is minimised.

The theory, whilst more difficult in existing settlements, can still be applied in our planning schemes by encouraging specific services in urban areas which allow residents to walk to local food stores, schools, doctors and the like. Creating denser populations within our existing city community, whilst increasingly difficult within gentrifying populations, should be encouraged where possible through infill housing and medium / high density redevelopment where appropriate.

At a regional level, the Southern Tasmanian Regional Planning Project is currently being undertaken. One of its stated aims, namely the preparation of a comprehensive regional land use strategy and infrastructure investment strategy for the region, will provide an opportunity to develop a more comprehensive framework for greater Hobart.

At a City level, the Hobart Inner City Development Plan will examine ways that the CBD can be further developed to support additional housing as well as supporting behaviour change through changed arrangements in the City for walking, cycling, public transport and car traffic.

At a planning scheme level, in new building developments we need to actively encourage, or regulate for, appropriate facilities that service the needs of those workers who cycle, walk, bus or scooter to work. Such facilities include showers, lockers and sustainable transport parking facilities within the destination building.

The possibilities of cooperating with Glenorchy City Council to create an urban renewal project as identified within the Main Road Corridor Master Plan and linking the Northern suburbs to the City with a rapid transit system making use of the rail corridor is a medium term project which provides the opportunity for TOD (Transit Oriented Development) demonstration projects in the Hobart area.

Similar 'corridor' mass transit projects in conjunction with urban renewal projects could be developed to all the Greater Hobart Local Government areas. Such projects with the specific inclusion of affordable housing and development of mixed use urban villages would reduce the need for motor vehicle travel and assist in creating sustainable communities.

Key Issues

- Developing a community and political understanding of the true cost of sprawl.
- Promoting rapid public transport as a realistic option for Hobart.
- Countering common misconceptions around denser urban development.
- Linking transport, land use, infrastructure investment and future settlement patterns.



Sub Goals and Actions

Goal E.1: Engage with the Regional Land Use Planning Project

- E.1.1 Through established mechanisms and specific Council workshops, assist in the development of the Regional Land Use Planning Project.
- E.1.2 Consider support for a clear urban growth boundary for the greater Hobart area and parallel strategies for intensification in inner areas.
- E.1.3 Develop a clear understanding of the infrastructure investment priorities which will assist the realisation of the Inner City Development Plan

Goal E.2: Continue to reform the Hobart Planning Scheme

- E.2.1 Through established processes and with insights from the Inner City Development Plan, the Regional Land Use Planning Project and the State's Urban Passenger Transport Study, the Council will continue to refine the Draft City of Hobart Planning Scheme 2008.
- E.2.2 In concert with E.2.1, examine ways to support local area facility planning and provision to help ensure key services remain within walking distance for a very high percentage of the resident population, using 'milk maps' to highlight areas of low service availability.

Goal E.3: Continue to plan for mass transit provision in Greater Hobart

- E.3.1 Continue to actively engage with the Professional Roundtable, Glenorchy City Council, DIER and Metro to realise the Hobart Western Shore Rail Corridor Project.
- E.3.2 In conjunction with other Greater Hobart Councils and DIER, begin discussions to improve bus travel times between the Eastern Shore and the southern population areas.

Goal E.4: Promote urban village and TOD concepts for Hobart

- E.4.1 The concepts behind urban villages and TOD are not well understood in Tasmania. The Council will continue to auspice and promote public lectures and assist with information dissemination about such developments.
- E.4.2 Council will review its Draft Planning Scheme to determine how it can support strategically placed urban villages.



GOAL F

Create an appropriate forum for Greater Hobart Councils to pursue sustainable transport opportunities.

The year 2000 marked with celebration, ushered us into the 21st century. In this new century we have access to technologies, knowledge and ideas that were non-existent in previous human eras. In order to create and sustain change we still need specific face-to-face forums to enable groups and individuals to understand each other's positions and aspirations.

The creation of a more sustainable transport system for Hobart will be addressed through local projects at the council level in conjunction with other Greater Hobart Councils jointly initiating regional projects collaboratively with State and Commonwealth Governments. The 'Derwent Estuary Program' model has demonstrated that collective action can produce a way forward for the Hobart region. Other examples of coordinating bodies for urban passenger transport exist around the globe such as TfL (Transport for London) which is the local government body responsible for most aspects of the transport system in Greater London.

