

City of Hobart
Transport Strategy 2018–2030
CONSULTATION PHASE

MODULE 1

Freight, Port & Air

Stakeholder Consultation Outcomes



City of Hobart
TRANSPORT STRATEGY 2018-2030
Consultation Phase

MODULE 1
FREIGHT, PORT AND AIR

Stakeholder Consultation Outcomes

November 2016



in association with



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1 BACKGROUND

The City of Hobart is developing a Transport Strategy that enables it to identify and plan for future transport demands and needs during the next 20 years. The City seeks to ensure it has an appropriate strategic framework in place to balance various competing factors and continue to support sustainable growth in the Tasmanian population and economy.

The first step in developing the Transport Strategy is to engage with the community and stakeholders to gain a clear understanding of the priorities, issues and needs of individuals, peak groups, other Councils and the State Government relating to the transport task in Hobart, Greater Hobart and Southern Regional Tasmania until 2030.

To achieve this, the City is adopting a series of consultation modules to target stakeholder engagement and community consultation. The outcomes of each module will be integrated into the final Transport Strategy.

The four modules are:

Module 1 – Freight, Port and Air (e.g. road, sea, air and rail services);

Module 2 - Private Transport (e.g. walking, cycling, cars, motorcycles, parking, car sharing, mobility vehicles);

Module 3 - Public Transport (e.g. bus, taxi, ferry, park and ride, light rail); and

Module 4 - Local Area Traffic Management (e.g. network operating plans, traffic calming, speed zones, residential parking, school zones, shopping precincts, line-marking).

The consultation process for Module 1 was conducted during September-November 2016.

Inspiring Place Pty Ltd, in association with Anna Housego, was selected to facilitate the stakeholder engagement process and report on findings.

2 CONSULTATION PROCESS

This report presents the key messages resulting from the stakeholder consultation undertaken for Module 1 – Freight, Port and Air.

To support consultation, the City of Hobart prepared a comprehensive discussion paper, *City of Hobart Transport Strategy 2018-30 Consultation Paper 1: Freight Port and Air*, which was published on its website. Links to the paper were provided to stakeholders and on the City's 'Your Say' online engagement hub.

The discussion paper:

- outlined the purpose of the Transport Strategy project;
- provided a regional context and understanding to the freight industry;
- identified key issues likely to influence future planning for freight services; and
- presented questions for discussion with an invitation to make a submission or provide comments on the City's 'Your Say' online platform.

Stakeholders were encouraged to participate in consultation processes through letters of invitation and in some instances, follow-up emails and phone calls. In addition, they were informed about the availability of the discussion paper.

Consultation included:

- a series of meetings with representatives of TasRail, TasPorts, Hobart Airport and the Department of State Growth (including a representative of Infrastructure Tasmania);
- a roundtable meeting with business and road freight stakeholders;
- a forum with representatives across freight, port and air sectors; and
- contributions made on the City's online engagement hub, 'Your Say'.

Key road freight providers and representative bodies were invited to participate in consultation sessions, however, the response was limited and indications from the Department of State Growth and the Hobart Chamber of Commerce are that the freight sector is not experiencing any significant issues with freight movement through the city.

Some stakeholders offered to provide more detailed information on freight services, movements and projections. This will be provided to the City outside the consultation process to assist with later phases in developing the Transport Strategy.

3 OUTCOMES

Key messages and views arising from stakeholder consultation are consolidated to reflect the views that emerged.

It is noted that a number of issues arose in relation to consultation modules that are yet to be conducted and these matters will be carried forward and reported on in the relevant Consultation Outcomes report.

Trends

Overall picture

- Hobart CBD will continue to be a centre for employment and service delivery. Freight movement within the CBD will need to be accommodated within existing shared use transport corridors.
- The latest Tasmanian Freight Survey, for 2014-15, shows a similar picture to previous surveys that have been conducted every three years. Freight movements overall have remained at a steady level, with occasional peaks and dips reflecting shorter term activities.
- CBD freight through traffic is not of a significant volume.
- Freight providers are generally managing delivery times outside peak periods to avoid congestion and this self-regulation is likely to continue as it improves their efficiencies by avoiding delays.
- At a broad level, the movement of freight through the city is working effectively.
- Rail freight volume through the Brighton Transport Hub has increased in recent years and now accounts for 22-24% of freight transport for Tasmania.

