

Greater Hobart Traffic Solution



A MAJORITY LIBERAL GOVERNMENT WILL:

- Assume control of the entire Hobart roads network by taking over the management of Davey and Macquarie Streets from the Hobart City Council
- Invest in a \$35 million fifth lane on the Southern Outlet to operate as a reversible passenger transport lane
- Establish a new Derwent River ferry service between Bellerive & Sullivans Cove
- Create bus priority measures on key feeder routes into the CBD
- Initiate a Traffic Incident Response Team
- Deliver a Future Hobart Transport Master Plan



Infrastructure for the 21st century

Managing the growing peak-hour traffic congestion in the Hobart CBD and beyond

Under a re-elected Hodgman majority Liberal Government the economy is booming, with Tasmanian jobs growing at 3 per cent a year. Since 2014 there are now 6200 more people employed in Hobart and the South-East.

Population is also increasing. Greater Hobart's estimated residential population grew by more than 8000 in the five years between 2011 and 2016 and is growing at a rate of 0.8 per cent a year, well ahead of the Tasmanian average population growth.

The twin pressures of population growth and greater economic activity are placing pressure on the road network, particularly in the CBD, where unprecedented construction activity is creating further disruption.

Hobart is a great place to live, work, raise a family and do business. We want to keep it that way by investing in infrastructure that better connects us to work, school and community and provides active management of traffic incidents.

We have listened to the concerns of commuters and will act to preserve the liveability of Australia's smallest and most beautiful capital city. That's why a re-elected Hodgman majority Liberal Government will invest \$60 million in solving traffic congestion in Hobart.

Strategically manage the entire key Hobart main road network by taking control of Davey & Macquarie Streets from the Hobart City Council

While all major feeder roads into Hobart are managed by the Tasmanian Government, the two key central Hobart link roads in Macquarie and Davey Streets are managed by the Hobart City Council.

Macquarie and Davey Streets are often at the centre of traffic congestion events within the broader network with CBD bottlenecks spreading out to feeder roads.

Hobart City Council's management of the CBD street network has not favoured motorists, with the closure of lanes, restriction of road pavement widths and an unwillingness to remove peak flow street-side parking and create clearways.

A study commissioned by traffic engineer Keith Midson, *Hobart Traffic Congestion Analysis 2016*, detailed a number of practical recommendations to relieve traffic congestion in the CBD.

Targets

#34: Reduce the number of deaths and serious injuries on Tasmania's roads to zero by 2050.

#40: Over the next four years, increase the long-term average investment in public infrastructure by 20%.

#42: Bring all Tasmania's primary freight and passenger roads up to a minimum three-star AusRAP safety rating by 2040.



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While the Hodgman Government accepted the recommendations within its own jurisdiction, the Hobart City Council rejected the most important recommendations relevant to streets under its own management.

The proposed shift by the University of Tasmania of many of its schools to the CBD will significantly increase traffic flows that will reverberate throughout the State-managed feeder network.

The Tasmanian Government has sought to negotiate with Hobart City Council for meaningful changes, but while supported by the Lord Mayor, the Council, as a body, has failed to act.

The Government will use legislated powers to take over management of Davey and Macquarie Streets to better manage traffic flow throughout the entire network.

Measures to be implemented include establishing clearways that can accommodate bus priority lanes, thereby encouraging more commuters to use public transport.

Investment in a range of measures in the State-owned couplet of Davey and Macquarie Streets will be \$16 million.

Invest in a \$35 million express, reversible fifth lane on the Southern Outlet

In recognition of the strong population growth in the Kingborough municipality since the construction of the Southern Outlet in 1969, a new \$35 million lane will be constructed to ease frequent traffic congestion.

The new lane, between Mt Nelson and the City, has already been scoped by engineers and will be accessible to public and private buses, emergency services vehicles and private vehicles carrying three or more occupants.

