



Greater Hobart Strategic Partnership - State Budget Submission 2021-22

Delivering the Hobart City Deal

In shaping the Tasmanian State Budget 2021-22, the Clarence, Hobart, Glenorchy and Kingborough councils (the Greater Hobart Strategic Partnership) requests the Tasmanian Government takes action in four key areas to deliver the Hobart City Deal:

1. Deliver the Greater Hobart Transport Vision objective to establish a reliable, sustainable and effective public transport system.
2. Invest in a pipeline of commuter cycling infrastructure
3. Commit to a coordinated approach with Greater Hobart councils and Metro Buses towards a network of bus shelters
4. Provide additional funding to fast track the development of the Metro Plan

1. Delivering the Greater Hobart Transport Vision public transport objectives

Hobart City Deal partners have signed up to the Greater Hobart Transport Vision to establish a reliable, sustainable and effective transport system with a focus on active and public transport.

The Hobart City Deal Implementation Plan sets a Key Performance Indicator (KPI) to reduce the number of single occupant drivers on the regular commute to work to 50% from the current starting base of 62.6% across the four council areas. Another KPI is to increase the number of people using public transport on their regular commute to work by 10%, an increase from the current base of 6.4% across the four Hobart metropolitan council areas.

We acknowledge the Kingston Congestion Package under the Hobart City Deal, an investment of \$13M for park-and-ride facilities, new bus stops and additional express buses into Hobart.

However, all of Greater Hobart, Tasmania's capital and largest population centre deserves a better public transport system. Our city needs an integrated commuter public transport system that makes it advantageous to get people out of cars and onto buses to commute to and from work.

The Greater Hobart Strategic Partnership calls upon the State Government to invest in increasing public transport services. An increased investment requires a plan that sets a strategic direction for public transport development in the Greater Hobart region over the next 10 years which will serve to increase capacity building in services and the providers of those services; and in infrastructure that encourages and enables an uplift in public transport use across the whole Greater Hobart region.

In addition to more bus services, State Government investment is also required in enhancing user experiences to encourage the uptake of public transport. Better information, marketing and communication of transport options (e.g. real time travel information) and a single ticketing system will also increase the uptake of public transport as a regular and primary transport choice.

Feedback from residents and public transport users in Greater Hobart indicates that increasing the attractiveness of public transport requires more buses, running more reliably and frequently as well as a different product mix, with bus priority measures and more direct services. Families across the Greater Hobart region are also telling us that more school buses are required to ensure that no young person experiences transport disadvantage.

A modal shift from private cars to public transport is an important response to the growth challenges around our City. It will reduce road congestion and the need for city parking as well as improving walkability and improving city amenity.

The Greater Hobart Strategic Partnership calls upon the Tasmanian Government to increase investment in public transport to deliver the Hobart City Deal Greater Hobart Transport Vision KPIs and to establish a reliable, sustainable and effective public transport system.

2. Delivering the Hobart City Deal Active Transport commitment - Investing in a pipeline of commuter cycle way infrastructure

Under the Hobart City Deal, the Greater Hobart Transport Vision commits that “We will deliver infrastructure to shift journeys to active transport”.

The Greater Hobart Strategic Partnership welcomes the Hobart City Deal \$2 million Cycling Fund for Greater Hobart councils, and the proposed Tasman Bridge upgrade which will maximise its use as a key commuter cycling route to and from the eastern shore. We also acknowledge the \$7 million complementary package of Council projects, within the Kingston Congestion Package which proposes to fund the development of a Kingborough Bike Plan.

However in exploring how to best allocate the \$2 million Cycling Fund, the Greater Hobart councils have identified a key gap in the absence of an up to date strategic plan to guide the allocation of funds to create a coordinated network of commuter cycling infrastructure across Greater Hobart.

To achieve a coordinated and long term switch to active transport, the Greater Hobart councils propose to create a network of interconnected active transport routes for safer commuting across the Greater Hobart region. These routes would ideally be in, or near, existing major transport corridors to further focus commuter utilisation of those corridors and minimise impact on ancillary roads and pathways.

