

City of Hobart
Transport Strategy 2015–2030
CONSULTATION PHASE

MODULE 2

Private Transport

Stakeholder Consultation Outcomes



City of Hobart
TRANSPORT STRATEGY 2018-2030
Consultation Phase

MODULE 2
PRIVATE TRANSPORT

Stakeholder Consultation Outcomes

April 2017



in association with



T A B L E O F C O N T E N T S

1 BACKGROUND	1
2 CONSULTATION PROCESS	2
3 OUTCOMES.....	3
STAKEHOLDER MEETINGS AND FORUMS	3
3.1 Trends	3
3.2 Issues	5
ONLINE ‘YOUR SAY’ SURVEYS	21
FORMAL SUBMISSIONS	26
4 NEXT STEPS	29

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). Consultation process conducted September-November 2016. A report on outcomes is available on the City of Hobart website;

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

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 2 Private Transport has been conducted during December-March 2017.

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 stakeholder consultation undertaken for Module 2 – Private Transport.

To support consultation, the City of Hobart prepared a comprehensive discussion paper, *City of Hobart Transport Strategy 2018-30 Consultation Paper 2: Private Transport*, 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 to private transport, including demographics, settlement patterns and an overview of the transport network;

- identified key issues and challenges likely to influence future planning for all forms of private transport, including cars, motorcycles, bicycles, mobility devices and the ability to walk; and

- presented questions for discussion with an invitation to make a submission or provide comments on the City's 'Your Say' online platform.

Several 100 people, peak bodies and community groups were direct mailed with notification of the consultation program and asked for their feedback. The City of Hobart used Face Book posts, a City news article and "Your Say" registered user notifications to further advertise the wider community. Additionally newspaper advertisements were used to advertise officer attended public information sessions.

This report provides a summary of the outcomes from the consultation program that included:

- a series of meetings with representatives of Bicycle Network Tasmania and Cycling South, Royal Automobile Club of Tasmania, the Heart Foundation, the Department of State Growth, and the University of Tasmania;

a series of three forums targeting stakeholders in separate sectors – vehicle users, social justice and equity organisations, and architects and council planners from the Greater Hobart area;

184 surveys submitted on the City's online engagement hub, 'Your Say'; and

14 formal submissions received from organisations and agencies.

3 OUTCOMES

A summary of the outcomes is provided for the stakeholder meetings and forums, online 'Your Say' and the formal submissions.

STAKEHOLDER MEETINGS AND FORUMS

Key messages and views arising from stakeholder meetings and forums 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.

3.1 Trends

3.1.1 OVERALL PICTURE

- Tasmania's Population Growth Strategy has a target of 650,000 by 2050, with significant implications for Hobart. What the city does in the next decade will be incredibly important in setting up the community for the future.
- Department of State Growth (DSG) data shows that the majority of peak hour traffic on Hobart's three key access routes consists of vehicles travelling to parking destinations in the CBD. The probe data has a small sample size but is consistent with Australian Bureau of Statistic figures and previous DSG surveys. The origin and total of morning peak hour drivers with a CBD destination is: Risdon Road 59%; the Tasman Bridge 57%; and the Southern Outlet 74%.
- There is a growing inequity in the city's transport system, which favours those who drive.

- Despite efforts to encourage greater use of buses, the majority of commuters continue to use cars. Public transport is not an attractive option while it operates on the same network as private vehicles and is subject to the same traffic conditions.
- The number of cars per household has grown and while it varies depending on the demographics in a particular suburb or area, it is common for a household to have three cars. It is not known how this will change, given that the 'millennials' generation has a lower propensity to own a car or drive.
- Hobart does not have a road capacity problem but over time, it will be important to determine how to make traffic more efficient in peak hours as it would be a waste of resources to increase infrastructure that would not be needed outside those times.
- There is a growing demand for safe, accessible opportunities to use cycling as a flexible transport choice. Sales of bikes are increasing faster than car sales, with a growing proportion of electric bikes in use.
- The city is likely to see the introduction of more electric cars in the next 30 years.
- Individuals who are aging or have a disability have a greater range of mobility options available than in the past and this is resulting in greater use of mobility devices over time. This has implications for infrastructure, community education and route planning.
- Many significant, new hotels have been approved in central Hobart and most have inadequate or no parking for guests. Once the new developments are completed, it will increase pressure on parking capacity in the city.
- The number of students moving in the city will increase over time with the establishment of new University of Tasmania CBD developments, including accommodation and study centres. As an example, the new Science, Technology, Engineering and Mathematics (STEM) precinct is likely to see about half the existing student numbers at the Sandy Bay campus transfer to the city.
- The University currently has 20,000 FTE students, which equates to 36,000 total students, although some study on-line. This is double the size of the student cohort from 15 years ago and it could double again in the

foreseeable future. However, tertiary education is a global market so it is hard to predict how growth will occur.

3.1.2 OUTLYING ACCESS TO CENTRAL HOBART

- It is unlikely that growth in the Sorell and southern beaches area will slow, due to the availability of affordable properties and land. A total of 73% of Sorell municipality's residents leave the area each weekday for work. There is also a pattern of children travelling outside the area to schools – despite population growth, the number of school enrolments has remained static. The Sorell Council is keen to see greater generation of local employment and more recognition of the quality of the municipality's educational facilities.
- Growing numbers of drivers are parking for the day on the fringes of the CBD, including South Hobart, West Hobart and Sandy Bay, because it is cheaper to drive from outer areas and have free parking than to catch a bus.
- Provision of high frequency Metro bus services have influenced commuter behaviour. Anecdotally, it appears that increasing numbers of people are seeking to park in Glenorchy and catch a bus into Hobart. In the City of Clarence, the route to Shoreline Drive is a main transit corridor and its establishment saw passenger take-up of bus travel along Clarence Street grow significantly. There is now a pattern of parking demand around key bus stops because people are leaving their car and taking a bus.