Establishing a high level Local Government forum with appropriate stakeholder representation focussing on generating cooperative projects to improve the transport sustainability for passenger movements in Hobart would be a positive step forward for the region.

Key Issues

- Maintaining a regional perspective.
- Focusing on effective and cost efficient people movement systems.
- In conjunction with Goal G, examining and agreeing on appropriate roles and responsibilities between the various levels of Government.
- Challenging current funding models and attitudes which favour private motor vehicle use.
- Linking transport, land use, infrastructure investment and future settlement patterns.

Sub Goals and Actions

Goal F.1: Create a Regional Passenger Transport Forum

- F.1.1 Propose a Greater Hobart Councils' passenger transport forum with an initial brief to develop the sustainable transport vision and priority project set for the urban region.





GOAL G

Policy and institutional reforms within the Council and the State Government.

If the Council is to be seen as supporting sustainable transport then it is important that where possible its own operations embrace the sustainable transport policy direction.

A widespread review of Council's current policies, practices, operations and business arrangements is required to ensure alignment of the organisation's operations with sustainability principles. For example, the Council is investigating the feasibility of powering the garbage truck fleet with compressed natural gas.

Council can also take a lead in pursuing State Government policy reforms. The DIER in conjunction with the Tasmanian Climate Change Office has begun researching the issues covered in this strategy through their Urban Passenger Transport Study. Council can take a stronger role in lobbying for more commitment from the State Government to funding improved urban sustainable transport system infrastructure and behaviour change programs.

Considerable work is needed to identify roles and responsibilities between Local, State and Commonwealth Governments.

Key Issues

- Challenging preconceptions of accepted business practices and assumptions.
- Developing a real dialogue with the State Government.
- Negotiating appropriate roles and responsibilities between the three tiers of Government.

Sub Goals and Actions

Goal G.1: Review Council's operations and policies

- G.1.1 Through specific Council workshops and in conjunction with Councils ongoing greenhouse strategy, examine current policies, operations and arrangements with a focus on lowering greenhouse gas emissions and producing a more sustainable corporate transport system.
- G.1.2 Review Council's vehicle fleet purchasing policy.

Goal G.2: State Government recognition of Sustainable Transport

- G.2.1 Continue to lobby the State Government to develop, consistent with its signing of the Integrated Land Use and Transport Charter, a sustainable integrated transport policy for the State including recognition of walking, cycling, public transport and associated infrastructure investment to support the growth of Transit Oriented Developments.
- G.2.2 Lobby and assist the State Government to submit an urban passenger transport focused Infrastructure Australia submission as suggested in Section 6 of this Strategy – 'Build the Networks – An Infrastructure Australia Bid'.

5. Visualising the Strategy

The Hobart City Council Sustainable Transport Strategy – 2009 is relatively easy to visualise. It relies on providing the infrastructure, the information and the supportive environment to assist individuals in changing their transport behaviour.

Any strategy document with many actions and projects is akin to a jigsaw puzzle, each of the individual pieces does not look like much on its own but once pieced together and viewed as a whole, they form a cohesive picture. The STS-09 is displayed pictorially in this section to emphasise the various pieces of the puzzle.

As with the initial Strategy, which the Council has acted on, this next iteration provides the next steps for Greater Hobart to take. There will be many other actions and projects required to complete the jigsaw.

The STS-09 suggests the pursuit of a regional cycling network, for cycling transport and providing linkages to major work places and the nominated demonstration public transport corridors for rapid bus transit and ferry facilities with corresponding transport oriented developments to create a more compact, vibrant, viable and sustainable capital City for the 21st century .

Or put another way, the Hobart City Council STS-09 seeks to achieve what many other developed and developing nations and cities are attempting.

“ High quality seamless public transport services, including Bus Rapid Transit routes, with integrated ticketing and interchange facilities, will be developed to provide links to and through the city centre thereby linking other key destinations and corridors.

A comprehensive network of pedestrian and cycle routes and a pedestrian and cycle friendly city centre will be developed.