The Greater Hobart Councils propose to build on the foundation of the Hobart Regional Arterial Bicycle Network Plan (2009) and the Hobart Principal Urban Cycle Network to develop a ***Greater Hobart Active Transport Network Plan*** with the State Government to prioritise the design and construction of a network of strategic routes across the Greater Hobart area.

It is proposed that the *Greater Hobart Active Transport Network Plan* would connect activity centres and major destinations, create active transport corridors, and link to transit nodes (including ferries across the Derwent) and Park and Ride facilities across Greater Hobart. The Plan would also incorporate contemporary standards and service levels ensure the network is suitable for e-bikes, e-scooters and the future of personal mobility options.

The Greater Hobart councils propose to co-fund the development of *Greater Hobart Active Transport Network Plan* with the State Government in the second half of 2021.

Once developed, the proposed *Greater Hobart Active Transport Network Plan* will enable councils and the state government to prioritise the design and construction of projects to utilise the \$2m Cycling Fund in an ongoing coordinated and strategic way.

We believe the *Greater Hobart Active Transport Network Plan* will establish cycling as a broadly accepted, integrated active transport option across the Greater Hobart region.

To implement the *Greater Hobart Active Transport Network Plan*, we are seeking a pipeline of capital investment from the state government. The Greater Hobart councils estimate the capital cost to construct the commuter network across Greater Hobart to be approximately \$40 million.

Over the life of the Hobart City Deal, the Greater Hobart councils seek:

- \$500k each year for the design and engineering of the commuter cycling routes identified in the Plan, and
- a funded program of \$2 million capital funding each year over the life of the City Deal to construct and deliver the *Greater Hobart Active Transport Network*

Greater Hobart Councils will also co-invest capital funds on an annual basis over the life of the Hobart City Deal to implement the *Greater Hobart Active Transport Network Plan*.

The Greater Hobart councils have already committed \$18.75 million in improvements to, and the extension of cycle ways; and in linkages and access for cyclists over the life of the Hobart City Deal. The Greater Hobart councils will target these funds to jointly implement the *Greater Hobart Active Transport Network*.

The Greater Hobart councils welcome the opportunity to discuss how we can co-fund the development of the *Greater Hobart Active Transport Network Plan* and partner with the State Government under the Hobart City Deal banner, to align our cycling infrastructure investments in a networked and coordinated approach across the whole of Greater Hobart.

The Greater Hobart Strategic Partnership calls upon the Tasmanian Government to invest in the proposed *Greater Hobart Active Transport Network Plan*, including a pipeline of cycling infrastructure over the life of the Hobart City Deal to encourage a long term switch to active transport under the Greater Hobart Transport Vision.

3. Delivering the Greater Hobart Transport Vision Public Transport commitment by investing in a coordinated approach towards a network of bus shelters

An important way of delivering the Greater Hobart Transport Vision Public Transport commitment to reduce traffic congestion and encourage more people onto public bus transport, is through adequate infrastructure at bus stops.

In other capital cities, public transport passengers benefit from appropriate footpaths and lighting, shelter, seating and digital connectivity through free wifi and real time display screens. Safety and security are also key to better public transport utilisation.

There are several thousand bus stops in Greater Hobart, and they are used by a range of private operators as well as Metro Tasmania. A small percentage of the existing bus stops provide shelter. By 2022, 100% of bus stops must comply with the Disability Standards for Accessible Public Transport (DSAPT) by meeting standards in relation to minimum infrastructure for footpaths, shelter, lighting and information.

The current funding approach to the provision of bus stops and shelters across Greater Hobart is uncoordinated and ad hoc, with a complicated historical funding legacy from the state and local governments, Metro Tasmania and community groups.

The current asset management and asset ownership arrangements, road management responsibilities, compliance and maintenance requirements for bus stops across Greater Hobart are also out dated and complex.