3.1.3 CHANGE IS LAGGING BEHIND THE NEED

- While there is considerable policy development occurring on the part of the State Government and the University in relation to alternative transport, it is happening too slowly and it is essential that implementation to effect change occurs more rapidly, particularly in relation to cycling.

3.2 Issues

3.2.1 COLLABORATION AND COST SHARING

- A long-term vision requires planners, architects, traffic planners, urban planners, State and local government agencies and many others to work together.
- It is important to take a comprehensive and pragmatic approach to land use in dealing with traffic issues. The approach has been too fragmented.

- While some measures have been taken to address traffic congestion, there is concern about the lack of a long-term, coordinated strategy to deal with peak hour problems.
- A regional approach to Hobart's private transport system is critical to ensure that effective change is coordinated across all levels of government, as well as the planning system that underpins city developments.
- There is no 'silver bullet'. Improving the city's transport system requires a multi-level approach with all players working on continuing improvements. It is also important to change the nature of communications with the community and to work with the public in adjusting local expectations, as well as to provide better information so that individuals understand the consequences of their travel decisions.
- There is a significant disconnect between State and local government and it is hoped that the City of Hobart Transport Strategy will highlight the problem. Decisions at one level can significantly impact what happens at another level.
- System change is essential. A good example is the State Government review of contracts for public buses, where there is an opportunity to foster the use of non-car opportunities. One option under consideration is to open school buses to general access in some circumstances.
- Councils in the Greater Hobart area want to be involved in long-term action to address the congestion problems.
- How we work together as councils and as a region is important. There are project-related groups, for example, but there is no working group on transport matters across councils.
- The active transport area must be properly resourced by all relevant authorities.
- Any changes will have cost implications and it is essential to identify where the costs will fall. Ultimately, it is a shared situation and everyone will have to bear a cost, from governments to the level of individuals, either directly or through rates and taxes. Everyone understands that we are in a congested environment and we must also understand that the cost of dealing with it is a shared responsibility.

- State Government road user charging is not being actively pursued but has not been ruled out.

3 . 2 . 2 U S E R P R I O R I T I E S

- The city must define and commit to its user priorities for key streets.
- A positive provisioning policy at State level seems to have merit and ideally a similar policy framework can be adopted for local streets.

3 . 2 . 3 P A R K I N G

- The biggest congestion issue is that the majority of people driving into the city in peak hour are doing so to park their vehicle in the CBD.
- Provision of cheap parking and extension of the parking provision through construction of additional large-scale car parks or additional private parking only serves to provide an incentive for people, particularly those from outlying areas, to drive private vehicles into the city.
- Parking issues are not restricted to the large, publicly-accessible car parks. There are many private lots that sell parking, as well as private car parks providing employee parking – estimated to be about 12,000 spaces.
- The challenge is to make parking fees and public transport costs more comparable.
- The current approach to parking has multiple implications, such as major inner city car parks causing convergence of traffic in tight spaces; detrimental impact on bus journey times; and on-street parking taking up space that could be used to keep buses running more smoothly.
- It is recognised that any measures to deter those working in the city from parking a car for the day must be counter-balanced by adequate alternatives, such as safe cycling routes and end-of-trip facilities, appropriate bus services or other innovations such as the introduction of car sharing incentives.
- A level of need for all-day city parking will continue as many of those who work in the city originate from out of the area and some have complex journeys with multiple drop-offs, such as at child care centres or schools, which cannot be addressed by point-to-point transport options.

- It is acknowledged that City of Hobart generates parking revenue, particularly from multi-storey car parks and on-street meters.
- DSG supports the availability of on-street parking outside peak periods but has a view that there should be more clearways and non-parking zones in peak hour. However, it recognises that other considerations, such as infrastructure changes, may be required.
- While the planning scheme does not require developers to make provision for parking in the CBD, some developers actively seek it.
- The planning and management of parking is a strategic way to create liveability, as in the City of Fremantle, where parking has been pushed out to the fringe and is available at a substantial cost.
- It can be difficult to convince businesses that removing car parking spaces, instead of detracting from their operations, actually improves them because it provides a better walking environment that draws people in.
- Recent examples of central Hobart parking spaces selling for high figures indicate that, in the future, it may be that only the privileged can afford parking spaces and this will have social implications for those with lower paid jobs.
- Parking pressure is seeing individuals renting out personal parking spaces, such as their own driveway, around Hobart. Technology enables more of this via an app or sharing group, with Uber another example of technology-driven change in the transport field.
- Under its transport strategy, the University has a commitment to avoid building more car parks and instead foster the use of alternative transport. Only a quarter of students accommodated in the Melville Street complex have access to car parking but 211 bike parking spaces have been established and Metro has high frequency bus services accessible adjacent to the building. The university has other limited parking provision related to its accommodation and study centres but under its strategy, aims to reduce it further over time.
- Motorcycle and scooter parking around the city is a problem. It is not even possible to park out the front of Service Tasmania. City of Hobart could require provision of motorcycle parking close to key buildings.

- Parking facilities to enable disabled access to services is essential. About 32,000 Tasmanians have full permits for disability-approved access and 60% are in the south. These are people with physical disability who have a licence and drive. It is therefore important that careful consideration is given to the number, location and design of disability parking spaces. These are not only needed in car parks but also in key locations, such as close to medical services.
- Members of the tourism industry have expressed concern regarding provisions for hotel guest parking. Hobart's situation is different to other capital cities such as Melbourne or Sydney, where tourists are more likely to focus their activities on the city centre and use public transport, taxis or Uber for travel. In Hobart, a high proportion of visitors are travelling independently with a vehicle (76%), generally a hire car, and this reflects the fact that they use Hobart as a base for regional trips. The city is marketed in this way to encourage dispersal of visitors throughout the region.
- While visitors could use car parks overnight, outside commuter hours, this is likely to be unworkable for reasons that include security, limitations on hours (post 6pm and pre-8am), and distance from hotels and popular dining hubs.
- Waterfront parking seems to be workable for those accessing ferry services, restaurants and tourism services, although it is unknown what impact there will be on parking at the Hunter Street end with the addition of retail space in the new Mac1 development.