- The main increase in freight coming through the Brighton Transport Hub is likely to be in fast-moving consumer goods, agricultural and aquaculture feedstocks and construction materials to meet the demands of urban growth.
- Containerised rail freight to Brighton Transport Hub for delivery by road to Hobart is seasonal, in particular the major shopping period from mid-October to approximately mid-February, when retail stores gear up for the peak summer demand. The increase in freight volume can be as much as 50% at this time of year, which coincides with the peak tourism season and locals taking holidays. A second seasonal peak in rail freight occurs about three weeks before Easter.
- The rail network from Granton to Hobart has been non-operational since 2014 and TasRail has no plans to reinstate the line for freight purposes. The corridor passes through highly urbanised areas that involve over 20 active road crossings and a number of pedestrian crossings, posing a high risk environment in which freight transport would operate. Two alternate suggestions have been made for use of the existing rail connection – one for light rail and the other for a heritage rail operation, both of which are a matter for State Government.
- Should any significant freight task emerge that provides a viable business case, the rail corridor could be remediated and resume as an active network. It would, however, require significant infrastructure upgrades, including contemporary safety measures for road crossings.
- Currently, 2% of freight from Tasmania leaves by air. However, the demand for movement of goods via Hobart Airport is expected to rise, with the airport providing a hub particularly for high-value goods. The airport is working on a freight strategy and a road precinct strategy to improve current freight operations on-site. As part of its approach, it is working to address the fact that it has two freight precincts positioned around the passenger terminal.
- Timing of freight deliveries to Hobart Airport is dependent primarily on the destination and its optimal times for freight to arrive, although Hobart Airport flight times and on-site storage capacity also have an impact. If the airport extends its storage capacity in the next five years, it may assist in creating greater flexibility for the timing of delivery.
- Urbanisation of industrial areas at Moonah and Glenorchy is likely to see a shift in the next 15+ years of freight distribution hubs moving further away from the city. This will result in fewer heavy vehicles travelling close to the city as smaller vehicles will provide freight transport from the hubs into the city.

- The introduction of automated vehicles and the implications for freight operators in Hobart are an unknown but is unlikely to have a great deal of impact in the next two decades.

Origin of freight

- The majority of goods freight into Hobart arrives via northern ports and the Brighton Transport Hub, which is the key intermodal freight facility for southern Tasmania and is where TasRail's southern operations are centred.
- The Brighton Transport Hub has considerable capacity for increased use and it is important that Greater Hobart councils encourage businesses that rely on freight services to relocate to the hub through land use planning strategies and other mechanisms. Collaboration between councils to identify and engage with businesses for relocation, where appropriate, could help improve efficiencies in the transport system.
- At present, 2% of freight from Tasmania leaves by air, representing a significant opportunity that, if realised, could increase freight-related traffic to the airport. The Australia Government is giving consideration to three potential models for Hobart as a major hub in terms of the aviation connection to Antarctica, providing year-round air connections. For example one option is similar to the New Zealand hub in Christchurch, where the United States has support offices for its national Antarctic program.
- The main air freight transported through the city to the airport is seafood products and perishables from the Huon Valley.
- Currently, freight/commercial and logistics-related transport accounts for 4% of Hobart Airport vehicle traffic.

Growth sectors

- The introduction of irrigation schemes will change the type of freight transported, particularly in relation to time-sensitive produce. However, the new schemes are not likely to have a major impact on freight volumes moving through the city.
- Tourism expansion under way, including the development of new accommodation, will create greater demand for freight deliveries in Hobart, particularly consumables.

Waterfront area

- The feasibility of a new northern access to the port of Hobart may need to be assessed if any major traffic conflicts arise with access on Evans Street (e.g. with the development of Macquarie Point) or in the event of any major growth in the freight task.
- Antarctic cargo movements from Macquarie Point and/or Kingston to Hobart Airport via Tasman Bridge are likely to increase, including heavy vehicle and equipment movements for C-17 Antarctic flight operations. These movements are seasonal, from October-April.
- Continuing Antarctic cargo access to the Port of Hobart via city routes and Evans St is essential. As part of future Macquarie Point development, heavy vehicle access for cargo will continue to be necessary, either via Evans St or a new alternative that may be developed. Antarctic and Southern Ocean vessels require heavy vehicle and 24-hour access for cargo operations.