The Greater Hobart councils propose to initiate a project in partnership with the State Government and Metro Tasmania to 'unpack' the issues associated with bus stop infrastructure, and to develop a coordinated joint plan to work towards delivering a network of DSAPT compliant bus stops and shelters across Greater Hobart.

We aim for this network to be future proofed for digital transformation, with the potential to commercialise the digital infrastructure, which already exists in other capital cities. The Hobart City Deal Smart Cities Working Group is currently developing a business case to digitise bus shelters across Greater Hobart and to enable their commercialisation.

A coordinated network of improved bus shelters could become the backbone for the Greater Hobart public transport system and would help increase the use of public transport, reduce traffic congestion, enhance public safety and meet compliance requirements.

We propose that the State Government, Greater Hobart councils and Metro Tasmania commit resources to commence a joint project to:

- a) Audit all bus stops and shelters and,
- b) To identify the issues, opportunities and potential trade-offs required to deliver a coordinated joint plan to deliver a digital ready network of bus stops and shelters across Greater Hobart.

We suggest that a Project Working Group could be initiated and auspiced under the Hobart City Deal Transport and Housing Project Steering Committee.

The Greater Hobart Strategic Partnership calls upon the Tasmanian Government to commit resources to a joint project with Greater Hobart councils and Metro Tasmania to 'unpack' the issues and to develop a coordinated plan to deliver DSAPT compliant bus stops and digital ready bus shelter infrastructure across Greater Hobart.

4. Provide additional funding to fast track the development of the Metro Plan

The development of the Greater Hobart Metro Plan is a core deliverable of the Greater Hobart Act, under the Hobart City Deal commitment to Strategic Collaboration and Governance.

We commend the current budget allocations with the Planning Policy Unit (PPU) for the review of the Southern Tasmanian Regional Land Use Strategy (STRLUS) and the development of the MetroPlan.

However, the Greater Hobart Strategic Partnership calls on the PPU to commence a *comprehensive* review of the STRLUS sooner than the timeline proposed in the *Roadmap for review and proposed amendment to the STRLUS*. Greater Hobart councils are experiencing increasing development pressure on the fringes, and since the STRLUS was adopted, there have been changing trends in population, housing, transportation, traffic management and infrastructure costs. These growth pressures require the Metro Plan to be developed and implemented sooner.

The implementation of the Metro Plan will provide certainty to councils, relevant agencies, developers and the community; and will provide a key input into the comprehensive review of the STRLUS.

At a meeting between Minister Jaensch and the Mayors of Greater Hobart on 23 February 2021, Minister Jaensch suggested that the Metro Plan Strategic Planners Working Group identify opportunities to fast track development of Metro Plan using external consultants to concurrently develop elements of the Metro Plan.

The Greater Hobart councils will soon complete the initial stage of data gathering and analysis for the Metro Plan.

To progress to the next stage, the Working Group has developed a consultant's brief to deliver the following key elements of the Metro Plan which will fast track its implementation:

- Analysis of Costs Impacting Development
- Assessment of Potential Implementation Incentives and Disincentives
- Economic Development Strategy
- Implementation Plan
- Specialist Expert Advice

The Greater Hobart councils call on the State Government to allocate the full funding identified through the Request for Quote process, to engage external consultants to fast track the implementation of the Metro Plan, to enable the commencement of the comprehensive review of the STRLUS.

The Greater Hobart Strategic Partnership requests that the State Government allocates the additional funding required to engage external consultants to fast track the development of the Metro Plan.

The Greater Hobart Strategic Partnership calls on the Tasmanian Government to take action in the four key areas proposed in this submission to deliver the objectives of the Hobart City Deal.

We welcome the opportunity to discuss our proposals at the Greater Hobart Committee meeting to be scheduled in May 2021.

Yours sincerely



Lord Mayor of Hobart
Cr Anna Reynolds



Mayor of Clarence
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Ald Bec Thomas



A/Mayor of Kingborough
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