3.2.4 ALTERNATIVE TRANSPORT

- The transport hierarchy should emphasise walking and cycling over cars but also must factor in mobility devices, such as assisted or unassisted wheelchairs.
- While it is important to consider those who challenge the philosophy of orienting the city to active travel, Hobart has examples of changes that have been made despite opposition and those changes have been effective. The removal of lanes in Liverpool Street outside the Myer building has improved the amenity of the CBD and the experience of pedestrians, while drivers have adapted.
- MONA is an example of an active approach to encouraging alternative transport use. Its promotion of the ferry service has resulted in about half

of its visitors arriving by water. Are there other places that can be made more accessible for alternative transport?

- The City of Hobart needs to develop a more up-to-date bike strategy. In addition, the Hobart bicycle advisory committee could be more active and has not yet embraced the Hobart Regional Arterial Bicycle Network Plan.
- There must be a clear commitment to implementing a principle bicycle network.
- A positive cycling provisioning policy is needed.
- The delivery time for new approaches to encourage cycling is too slow, even for provision of simple pram ramps so cyclists can get over a kerb. The work on Battery Point signage was undertaken 12 months ago but no progress seems to have been made for the two routes it addresses.
- There is a lack of nimbleness in taking opportunities when they arise. An example is the situation where driver behaviour changed during the period when cranes were partially blocking Collins St while construction near the junction with Molle Street was under way. Council could have capitalised on that by making cycling and pedestrian-friendly changes instead of reverting back to the status quo.
- The city could adopt an approach of testing proposed changes, as it did with lane reduction in Liverpool Street. In New York, for example, they did a six-month trial to test the way in which cycling facilities would affect vehicle traffic, using synthetic grass and temporary bollards.
- Multi-user spaces must be communicated clearly. The public space created in Morrison Street is positive but cyclists are not aware they can ride there and pedestrians are not aware that it is also a bike space.
- There are greater numbers of bicycles travelling from South Hobart but cycle access across the Tasman Bridge has remained static for about a decade. It is likely that the limited access to and across the bridge is a deterrent. However, latent demand from the Eastern Shore was demonstrated on Super Tuesday Commuter Bike Count, when 600 cyclists crossed the bridge as opposed to the daily tally of 200-300.
- Readily-accessible charging stations for electric wheelchairs are needed as batteries have limited capacity for those who are in the city, around

Salamanca or in the North Hobart precinct. This includes out-of-hours availability for people who are socialising.

- Clear footpaths are essential for electric mobility devices and manual ones. This includes ensuring that bus shelters are at the rear of the footpath.
- City of Hobart has an important advocacy role in relation to disabled access to transport. For example, it could make an approach to ferry operators for provision of disability access to major event venues such as Blundstone Arena.
- Seating is a big issue for those with mobility restrictions, not as much in the CBD but more so further out where individuals need to get from bus to home, to entertainment and government services. In other cities, work is occurring to adapt existing infrastructure, such as bollards, so they can be used as a seat for those who need to rest due to mobility issues.
- Those with visual issues require consistency so they can predict what is going to happen next. The concentration load to travel safely can be quite high because of different street layouts, clearways, locations of signals and alignment of the signals pole, as well as tactile differentiation in surfaces. There is a difference in needs between those with low vision and those with blindness. Finding street signage can be time-consuming and labour intensive.
- A transport strategy should make provision for consultation, which City of Hobart has been undertaking with disability groups. Outcomes for the Liverpool Street redevelopment, for example, have been good because groups such as Visibility were included in discussions. This is essential as the planning template for one city location does not necessarily apply to another site. There were efficiencies in the approach between the Liverpool Street redevelopment and subsequent work at Salamanca Place that built on the education process for planning staff. It was more efficient for Salamanca Place because the level of knowledge about disability needs had increased.
- Sandwich boards and portable obstacles remain a problem in city streets.
- Mobility priorities are vital and council could create and promote disability-friendly routes with special events or days to encourage people with a disability to leave the house. It can only be done if there is infrastructure to support the routes. At the moment there are islands of accessibility in

Hobart but they are not connected and it is important for accessibility hubs to be built into a network.

- Continuing work is needed to support journey planning as one uncrossable road can prevent people with a disability from accessing services and shops or socialising. One option is for people with disability and their support workers to map routes, for example, on a volunteer basis to assist Council's knowledge base. However, such an approach would have to be funded in some way.

3.2.5 DEVELOPMENT ISSUES AND COMMUTER COSTS

- Retrofitting facilities to address the needs of those using alternative transport has limitations and is often not effective. As an example, provision of end-of-trip facilities for those using alternative transport should be a requirement under the planning scheme.
- The true cost of real estate and development in outer areas is not being factored in. There are significant costs to councils, State and Federal governments that are not reflected in land prices. There are also cost implications for residents, including higher fuel charges and the need for a second car. There is a need to start the dialogue around these costs with a view to, over time, influencing how the market can be adjusted.
- Research conducted by Canada's equivalent of the Department of State Growth on the hidden costs of peri-urban transport in outer city regions showed that the cost of maintaining two cars, purchasing fuel and other costs for commuting over a 10-year period made the price of properties in outer areas commensurate with the cost of a property in the city. The trade-off is that the true cost is not met up-front but is transferred from the property price to commuting costs. Around the world there is a greater focus being given to these hidden costs and their implications.
- With increasingly casualisation of work, the time and cost of commuting will be even more of a penalty. It is a massive hidden economic, social and health cost and in some cases, a career cost.
- The State Government is actively encouraging development on the urban fringe through such means as its cap on headwater charges and provision of the first home buyers grant.