Issues

Traffic management and operations

- Three State routes lead into the city. The Brooker Highway, Tasman Highway and Southern Outlet are high productivity routes, therefore the needs of freight providers should be accommodated appropriately, without unreasonable restrictions.
- There is capacity for future traffic growth outside the peak morning and evening commuter periods.
- While freight providers currently have a pattern, where possible, of avoiding peak commuter periods, it is an option to determine allowable travel times through the city for freight. Any limitation on travel times – through either a voluntary scheme or one that is State Government-mandated – would need to be on the basis of evidence that it is for the greater good.
- Understanding and better managing existing roads is essential to enable better use of all modes of transport.
- A Network Operational Plan – identifying priorities for different modes of transport, including freight movement, private and public transport – is needed for the CBD.

- The Department of State Growth has a view that Davey and Macquarie Streets should be managed at State level and is open to further discussion on the proposal.
- Any reduction in heavy freight vehicle traffic through the city is likely to be considered desirable by retailers.
- Construction vehicles and their unloading bays within the CBD are impinging on road access and taking up too much space.
- A view of one stakeholder is that the relevance and benefits of a Hobart-centred trial of Intelligent Transport Systems for the freight sector would be questionable in terms of the type of information it would deliver, the cost of installing it and the likelihood that freight operators would need a suitable concession as an incentive to make the investment.
- A proposed national cost-reflective approach to road freight has been under discussion for more than a decade and would aim to bring a more consistent approach to road use charges that would draw together all current systems, for example state-based vehicle registration systems. However, there is still no agreement on a model for the new system therefore any implications are unknown.

Risks and amenity

- The speed of heavy vehicles moving through the CBD, particularly on Macquarie and Davey Streets, should be reduced to decrease risks for pedestrians and cyclists. Trucks are sometimes unable to safely clear an intersection when there is a red light. The size of trucks moving at speed is an issue for cyclists and there is a need to create separation between the two user groups.
- Noise produced by freight vehicles can be an issue in the city for pedestrians, shoppers and tourists.
- Freight vehicles impact on air quality and on the condition of road surfaces, particularly as vehicle sizes and weights have increased over time.
- B-doubles and log trucks have the greatest visual impact.
- Some of the older shopping centres are not geared to current OHS requirements, e.g. reversing pantechs into areas that are used by pedestrians

and are unsuitable from a safety point of view. The City of Hobart is working with the centres to address the issues.

Waterfront issues

- The freight industry uses the road network outside peak morning and evening commuter periods in accessing the port. This self-selection of non-peak travel times is expected to continue as it is more efficient for freight operators.
- Transport arrangements to service significant growth in cruise ship visitation are working well.
- Shared use on Hobart's waterfront, including freight vehicles, private and public transport operators as well as tourist and local pedestrians, poses safety risks that include traffic throughput, speed and freight parking.
- The forest industry, despite its decline, remains a significant player in terms of southern freight. The Southern Forests are still active and there will be a maturing of plantations, including those of private operators, in five or six years.
- Despite perceptions about the volume of forest residues/timber being transported through the city, any growth will be incremental.
- The State Government is committed to shipping logs from the Port of Hobart. In terms of forest products, the intent with the port is that trucks will avoid access roads during peak times for other road users.
- The community wants to slow vehicles in the port area and make it more pedestrian-friendly but also wants to have a working port, so there are implications in terms of freight and commercial vehicles.
- When Macquarie Point is activated, for example as in recent times for Dark MOFO, complex arrangements are needed to make it work safely and effectively for the mix of freight, private vehicle and pedestrian movements.

Collaboration

- Effective traffic strategies necessitate strong collaboration between all relevant councils as issues do not end at municipal boundaries. For example, it is important that all councils relevant to freight traffic from the Brighton Transport Hub and feeder traffic to Hobart Airport work together.

- Ongoing collaboration between TasPorts and City of Hobart in relation to roadworks or other matters that may affect traffic flows relevant to the waterfront continues to be important in effectively addressing common objectives, risks and impacts.

4 NEXT STEPS

The timelines for completion of stakeholder engagement and the community consultation process for the next three modules are:

March 2017 – Module 2 Private Transport

June 2017 – Module 3 Public Transport

July 2017 – Module 4 Local Area Traffic Management

A Summary Report on key consultation findings from all modules will be prepared by August 2017.

The City of Hobart has set an initial target of completing the draft Transport Strategy by September-October 2017 and the final Transport Strategy by December 2017.