Greater Hobart Plan submission

June 2020

There is strong alignment with the draft Greater Hobart Plan and the RACT's Greater Hobart Mobility Vision 30-Year Strategy.

The major theme in the RACT vision, released in April 2019, is shifting traveller behaviour from private vehicle transport to public and active transport options.

This is the key to addressing congestion, transport emissions, travel times and transport costs, and preserving and enhancing the liveability of Greater Hobart.

But to achieve those outcomes the solutions range across land-use planning, infrastructure to support future mobility choices, technological innovation, and changing work patterns.

The RACT vision focuses on infrastructure, land-use planning, public transport, active transport, social and community cohesion and future technologies – all themes that are matched by the Greater Hobart Plan.

The RACT ambition is for a people-focused city, an accessible city and a future-ready city – again broadly in line with the Greater Hobart Plan.

You will find the full RACT vision here:

https://hobartvision.ract.com.au

THE SOLUTIONS

The solutions outlined by the RACT are broadly addressed in the draft Greater Hobart Plan and reinforced in the State Budget submission 2022-23 by the Greater Hobart Strategic Partnership. The RACT strongly supported that submission.

They closely match the assumptions and the drivers needed to meet the RACT vision and embrace the same data sets (updated for the Greater Hobart Plan) the RACT used in 2019 as the foundation for its vision.

The RACT's recent submission on the Tasmanian Planning Policies Consultation Draft reinforces the vision outlined in 2019 and aligns with the draft Greater Hobart Plan.

That submission said, in part:

> The RACT has broadened its focus from the motor vehicle and those who own and operate one, to the wider challenges, benefits and consequences that flow from their use.
>
> It addresses a much deeper interest and understanding by our members of the evolving nature of transport in all its forms and their concerns about the health and wellbeing of Tasmanians and of the Tasmanian environment.
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> Good land-use planning is pivotal in delivering on those ambitions by ensuring the Tasmanian quality of life is not only maintained but enhanced.
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> We want to see Tasmania's planning system used to help reduce congestion.
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> We want to see governments focus on how major development can impact traffic congestion.
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> We support the development of settlement strategies for our cities that encourage people to live closer to work, school, public and active transport as well as community spaces.
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> The RACT wants to see all levels of government develop a settlement strategy for key urban centres.
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> They must consider mixed-use hubs in urban areas that include infill residential development and densification in proximity to active transport, high frequency/rapid public transit, as well as employment, education, retail, services, recreation and community spaces.
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> The RACT supports the development of higher density hubs in existing outlying suburbs. These areas can also cater for the decentralisation of industries, services and attractions.
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> The RACT has also advocated for limiting the size of urban growth boundaries to reduce the continued development of greenfield sites in outer Tasmanian suburbs and on urban fringes.

The RACT notes there has been progress on a number of initiatives which are championed in the RACT vision and are being delivered by the Hobart City Deal partnership and actions by individual councils.

- The Derwent ferry trial and proposed extension of the service.
- The South-East Traffic Solution (completion of the Airport Roundabout and the consultation on the duplication of the Midway Pt-Sorell causeway.
- The introduction of e-scooters as a mobility choice (but limited to Hobart City local government area).
- Work on introducing an integrated ticketing system for public transport.
- Examining options for a new bus transit centre in Hobart.
- Enforcing clearways in Macquarie and Davey St during peak hours.
- Work on southern transport solutions, which include a fifth, rapid-transit, lane on the Southern Outlet.
- Extending park-and-ride facilities in Kingston to encourage the uptake of public transport.
- Awarding of tenders for the new Bridgewater Bridge.
- Development of network operation plans for Hobart and Clarence.
- Go-ahead for new walkways and protective fencing on the Tasman Bridge.
- The release of a City of Hobart Precincts Plan.

There are also a number of matters unresolved or yet to be progressed that will be critical to the final version of the Greater Hobart Plan and the associated Implementation Plan.

- The future of the Northern Suburbs Transit Corridor.
- Planning and funding of a joined-up active travel network for Greater Hobart.
- The three-year review of the Hobart City Deal, which is due this year. We note that the Hobart City Deal Implementation Plan update already gives a detailed picture of progress.
- The Tasmanian Housing Strategy, which is flagged to go out for consultation in July this year.
- The formation of the Housing Commission.
- Finalising the Tasmanian Planning Policies.
- How the proposed update to the Southern Tasmanian Regional Land Use Strategy enables the land-use reform required to allow the ambitions of the Greater Hobart Plan to be realized.
- Growth outside the four Greater Hobart councils.
- The complexion of councils after the October local government elections.
- The report to the State Government on the future of local government.

The RACT recognises the unity of purpose already demonstrated by the four Greater Hobart councils and the State Government in settling on one vision and one Greater Hobart Plan.

The RACT notes that Sorell and Brighton Councils have adjunct status under the City Deal.

The RACT believes their role is critical in managing transport and land-use challenges. Their growth, and the decisions their councils make, have a direct impact on Greater Hobart.

The South-East Traffic Solution is a direct response under the Hobart City Deal to the transport pressures created by the growth of the Sorell LGA.

And the Bridgewater Bridge is equally a direct response to growth in the Brighton LGA and in particular to the Brighton industrial hub.

Combined, their populations (18,595 Brighton, 16,230 Sorell as at 2021) are close in total (34,825) to Kingborough (38,618).

In transport terms they are, combined, almost equal to Kingborough in vehicle registrations as at May 2022. Brighton has 21,705 registered vehicles, Sorell 22,052 -- 43,757 combined -- compared with Kingborough's 44,793 vehicles.

Traffic from Sorell and Brighton will continue to have a significant impact on Greater Hobart's congestion, environmental impacts through vehicle emissions, and liveability.

The land-use solutions proposed for Greater Hobart under the draft plan apply equally to both Sorell and Brighton as significant growth areas.

Indeed, Clarence, a Greater Hobart Plan participant, recognises this. It works with Sorell (and the Tasman and Glamorgan Spring Bay Councils) through the South-East Regional Development Association.

The strategic land-use decisions by both Sorell and Brighton will influence the outward spread of development in southern Tasmania.

Transport solutions are also critical to the liveability in Sorell and Brighton by reducing travel times, travel and costs and environmental impacts.

In Brighton particularly, where income and transport challenges are significant, there is a greater need to reduce travel times and costs and to provide cost-efficient access to employment and education.

GOVERNANCE

Notwithstanding the co-operation between the four Greater Hobart Councils and the State Government, what is not clear in the draft Greater Hobart Plan is the establishment of a

governance structure to ensure a consistent approach by all members in making decisions within their LGAs that match the Greater Hobart implementation plan.

Greater transport choice is a key theme of the Greater Hobart Plan. Therefore it would appear logical for Clarence, Kingborough and Glenorchy to embrace e-scooters as one of those choices – as has been done in the City of Hobart.

How, for example, would a governance structure support this, particularly if there was opposition within other LGAs from their elected representatives?

Collaboration to date has been significant in the developing the plan and is the pathway to success.

The draft plan stresses this in Proposed Policy Direction 14 when it talks of "greater collaboration", "productive partnerships" and "state and local government co-operation will be enhanced".

What needs to be in place is a governance structure that resolves any potential differences between councils that might arise and to keep the agreed Implementation Plan on track.

In the original implementation plan for the Hobart City Deal, released in October 2019, a key milestone was "establishing governance to support better strategic planning for the city."

Any governance structure must be capable of delivering unity of purpose across Greater Hobart, which means it would have to have primacy over individual councils on some matters.

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RACT

June 14, 2022