3.2.6 HIGH DENSITY URBAN DEVELOPMENT

- Considerable capacity exists for in-fill development if car parking is not a dominant factor in the city.
- It is time to look more seriously at precincts or special area plans as growth pressure means there is limited choice but to have high density urban areas with micro-lots.
- Developers and businesses are starting to think about how to better use sites in the inner city for purposes other than parking and that can encourage others to follow suit. Land values in the CBD have increased, making it less attractive to use sites for parking spaces.
- DSG has established a virtual planning group across the agency, looking at policy work on creative infill. This is a similar approach to parts of the United States and Canada around low-key infill developments that the planning scheme in Hobart does not currently cater for. In-fill may include row houses, duplexes and options that do not require strata title or subdivision and matches with a heritage environment such as that of Hobart.

3.2.7 INCENTIVES AND DETERRENTS TO CHANGE TRAVEL MODE

- The option of cheaper Metro travel as an incentive to use public transport should be considered, within the context of an integrated transport system. All transport solutions will have costs associated with them, whether soft costs or infrastructure costs.
- Free parking outside the CBD would be an incentive for people to park on the fringes.
- Increases in Metro fares can be counter-productive in terms of the introduction of other measures to get people onto public transport.
- DSG's first free fare initiative with Metro, for passengers starting their journey into the city before 7 am, had a small but positive impact. It saw some existing passengers take earlier services, allowing more passenger capacity on routes for peak hour buses.
- Disincentives may also be necessary, such as an e-tag system if drivers take certain routes in designated peak hours. The RACT supports adoption of appropriate road user charges but only if aligned with a review

of non-road user taxes. For example, those who do not bring their car into the city to get to work currently pay the same registration and road user charges as those who commute in their car.

- It is known from experiences elsewhere that the community does not want to pay for buffering that enables networks to always operate. The transition to the kind of environment such as toll roads in Melbourne was painful at a number of levels, involving private operators who failed and had to be bailed out by government money and an angry reaction from drivers when they were forced to use tollways.
- Consideration could be given to treating traffic light crossing times differently for pedestrians outside peak hours, when the roads are not so congested. This would make crossings safer for those with mobility issues and encourage more pedestrian activity.
- The RACT has raised the need to prioritise pedestrian movements within the city with the Road Safety Advisory Council. It has a view that the traffic light system in the centre of the CBD and possibly on key routes should favour pedestrian movements over vehicle movements to encourage pedestrians and improve safety. However, it recognises that this would necessitate careful consideration of other traffic factors to avoid exacerbating peak hour congestion. It is noted that City of Hobart is installing pedestrian countdown timers at key traffic lights, in conjunction with DSG.
- Lack of safety is a significant deterrent for potential cyclists in terms of bicycle lanes, linkages within routes and other physical infrastructure. Cycling groups and the University have a view that more people will choose cycling for transport as it gets safer and routes more readily accessible.
- Compared to other major cities, Hobart has not adopted fully-separated bike lanes and that is a deterrent to riders, who often ride alongside parked cars where doors can suddenly open or who face risks in moving traffic. The city currently has 18.8 km of shared use paths, 16.9 km of painted bike lanes and no separated bike lanes.
- There are many models elsewhere of separated cycling paths. For example, in London, families now ride bikes near the Tower of London because safe, separated routes have been introduced. Copenhagen uses a stepped down physical means of separating pedestrians and cyclists on pathways so it is easy to see which level of path to use.

- The land use situation in Hobart is different, for example, to Europe where there is greater use of back lanes for vehicle access. Part of the problem in Hobart in terms of providing high levels of separation is that cars are regularly accessing driveways and there are safety issues for cyclists.
- Collins Street is a good example of an opportunity for separation of cyclists as it provides the connection from the popular Rivulet Track to the CBD. The Collins Street link would be a good one to trial, providing a separated path from the Rivulet to the mall and then on to the waterfront.
- The lack of a Battery Point foreshore walkway is a missed opportunity for university students and others to safely cycle or walk from Sandy Bay to the waterfront and city.
- Kerb lips, for example at driveways, are dangerous for bicyclists and despite specifications, they continue to be installed with high lips.
- The way that street space is used is a challenge currently. The use of on-street parking to extend bike lanes is an important consideration.
- End-of-trip facilities for cyclists is a priority and ranges from secure bike parking to showers. It has proven more effective for facilities to be provided by workplaces in terms of access and bike security.
- The Green Star energy points system should be mandatory for City of Hobart's building code, in particular promoting quality end-of-trip facilities for bike riders.
- Hobart needs to give more support to multi-modal options through such means as provision of bike parking at public transport take-off points and bike storage facilities in the city. This has been raised for inclusion in the bus mall redevelopment.
- There has been a missed opportunity on the waterfront, where the Council could have separated pedestrians and cyclists by making use of the different levels and colour coding of each.
- Reduction of residential speed limits in cities has proven effective in traffic management and providing safer conditions for cycling. The City of Yarra and City of Melbourne have introduced 40km/h limits for all inner city streets and other councils are even reducing speed limits on some streets to 30km/h.