This new lane will incentivise commuters to use public transport or to car pool in order to ease congestion on the Southern Outlet, which has increased at more than three per cent annually in line with the growth in population and private vehicle use.

T3 lanes (meaning vehicles with three or more occupants), also known as High Occupancy Vehicle Lanes, operate effectively to reduce traffic congestion in a number of other Australian cities.

Why Tasmania Needs This

In Tasmania jobs are growing at 3 per cent a year. Since the Hodgman Government was elected in 2014 there are now 6200 more people employed in Hobart and the South-East.

Population is also increasing. Greater Hobart's estimated residential population grew by more than 8000 in the five years between 2011 and 2016 and is growing at a rate of 0.8 per cent a year, well ahead of the Tasmanian average population growth.

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This new reversible flow, express lane on the Southern Outlet will operate north-bound for morning traffic and south-bound in the afternoon peak and could save up to 20 minutes each day for commuters.

In order to extract full value from this investment, the public vehicle lane on the Southern Outlet will link with new priority bus lanes to be established by the Hodgman Government on the key CBD links of Davey and Macquarie Streets.

Establish a new Derwent River ferry service between Bellerive and Sullivans Cove

Hobart's lineal growth along the Derwent Estuary provides a natural opportunity to host a ferry commuter service that could potentially take thousands of vehicles off roads in and around the city.

A re-elected Hodgman majority Liberal Government supports the development of a commuter ferry service between Bellerive and the city of Hobart, operated by Metro Tasmania.

Port-side infrastructure for the service will be provided by TasPorts with two new ferry terminals to be established:

- On the Western Shore, TasPorts will construct a floating ferry terminal alongside Elizabeth Street Pier or lease the use of the Brooke St Pier, both of which have easy access to the city and Metro bus services.
- On the Eastern Shore, a public ferry terminal will be built by TasPorts at the \$45M Kangaroo Bay development.

A key success factor will be the delivery by the Hobart City Council of an elevated pedestrian walkway or tunnel between Sullivans Cove and the CBD, in the vicinity of Franklin Square.

Further public ferry infrastructure will be considered at other locations to be determined by passenger demand following the demonstrated success of the Hobart to Bellerive services.

As part of this policy initiative, a re-elected Hodgman majority Liberal Government will amend the *Metro Tasmania Act 1997* to enable the state-owned company to operate river ferries, with the services becoming part of the public transport network, rather than competing against it.

\$2 million will be allocated by a re-elected Hodgman majority Liberal Government to this initiative.

Our Record in Government

The Hodgman Liberal Government has acted to ease the congestion issues affecting the Greater Hobart region.

We made the single biggest investment in public transport in Tasmania's history, delivering 100 new buses, under assembly in Wynyard with the creation of 40 new jobs in the advanced manufacturing industry.

In 2016, we introduced a new Hobart network which improved services to the greater Hobart area. The simplified network features more direct routes and increased frequency and hours of service and better coverage resulted in significant patronage.

In addition, the "Turn Up and Go" service between Hobart, Rosny Park and Howrah has resulted in new direct routes, more frequent express services, an expanded and more efficient network, better connections at interchanges and additional evening and weekend services.



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Establish a Traffic Incident Response Team for rapid response to peak hours traffic incidents within the network.

A re-elected Hodgman majority Liberal Government will establish a Traffic Incident Response Team to be on duty between the hours of 7am-9.30am and 4pm-6.30pm.

This Team will develop capacity to monitor three main entrances into the city and develop the use of drone technology for fast information to first responders. We will also install overhead digital messaging to advise motorists of delays and travel route advice, through social media platforms and mobile applications.

Many of Hobart's traffic congestion events are caused by vehicle collisions at peak times or in difficult-to-reach locations. Even minor incidents can have major consequences for congestion.

The vulnerability of the Tasman Bridge to traffic congestion from crashes has long been acknowledged. A tow truck service is funded to be on hand for the timely removal of vehicles involved in collisions during morning and afternoon working day peak periods.

