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## **RACT unveils 30-year Greater Hobart Mobility Vision**

Residents of Greater Hobart, and Tasmanians more broadly, are being called on to embrace new mobility options, such as public and active transport, in the RACT's 30-year Greater Hobart Mobility Vision unveiled today (12 April 2019).

The Vision, (which is detailed at <https://hobartvision.ract.com.au>), details a range of actions that are staged across a 30 year period that not only embrace new technology but create a people-focused and accessible city.

Executive General Manager, Membership and Community, Stacey Pennicott said the RACT's staged approach mapped out changes across infrastructure, public and active transport, urban planning, social and community issues, as well as future mobility and emerging technology.

"The first two stages focus on shifting people's behaviours and patterns to embrace new technology and mobility options," she said. "Hobart's mobility network cannot improve without behaviour change. This takes time, real alternatives and a willingness to change."

Ms Pennicott said the population of Greater Hobart was about 230,000, but according to the Australian Bureau of Statistics, was predicted to reach 300,000 by 2050.

"Congestion is already a major issue for residents and visitors," she said.

"Our initial aim is to achieve a 4% shift in traveller behaviour from private vehicle transport to alternative transport options in the first 10 years of the life of the Vision.

"We believe this can be achieved by making public and active transport more affordable and attractive to use, as well as looking to shift land use planning towards more high density development along public and active transport corridors."

Ms Pennicott said Hobart had the highest percentage of car use for commuting of all capital cities in Australia, with 84% of residents taking a private vehicle to work.

“Reducing the percentage of private vehicle use by 4% would make a significant difference to the efficiency of the road network at peak times and ensure Hobart was more in line with the majority of other capital cities,” she said.

Ms Pennicott said if the shift of transport mode was not achieved, or if population growth outstripped predictions, plans would be required for a major infrastructure solution to ease congestion.

“This analysis and assessment for major infrastructure project(s), which would be implemented in years 11 to 20, should take place in the first 10 years of the Vision,” she said.

Ms Pennicott said the Vision had undergone an independent financial assessment to determine the indicative cost of each stage.

“It will be regularly reviewed to ensure population changes, transport patterns, technology advances, work and study patterns and cost of implementation are all considered,” she said.

“Any updates will remain consistent with the overall Vision for Greater Hobart.”

RACT will now lobby key stakeholders and all levels of government – particularly the Federal Government in the lead-up to the Election on 18 May – to advocate on behalf of all Tasmanians for change.

*High res video, b-roll and stills can be found here:*

[https://www.dropbox.com/sh/0u0x9j6z0d3duq7/AACyd\\_z8DeqLQQkWqbErB-mSa?dl=0](https://www.dropbox.com/sh/0u0x9j6z0d3duq7/AACyd_z8DeqLQQkWqbErB-mSa?dl=0)

*A link to the video on YouTube can be found here:*

[https://www.youtube.com/watch?v=3yme\\_5Aapu8](https://www.youtube.com/watch?v=3yme_5Aapu8)

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## **Vision Summary**

### **Years 1-5**

#### ***Indicative cost: \$64 million***

Focus on “quick wins” for mobility, making public and active transport more affordable and usable, improving land use planning and analysing access options for major infrastructure projects.

Examples include:

- Deliver infrastructure projects that reduce interaction between people and vehicles in the CBD (eg. shared spaces similar to Liverpool St).

- Establish limited ferry service with up to three routes between the CBD and Eastern Shore.
- Establish a scheme to subsidise patronage of public transport.
- Create 'end of line' park-and-ride facilities to service key population centres (eg. Bridgewater, Kingston, Sorell, Howrah and Claremont) with low cost/free parking.
- Remove on-street parking in key locations to facilitate prioritisation measures for public transport (eg. Main Rd/Elizabeth St, Sandy Bay Rd), as well as separated cycleways.
- Commence work on active transport spines in the CBD in each direction, including from the Rivulet Track to Intercity Cycleway, Elizabeth St south and north bound and from Sandy Bay to CBD.
- Upgrade public transport infrastructure and access to information (eg. bus shelters, arrival and departure times).
- Retrofit existing infrastructure to provide connections to active transport spines.
- Enforce clearways on Macquarie and Davey streets, as well as a review of pinch points to determine other priority locations for clearways. RACT supports the removal of on-street parking to facilitate this.
- Establish priority measures to support ride and car sharing services.
- Undertake analysis and assessment of options for infrastructure projects that significantly reduce the volume of traffic in the city, if a mode share of 20% is not achieved in 10 years.
- Commence implementation of a single ticket system as ferry service commences.
- Commence planning for systems to enable a mobility network where users can access all transport modes under a single ticketing and payment gateway (ie. 'mobility as a service').

#### **Years 6-10**

Build on the first five years, continuing to strengthen public transport and support multiple occupancy modes of transport, as well as separating active transport modes from vehicles. Business case(s) would also be developed for major infrastructure project(s).

***Indicative cost: \$31 million***

#### **Years 11-20**

Separated into two streams, dependent on whether the 20% mode share is achieved in the first 10 years or whether major infrastructure project(s) are required. This stage would also include the integration of low/zero emission transport options.

***Indicative cost with major infrastructure: \$1.5 billion***

***Indicative cost without major infrastructure: \$214 million***

#### **Years 21-30**

Focus on emerging technology such as autonomous vehicles and smart-city options including vehicle communication with traffic signals to ensure smooth flow.

***Indicative cost \$26 million***

*Indicative costs provided by pitt+sherry*

This Vision assumes the projects listed below will be delivered as per previously announced Tasmanian and Australian Government budget allocations:

Bridgewater Bridge - \$576 million.

Hobart Airport interchange - \$30 million.

Tasman Highway duplications - \$5 million.