- Support for ride sharing provides an opportunity to reduce vehicle numbers. However, there must be sufficient advantages for it to work. For example, if you are still stuck in traffic then there is not much incentive.
- Park and ride can only succeed if it is reliable and faster than driving the entire distance. Commuters sacrifice time in changing modes so unless the bus moves more swiftly through traffic then there is no incentive to use the service. It works better in cities where drivers access a railway station for fast train access to a city. In addition, the parking location must be close to the key road network and significant parking facilities are required. Users expect good lighting and possibly the presence of a security guard when they return after dark. Overall, park and ride is still a car-centric transport system.
- Multi-modal transport can assist in reducing traffic congestion but also increases the level of incidental exercise. However, it must provide an advantage to overcome the barrier of inconvenience and time taken in moving from one transport mode to another.
- Those who cycle or walk to work face air quality issues. People who choose to walk and ride have exposure to particulates and the people who are least able to afford to drive have the greater exposure to pollution through walking and public transport. Key areas include those alongside the Brooker Highway and other areas with main traffic corridors.
- It is likely that the exercise people get as part of active transport is more beneficial than the exposure to pollution.
- Use of electric bikes seems to be increasing and addresses the challenge of Hobart's topography. However, there is a need for recharging stations for electric bikes.
- Free, all-day motorcycle parking provisions has encouraged greater motorbike use, which contributes to reduced emissions and impact on the parking footprint.
- A free student Metro Greencard with a \$20 balance has proven successful as an incentive to get university students to trial bus transport.

3.2.8 TRAVEL PATTERNS AND INFLUENCES

- Hobart's peak hour in the morning is getting earlier. It has moved 10 minutes earlier in response to DSG messages in the media regarding trip

planning. Provision of better information enables drivers to make better decisions or to understand the implications of their choices. It is essential to have a community debate on the matter as Hobart only has one network and must prioritise how it is used so it works more effectively.

- A western ring road has been suggested from time to time but data shows that those who would be diverted during peak hour to travel beyond the city to outer areas would be a small proportion of total traffic, given the currently high figures for vehicles ending their trip in the CBD.
- The light rail proposal outlined recently could only be a part of any solution to traffic issues, especially congestion, and not the whole answer.
- It is recognised that any limitations placed on one mode of transport, particularly cars, cannot occur without improving accessible, safe and reliable alternatives.
- The possibility of integrating cycling with other transport within a trip has appeal to many people, such as riding to a bus mall then using public transport for the next stage of the journey. This gives more flexibility than using a car for the trip.
- University students will continue to have a need to move between the University city sites and between the city and Sandy Bay campus because of the combination of courses that can occur across different campuses. Bus, cycling, walking and private cars are the modes of transport. The university does not yet have data on what proportion of students in the Melville Street accommodation complex are involved in coursework in the city as opposed to the Sandy Bay campus. Four hundred Jane Franklin Hall students also make their way to city and Sandy Bay campuses from South Hobart, with shuttle buses only operating in the morning and late afternoon. In addition, some students housed at Sandy Bay will be likely to travel into the city.
- There has been some negativity about student accommodation and associated movements contributing to the CBD congestion problem but any increase in student travel is likely to be offset by a reduction in cross-city travel by students originating from the east and north of the city. The availability of the high frequency Metro service also assists.
- The concept of a large car park at the University of Tasmania's Sandy Bay campus as a park and ride facility would not be an effective use of infrastructure because high frequency buses mean that students can use

on-street parking in many places near a range of bus stops along the access route.

- When schools are not operating, the city experiences a drop of about 7% in traffic volumes at peak hours but only a totally 3.5% total reduction, and as a result, reduced congestion.
- The fact that parents can choose where to enrol students in State schools and across the full spectrum of non-government schools, combined with competition between non-government schools, results in large numbers of students bypassing multiple schools on their journey. An example is the recent request from New Norfolk parents for a dedicated bus to Tarooma High School. The total number of students catching buses has dropped but the investment in bus services has risen because children are travelling further.
- Cross-city student travel to Tarooma High School is considerable and is being driven by demand for a co-ed public school.
- The proportion of children arriving at school by car varies, depending on the suburb. For example, South Hobart Primary School has a high proportion of children walking and cycling but the adjacent private primary/infant school has an almost an inverse proportion because parents bring children in from outer areas.
- City of Hobart promoted a walking school bus in South Hobart but it no longer operates because of lack of availability of suitable volunteer parents. The scheme was also trialled in Glenorchy but discontinued.
- Opening and closing hours for child care services and before and after school care mean that people cannot vary their travel times to avoid peak hour.
- The new University of Tasmania's Hedberg Centre for the performing arts in Campbell Street will have 800 students plus 200 staff so there is potential for the area to become a bottleneck.

3.2.9 HUMAN BEHAVIOUR

- Driver behaviour must change as it is a contributing factor in peak hour congestion, particularly drivers running red lights, those who block intersections and those who continue to create traffic issues and endanger others through illegal use of mobile phones.

- Driver behaviour deteriorates when congestion escalates.
- While there is a focus on cyclist behaviour, it is also necessary to take into account the behaviour of drivers and pedestrians. Other users are generally the subject of complaint and not pedestrians, yet the behaviour of those on foot is important.

3.2.10 PUBLIC EDUCATION AND CULTURAL CHANGE

- There is an opportunity for councils to work together on a campaign for car sharing and other means of reducing congestion. Greater education is also needed about the necessity for respect between road user groups.
- Changing the culture around transport is important. For example, the walk to school campaign is one day a year but could be extended. In Austria, school travel is regulated and if you move town you have to move schools and the same situation exists in the United States. In Austria, children also cannot be driven to school.
- Major cities elsewhere, such as Zurich, have completely reversed their transport hierarchy, making pedestrians, public transport and cycling the priority. It took Zurich 30 years to make the shift so it is essential to have a vision, communicate it and gradually work towards it.
- Transport is not just about access to work or schools. It also makes a difference in terms of attitudes and access to healthy foods, cost of living and access to social and recreational opportunities for all sectors of the community.

3.2.11 INNOVATION AND IMPLICATIONS

- DSG is exploring the possibility of using Intelligent Transport Systems (ITS) that drivers can access, such as via Bluetooth, to help plan their journey, provide journey times adjusted to current conditions in the city, and inform drivers about accidents or major hold-ups. Metro and freight operators could also use this system to alert drivers to problems. In addition, ITS would enable a responsive approach to traffic signals so they can be quickly changed to deal with emerging circumstances.
- An intelligent bus priority system has great potential to make public transport more attractive by giving buses priority at traffic lights. The system recognises the bus number and interacts with traffic controllers so that lights can be cycled up for a particular bus.