The Traffic Incident Response Team may employ a combination of a tow truck and a "push vehicle", such as those employed on major interstate freeways, to quickly and safely clear lanes in the event of collisions, and will be equipped and trained to use drones to provide fast information to first responders and Traffic Control.

\$1.2 million will be allocated to these measures.

Create bus priority measures on key feeder routes into the CBD

A re-elected Hodgman majority Liberal Government will work with the Councils of Glenorchy and Hobart to create bus priority measures on Main Road and through Campbell, Argyle, Murray, Elizabeth, Harrington Streets and the Brooker Highway.

By establishing clearways and other bus priority measures, we will incentivise commuters to choose public transport over motor vehicles in order to reduce travel times and cost. Bus priority measures may include the removal of some street-side parking and the giving priority to buses over private motor vehicles at controlled intersections.

An allocation of \$1.2 million will be made to effect this initiative, which would be implemented in a partnership approach with relevant councils.

Our Record in Government

Continued

We conducted roadworks at night and at off-peak times on major State roads, where possible, to reduce the impact on traffic congestion.

We have updated Hobart traffic models to be used as a future key planning tool for the management of traffic on key arterial routes and within the Hobart CBD. This includes scenario testing of potential changes to clearways and lanes to enable faster bus travel, providing greater incentive for people to take public transport.

The Department of State Growth and Hobart City Council established a Traffic Management Working Group. This working group coordinates the development of mechanisms to reduce the impact of unexpected incidents on Hobart traffic flow, develop incident management procedures, traffic signal management and coordinate road work permits



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Improve inner transport access points from key arterials

A re-elected Hodgman majority Liberal Government will provide \$625,000 to plan for measures to optimise traffic flow around the key arterial route access points specifically:

- a) access onto the Tasman Bridge via the Tasman Highway and East Derwent Highway to be improved for peak periods through better lane management and traffic signalling;
- b) in conjunction with the new tidal lane on the Southern Outlet, the intersections of Davey and Macquarie will need to be substantially upgraded to provide peak period flow.
- c) upgrade the ABC roundabout to better accomplish peak flow objectives for traffic in all directions.

Planning for a major uplift to active transport options

To further boost active transport options in Southern Tasmania, a re-elected Hodgman majority Liberal Government will provide a \$2 million grants program in partnership with Southern Councils to create or extend bicycle routes that connect areas within towns or regions.

We will offer grants of up to 50 per cent of the cost of constructing cycling infrastructure such as dedicated cycle paths, linking lanes in urban areas, and other hard infrastructure such as pathway signage and information panels.

Progress a Northern Suburbs Light Rail funding deal as part of the Federal Government City Deal for Hobart.

A re-elected Hodgman majority Liberal Government will accelerate negotiations with the Australian Government for a Northern Suburbs Light Rail Passenger service to the CBD.

The Hodgman Government has reserved the former freight rail corridor between Bridgewater and Macquarie Point as a strategic transport corridor and Infrastructure Tasmania has referred the Light Rail project as a new infrastructure priority to Infrastructure Australia.



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The Hobart City Deal announced by the Prime Minister in January 2018 includes the “consideration of ways to support the future use of the northern suburbs rail corridor through improved amenity and greater residential options.”

This work will form part of the Greater Hobart Public Transport Vision, which will be developed under the Hobart City Deal.

Plan, design and develop a new (possibly underground) Bus Transit Centre in Central Hobart as part of the Federal City Deal for Hobart.

A key determinant to the success of this Traffic Solution will be the extent to which commuters are willing to adopt public transport.

New bus priority lanes on the Southern Expressway, Davey and Macquarie Streets and other bus priority measures throughout the city will result in increased public transport patronage.

The Hobart CBD lacks an efficient, dedicated bus transit centre, for passenger interchanges and to reduce pressure on the road network. The safest and most efficient bus transit centres are usually centrally located underground with ramp access to the main feeder routes.