The highway network will be managed by a combination of improved alternatives to single car occupancy, traffic management to minimise congestion, improved air quality and enhance road safety and a parking strategy which supports city centre vitality and viability, but discourages commuting by car.

New development sites and corridors ... will be planned so that they can be effectively served by public transport and walking and cycling facilities.

All these measures to be supported by intensive use of smarter choices measures, including comprehensive personalised travel planning.”

Extracted from: Provisional Regional Transport Plan for South West Wales: December 2008 – pg 31



Hobart City Centre – The Inner City Development Plan

The Hobart City Council at its December 2009 meeting has approved the engagement of the world renowned urban quality consultants – Gehl Architects to advise on the creation of an Inner City Development Plan for the Hobart CBD and associated areas.

This project will provide future guidance just as the Central Area Strategy Plan led pedestrian amenity improvements in the City through the 1990s and more recently expressed through the Victoria Street footpath widening and traffic lane elimination project.

A Project Brief has been prepared to undertake the specific task of creating an Inner City Development Plan for the City of Hobart. It will take into account the following key areas:

- Assessment of people movement across the city;
- Transport to and from the city;
- How the city and the public spaces are used by people;
- What recommendations are needed to improve the level of people activity and movement within the inner city area; and
- The translation of various aspects of the 20 year vision into a physical reality to build a foundation for other key Council and regional strategies.



Inner City Development Plan for the City of Hobart

The Hobart Arterial Walking and Cycling Corridors

The Hobart City Council in 2008 adopted a Principal Bicycle Network Plan for the City of Hobart and in 2009 opened the first substantial new link to achieve this Plan with the Argyle and Campbell Streets on-road bicycle lanes.

Council has in 2008 and 2009 undertaken significant public consultation exercises for walking and cycling facility improvements with the Sandy Bay Road and Battery Point community consultations. Detailed designs are now being prepared by Council to achieve outcomes voiced by the community in those consultations.

In 2009 and 2010 Hobart City Council will undertake a major master planning exercise for the Hobart Rivulet Corridor which will follow the purchase of a significant parcel of land to create a nearly seamless corridor from the edge of the CBD to Mt Wellington.

Foreshadowed in this Sustainable Transport Strategy are further endeavours to create a Principal Pedestrian Walking Corridors Plan for the Hobart Municipal Area and additional actions to realise the Bicycle Network Plan.



Hobart's Principle Bicycle Network with Possible Principle Pedestrian Walking Corridors