- An option to address congestion on Macquarie and Davey Streets is the development of vehicle or pedestrian tunnels. Any consideration of pedestrian tunnels would need to factor in the development of an environment that feels safe for those on foot, for example through use of lighting and inclusion of retail facilities.
- There is an opportunity to make better use of current infrastructure, for example by spreading the peak demand time, increasing the number of people in each vehicle and providing transit lanes for buses and multi-occupancy cars. It must be recognised that some solutions will not work for those who are doing multiple drop-offs as part of a journey.
- The introduction of bus priority lanes would be a positive step, providing the selected streets have sufficient width to allow it and bus lanes do not impede traffic flow for other vehicles.
- The introduction of automated vehicles could lead to greater numbers of vehicles on the road. Instead of one car currently doing multiple drop-offs on a trip, it might be that different automated vehicles take separate family members to their destinations.
- Automated vehicles will have infrastructure implications, such as provision of dedicated lanes and lane markings. Singapore, as an example, has adopted driverless cars as part of a transport system where car ownership is tightly regulated.
- National projections indicate that 20-30% of vehicles will be driverless by 2030. In the US, one concept under development is a booking system for autonomous vehicles and this would potentially require provision of bays or parking where they can be located, as well as other provisioning.
- The Royal Automobile Club of Western Australia is supporting a WA trial of an autonomous tourist bus on a fixed route in Perth. The bus has about 15 seats and as part of the trial, passengers opt in on the understanding that the driverless bus system is being tested. Darwin is also conducting a trial, while Adelaide has one under consideration.
- Ferries have transport potential. However, parking provisions would need to be considered in relation to ferry terminals.
- City of Melbourne has indicated that every car share membership through the Go Get system of self-service access to cars takes 15-20 vehicles off

the street. Members use a GoGet smart card to book the car they need at their chosen location via app, mobile site or online booking system.

- The City of Hobart has conducted initial work on the possibility of developing a bike share scheme. However, Bicycle Network Tasmania considers that it would not be workable at present because the culture and facilities are not yet in place to support its success.
- In terms of bike sharing, it is critical to have established routes for riders and bike stations. Melbourne usage is low and the city is considering the integration of the bike share scheme with public transport through the Myki system. Free trams in Melbourne's CBD also compete with bike share.
- The University is exploring a range of strategies to reduce the car dependency of its students. They include the possibility of a car share scheme based on the GoGet system; use of electric vehicles; use of 'virtual transport' such as Skype and video conferencing to reduce student travel; the possibility of partnering with City of Hobart on a pilot student bike share concept; and provision of charging points for electric bikes, motorcycles and cars for those living in university apartments; . It has currently established repair stations, water bottle stations and showers at its facilities. All are oversubscribed and there is recognition that more are needed.

3.2.12 ENCOURAGING WORK FROM HOME

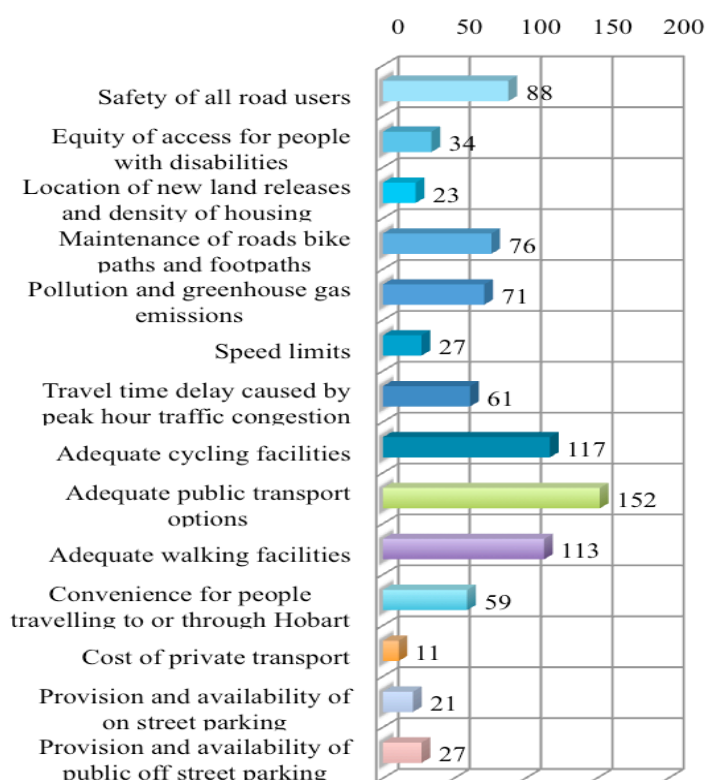
- Public and private sector support for working from home is limited. The public sector has been slow to support working from home policies. DSG will adopt a flexibility framework when its staff move into the new Parliament Square building, enabling employees to work from home at least some of the time.

ONLINE 'YOUR SAY' SURVEYS

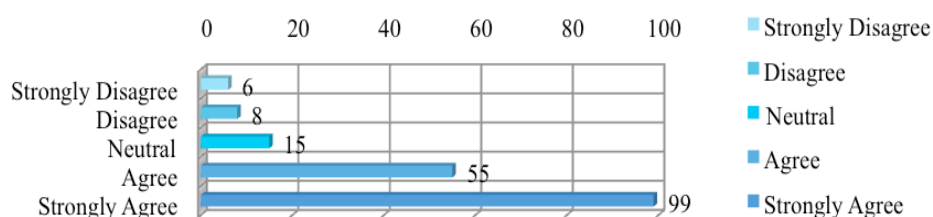
The private transport survey link on the 'Your Say' section of the City of Hobart website attracted nearly 1000 participants. A total of 184 surveys were completed, with the majority contributed online although additional surveys were completed by those attending open community sessions run by Council.