We will continue to work with the Australian Government towards a funding package for a centrally-located Bus Transit Centre in the Hobart CBD, potentially in the vicinity of lower Elizabeth Street and Franklin Square, to enable efficient connection with feeder routes to the northern, southern and eastern suburbs.

This measure will be pursued as a deliverable as part of the Greater Hobart Public Transport Package under the Hobart City Deal.

A re-elected Hodgman majority Liberal Government will commit \$750,000 to advance this project.

Deliver a Greater Hobart Transport Masterplan as part of the Federal City Deal for Hobart.

Greater Hobart has developed as a decentralised, linear city between mountains and waterways spread over a number of local government areas – Hobart, Glenorchy, Clarence and Kingborough, with commuter satellites in Brighton and Sorell/Southern Beaches.

The Hodgman Government, led by the Minister for Infrastructure, initiated a series of Traffic Summits with Councils throughout 2016 and 2017 with the objective of working co-operatively to resolve traffic congestion.



Infrastructure for the 21st century

To drive our vision for Greater Hobart traffic management, we will leverage off our groundwork to establish the first-ever Greater Hobart Transport Masterplan.

The Masterplan will drive infrastructure projects that benefit commuters and public transport users over the next 10-50 years.

Establish a new Expert Panel to inform development of a Greater Hobart Transport Masterplan

A re-elected Hodgman majority Liberal Government will establish an expert panel to inform the development of a new, first-ever Greater Hobart Transport Masterplan.

The panel will be drawn from professional and academic experts, locally and nationally, to analyse the costs, benefits and the timing for various major future traffic network investment such as, but not be limited to:

a) Advancing understanding of the possibilities of an eastern link between the Tasman Highway and the Bowen Bridge via Flagstaff Gully.

While Tasman Bridge vehicle traffic increases every year, the alternative cross-Derwent link in the Bowen Bridge remains under-utilised, even for those travelling between the Eastern Shore and Glenorchy.

A re-elected Hodgman majority Liberal Government will fund a feasibility study into a link between the Tasman Highway at Cambridge, via Flagstaff Gully to the Bowen Bridge.

This link would enable significant time-savings for those commuting for work or study and vehicles travelling between Hobart's northern suburbs and south-eastern destinations such as the Hobart International Airport, Cambridge, Richmond, Sorell and the Southern Beaches communities of Lewisham, Dodges Ferry and Carlton.

b) Analysing the costs and benefits of a western city bypass road.

Traffic between the northern and southern suburbs in Hobart is currently funnelled through the Macquarie/Davey Street couplets. In the future, despite active management, this network will reach its practical limits with no efficient alternatives routes.



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Some commentators have suggested a practical solution is to separate through-traffic from city-bound and local traffic through the construction of a western arterial bypass of the city centre.

This bypass would theoretically connect the Southern Expressway with the Brooker and Tasman Highways following the route of the Northside Freeway, as proposed in the 1964 Hobart Area Transportation Study.

The route of any such bypass would require detailed engineering studies given the probability that it would require grade-separated roadway crossings at Elizabeth, Harrington, Murray, Argyle and Campbell Streets.

It has been proposed the freeway would join the Brooker Highway near Melville Street and then connect to the Tasman Highway, potentially via a tunnel through the southern side of the Domain.

(c) Analysing the costs and benefits of an extra Derwent River crossing

With the projected continued growth of Hobart's population on the eastern shore and the eventual capacity limitations of the Tasman Bridge, the construction of a parallel crossing, via a bridge or a tunnel, will be investigated to better understand long-term traffic requirements for Hobart.

Labor-Green Record

Labor did nothing to alleviate traffic congestion or to plan for the future of our capital city when they were in Government.

Labor commissioned endless studies over its 16 years in office, but made no major road infrastructure improvements in central Hobart to alleviate congestion.