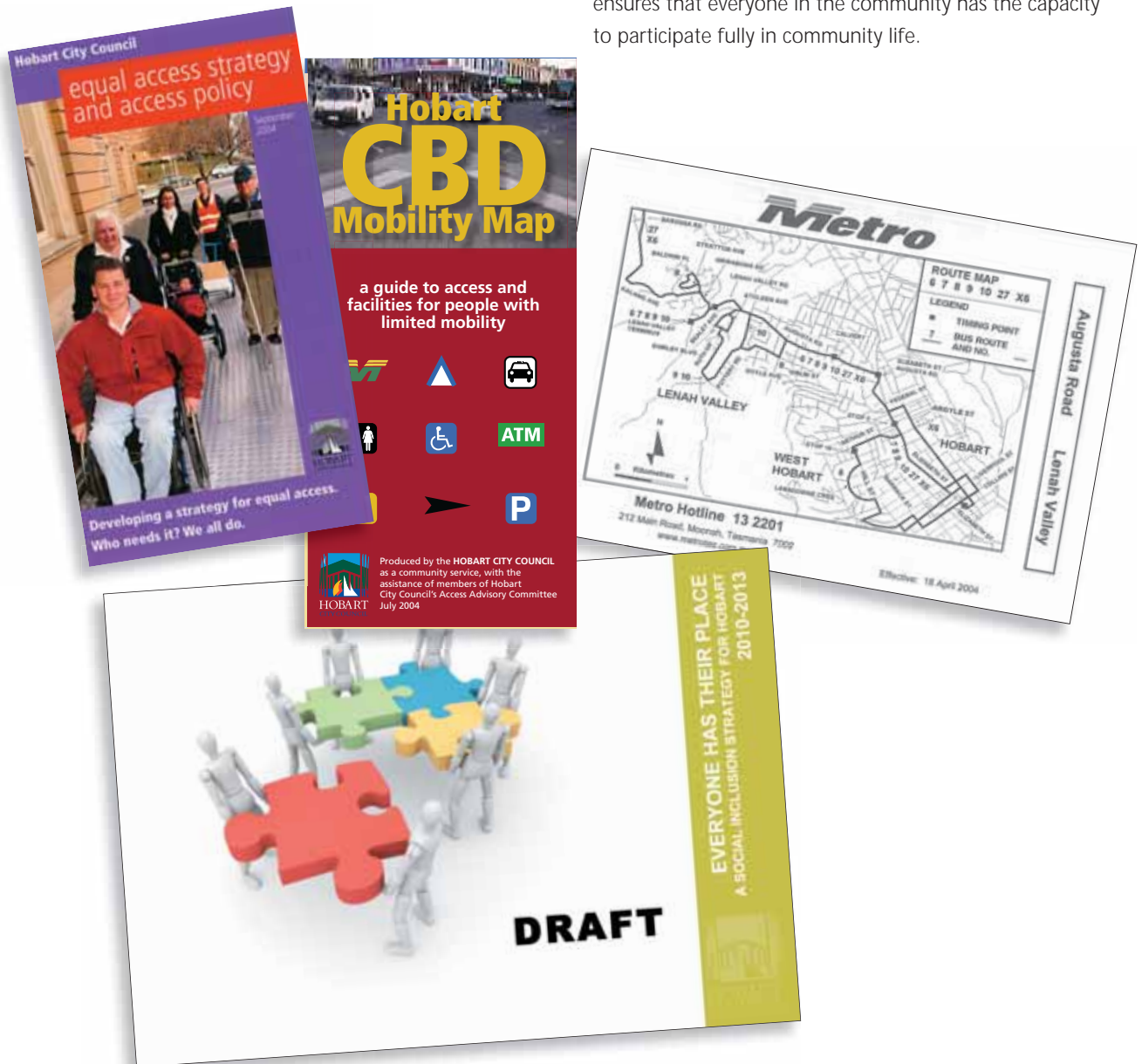
Local Area Accessibility and Social Inclusion

Hobart has an ageing demographic (18.5%: 60+), along with a high proportion of people identifying as having a disability. (23.5%) (Source: ABS 2006 Census) A number of these people have transport needs which differ to those of able-bodied people in our community.

The Hobart City Council's Draft Social Inclusion Strategy along with the Council's Positive Ageing Strategy and Equal Access Strategy all identify the need to provide suitable transport arrangements for these respective target groups.

Among other things, these strategies highlight the need for more effective and efficient community transport services and improved local area movement through high quality accessible pedestrian facilities, which actually benefit all in the community. With the forshadowed Metro route and service review for Hobart's Western shore to occur through 2010 and 2011, Hobart City Council will work actively with Metro to ensure that the needs of bus system reform to provide higher frequency more direct routes are balanced with the needs of people who may have difficulty in accessing public transport services.

A transport system that provides real travel options for all ensures that everyone in the community has the capacity to participate fully in community life.