The following graphs provide an overview of survey responses. Council will review more detailed information and respondent comments from the surveys during the preparation phase of the Draft Transport Strategy.

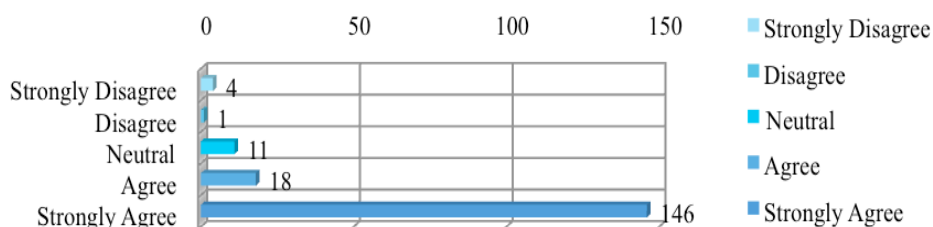
What are the 5 most important issues for you relating to private transport in Hobart now and into the future



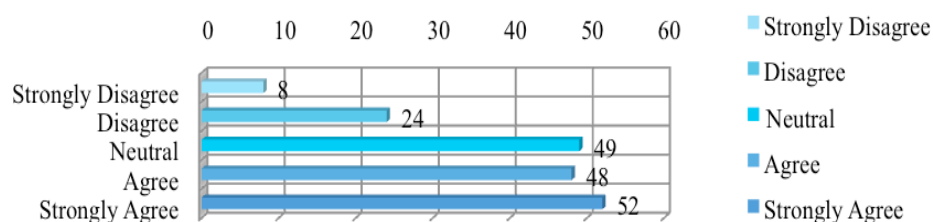
The safety of all road users is the most important thing more important than the time it takes me to get from A to B or the provision of onstreet parking



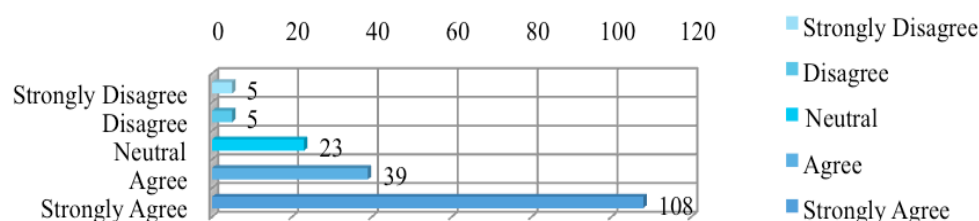
There should be more support for people to travel by public transport walking and cycling to help reduce the number of cars on the road



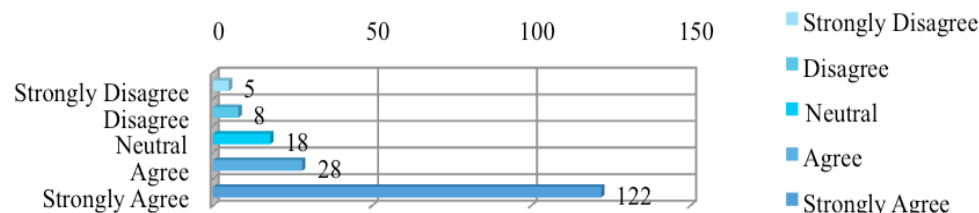
Most new residential development should occur close to the City to reduce peoples reliance on cars and reduce the number of cars on the Citys streets



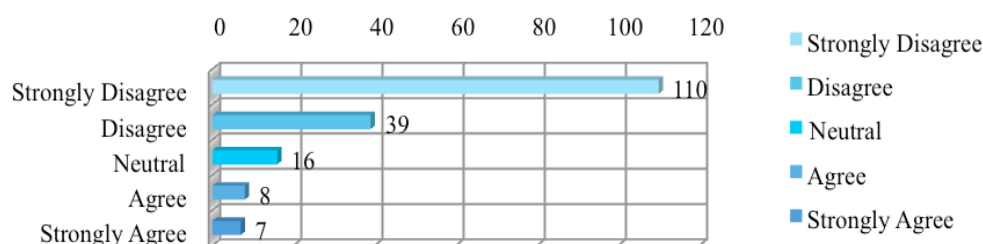
The City of Hobart should provide more walking facilities to assist residents of Hobart to have more choice in how they travel and to help reduce the number of cars on the road



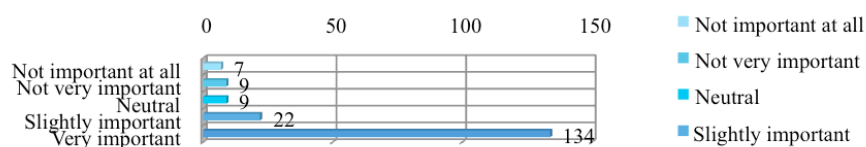
The City of Hobart should provide more cycling facilities to assist residents of Hobart to have more choice in how they travel and to help reduce the number of cars on the road



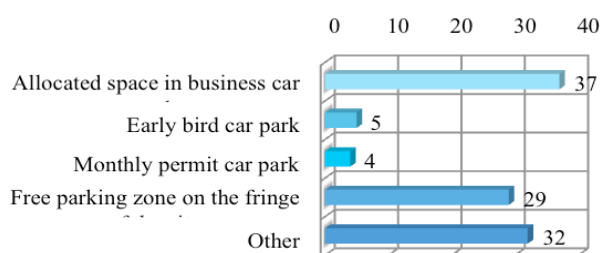
In 2030 I would be happy for there to be more cars on Hobarts roads than there are today