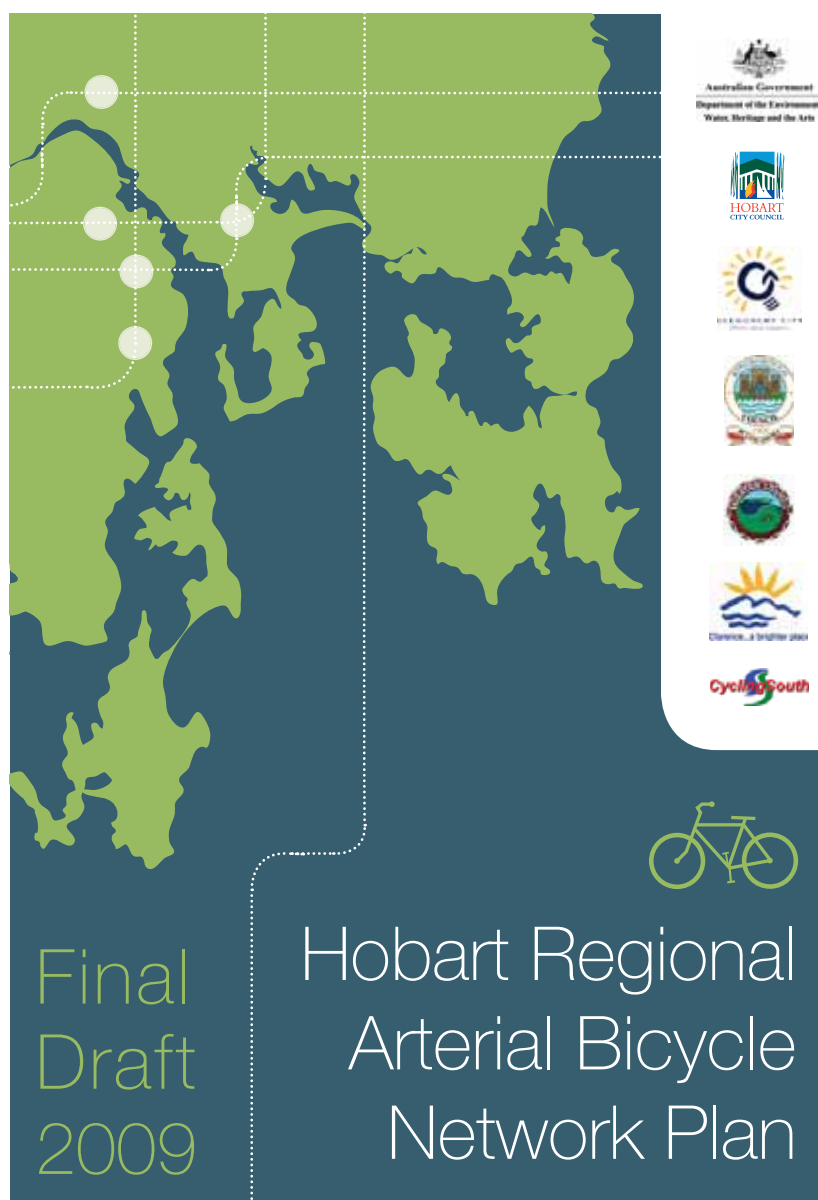


The Hobart Regional Arterial Bicycle Network Plan

The Hobart City Council, in conjunction with the other Greater Hobart Councils, has been working to create a plan to guide the integrated development of a bicycle network in the region.

The arterial network plan, as the name suggests, shows how a network of bicycle paths and facilities can connect Greater Hobart households to schools, industrial and commercial centres along with public transport interchanges.

The plan also notes the need for support facilities at destinations as well as secure storages at public transport interchanges which would bring significant benefits to the overall transport system by greatly increasing the patronage catchments.



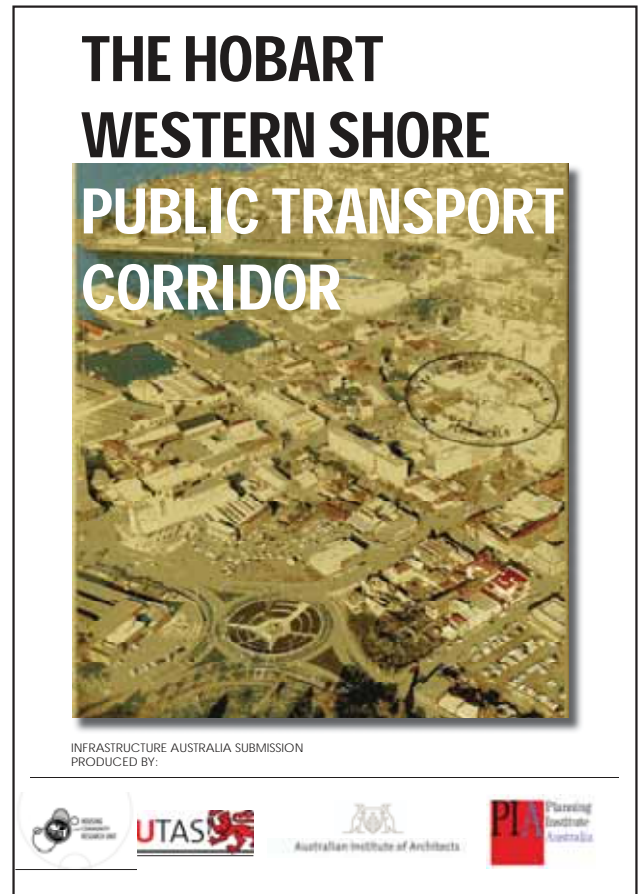
Hobart Regional Arterial Bicycle Network Plan

The Western Shore Public Transport Corridor

A Demonstration Tasmanian Rapid Transit Project

The draft Hobart City Council Sustainable Transport Strategy 2008 flagged the need to examine in depth the capacity of the existing rail corridor between Hobart and the northern suburbs to support mass transit (possibly in the form of a bus rapid transit system) and new urban village development as a demonstration project for Hobart specifically and Tasmania in general.

A roundtable of built environment professional bodies comprising the Australian Institute of Architects, the Planning Institute of Australia, the Housing and Community Research Unit University of Tasmania, Engineers Australia and the Property Council of Australia has had a series of discussions relating to such a proposal. The group has produced a discussion paper supporting the pursuit of such a project, following appropriate feasibility studies, which integrates transport and urban settlements along with supporting increased settlement density.



The Hobart Western Shore Public Transport Corridor



Existing Rail Corridor between Hobart and the northern Suburbs

The Southern Bus Link and Terminus

Following a request from Metro Tasmania in 2007, the DIER installed some 1500m of combined bus and bicycle lane for morning peak hour use in January 2009 on the Southern Outlet in road space previously allocated for an emergency stopping lane.

This first section of exclusive bus lane for Tasmania generated resentment in some motorists, however for the 35 plus buses (on a school weekday) that use the lane between 7:30 and 9:00am, there have been

tangible travel time savings for the over 1500 passengers and associated environmental and cost benefits to bus operators.

Free flow conditions exist on much of the Southern Outlet. To further improve the attractiveness of this bus link and create a true rapid bus transit link from the south, provision of a morning peak hour bus and bicycle lane down Macquarie Street is required.

Additionally, a high quality southern bus terminus facility in Kingston is required, along with satellite services in conjunction with Park (bicycle and car) and Ride facilities.



The Southern Bus Link and Terminus

The Eastern Bus Link and Terminus

The Tasman Highway between Sorell and the Tasman Bridge is extremely congested during the inbound morning peak. Complete breakdown of traffic flow is becoming more common between the Mornington Roundabout interchange and the Tasman Bridge.

A significant road shoulder exists between the Mornington Roundabout and the Gordons Hill Road overpass, which could be enhanced to create an exclusive inbound bus lane. This could benefit public transport from South Arm and more easterly origins.

In Sorell, an extensive paved car parking area has already been provided near the principal bus lay-by area in Station Lane. This location is central to all the principal Sorell services. This arrangement is ideal for a Park and Ride trial to the City, although terminus facilities are poor and current routes that stop in Cambridge, Rosny Park and tour Midway Point would make the journey less attractive for Park and Ride commuters.

A potentially highly advantageous arrangement for passenger transport services from the Eastern Shore would be the reassignment of a Tasman Bridge traffic lane to a priority bus lane, although such a move could have traffic implications during the transitional period.