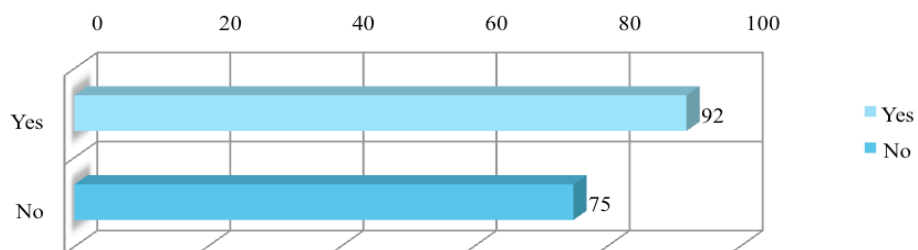
How important is it to reduce space for parking or driving on some roads to make space for public transport walking or cycling



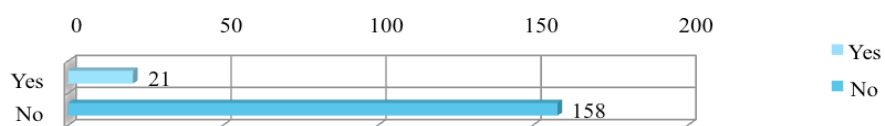
If you drive a car where do you park

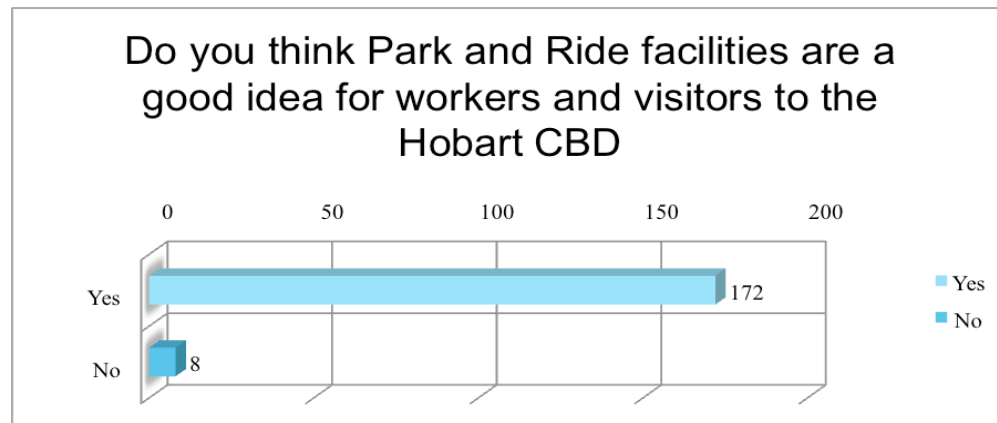


Is traffic congestion an issue for you



Is the provision of on street parking directly outside a shop more important to you than pedestrian amenity on the footpath





FORMAL SUBMISSIONS

Formal submissions were received from Metro Tasmania, Cycling South, Bicycle Network, Planning Institute (Tasmania), Tasmania Police, Heart Foundation, Department of Education, Climate Tasmania, Battery Point Community Association, South Hobart Sustainable Community, West Hobart Environment Network, Nekon Pty Ltd, Hobart Chamber of Commerce and Australian Institute of Landscape Architects (Tasmania).

In addition there were five submissions by individuals in response to the *City of Hobart Transport Strategy 2018-30 Consultation Paper 2 : Private Transport*.

All submissions will be reviewed in detail during preparation of the Draft Transport Strategy and many comments were consistent with those expressed during stakeholder meetings and forums and already covered in this report. The following additional comments were made:

- Several submissions noted the importance of having a permeable connected bike network, maximising space for active transport within the City, creating a CBD for people not cars, providing public bicycle parking close to transport nodes and throughout the CBD and to allow for more residential development within the City.
- Council should adopt a stronger positive position policy for bicycle infrastructure and promotion of multi-modal transport options.
- One submission placed emphasis on transport planning being regional and related to land use; integrated with strategic and statutory planning decision-making and including a range of key stakeholders. It argued that good planning could help communities take low-cost innovative steps to reducing transport impacts.
- One submission refers to the need for review of the standard guidelines for land subdivision that are primarily engineering standards for car-orientated streets and offer very little direction for alternative active and healthy modes of transport such as walking and bike riding. It also indicated that the State Planning Provisions should include a Liveable Streets Code.
- One submission indicated the importance of the Transport Strategy taking into consideration education-related issues around schools – including speed limits, traffic calming, pedestrian access and safety improvements, parking restrictions, road hierarchy and impact studies – before major traffic and roadway changes are approved.
- Climate change should be considered a major element in transport planning and the importance of planning for resilience. Council has an important leadership and education role to play.
- One submission outlined traffic and parking issues experienced in Battery Point that require both short-term and long-term responses.

This would include enhancing pedestrian activity and review of parking limits, parking permits and traffic calming options throughout the suburb.

- Another submission highlighted barriers to walking (e.g. safety of crossings, uneven footpaths, lack of kerb ramps, lack of seating) and cycling (e.g. hills, traffic volume and speed, lack of safe bicycle routes, shortage of bicycle parking) to the CBD from West Hobart.
- One submission indicated the need to improve the standard of living for those who cannot afford to live in the inner suburbs and rely on private motor vehicle transport from the urban fringe areas. It argues that Council must make the road network through and across the City function as efficiently as possible, including the use of clearways, improvements to intersections and longer term major infrastructure projects.
- One submission referred to major growth continuing within the City and ongoing impacts with congestion, the loss of car parking spaces and new developments being approved with insufficient car parking provision. The submission advocates further analysis of a city bypass, promoting ride sharing, improving public transport, park and ride, more active control of road and signal network and that the Council continue to keep its car parks available for short-term CBD parking.
- One submission recommends an Urban Design Manual be prepared to inform design outcomes of Hobart's streets and to ensure future infrastructure and transport planning is developed to achieve public realm outcomes. It advocates that strategic urban place-led design must be at the heart of capital works planning and project development.

4 NEXT STEPS

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

April - May 2017 – Module 3 Public Transport

June - 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.