The Derwent Ferry Link

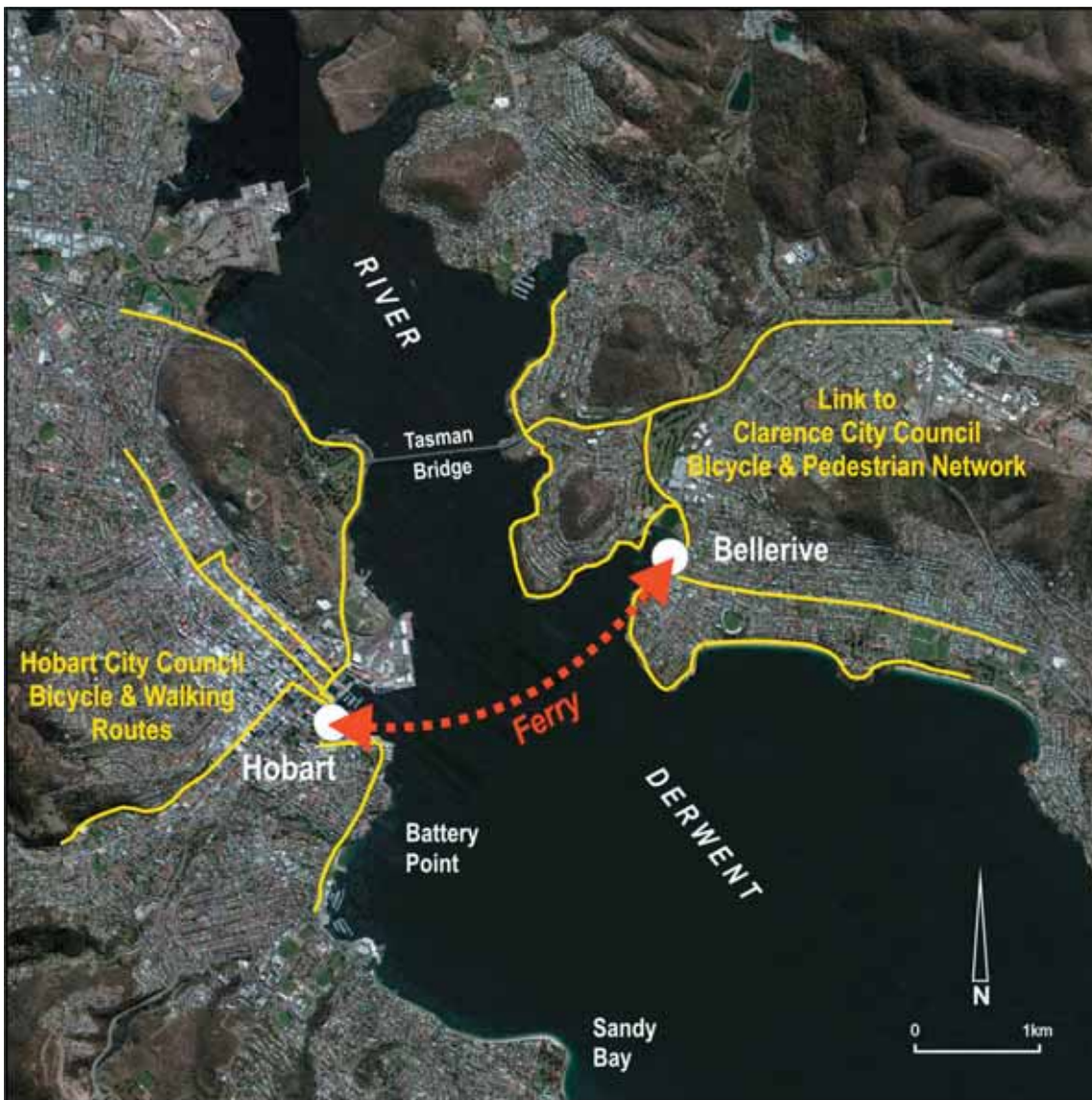
Ferry services (albeit principally tourist) still operate on the River Derwent and in the past years a water taxi has become established on the River.

This strategy suggests that with high quality bicycle facilities provided around Hobart and Bellerive, the patronage catchment for a ferry service could be extended from a 5 to 10min walk (0.8km) to a standard 5 to 10min bicycle ride (3.2km). Extending the catchment beyond Bellerive to Rosny, Howrah and Warrane would greatly increase the viability of a service.

In keeping with the Kangaroo Bay (Bellerive) Urban Design Strategy and concept planning undertaken by the Clarence City Council, this transport strategy reinforces the need for ferry wharf facilities to be developed.

It is hoped the Sullivans Cove Master Plan may also guide ferry terminal redevelopment on the Western Shore.

Provision of an 'Aquabus' especially with the provision for roll-on, roll-off bicycle carriage would remove in the short term the disincentive many individuals face cycling across the highly inadequate and narrow Tasman Bridge 'shared path'. Such ferry arrangements are common place in European and North American cities.



6. Build the Networks – An Infrastructure Australia Bid

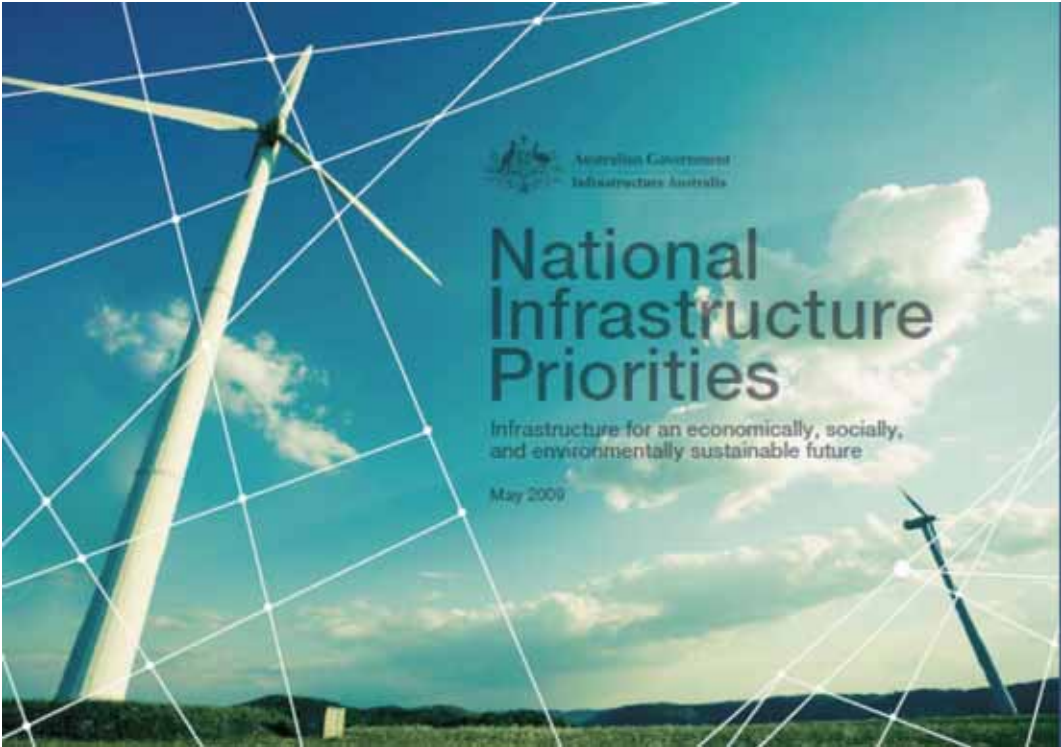
Tasmania did not receive any project funding in the first round of Infrastructure Australia funding, which saw urban public transport projects, including bus ways, well recognised in other states such as the Eastern Busway in Brisbane, Queensland.

The obvious opportunity is for the Hobart City Council in conjunction with other Councils and the State to package the key demonstration projects of the regional bicycle network, public transport demonstration projects and behaviour change projects and seek Commonwealth and State financial support to implement projects which realise government aims and policy.

Such a package has the real potential to realise total road network decongestion and associated benefits to industrial and commercial utilisation of the road network in Greater Hobart, more healthy and rewarding transport journeys for individuals and infrastructure positioning for private sector investment in affordable housing and mixed use developments along the core corridors over a 20 year time horizon.

In the first instance a package of works should be forwarded to Infrastructure Australia comprising:

Cycling	Key projects from the Greater Hobart Arterial Bicycle Plan
Public Transport Bus	Western Shore Public Transport Corridor implementation
	Tasman Bridge to City – priority bus lane
	Macquarie Street Hobart – priority bike and bus lane
	Sorell town bus interchange (Park and Ride) facility
	Kingston CBD bus interchange facility
	Glenorchy CBD revitalised interchange facility
	Hobart CBD bus interchange facility rationalisation and revitalisation
Public Transport Ferry	Kangaroo Bay passenger/ bicycle ferry terminal
	Sullivans Cove passenger/bicycle ferry terminal
Behaviour Change Program	Travel Smart for Greater Hobart





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