Keeping Hobart Moving – Transport Solutions

RACT Feedback

January 2024

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The Royal Automobile Club of Tasmania

At RACT, we're proud to represent over 215,000 Tasmanians, making us not just the largest member organisation in Tasmania, but also an award-winning, locally owned insurance provider. Since our inception in 1923, our role has evolved beyond just an advocate for transport infrastructure, road safety, and mobility. Today, we're deeply committed to addressing the impacts of climate change and bolstering community resilience.

Our approach is grounded in supporting the Tasmanian community. We achieve this through comprehensive engagement, which includes consultation, educational initiatives, raising awareness, and vigorous public advocacy. Our efforts are always about putting Tasmanians first, ensuring their voices and needs are heard and addressed.

We maintain a strong presence in key stakeholder groups across Tasmania, with our staff actively participating in various organisations to ensure our members' interests are represented at all levels.

On a national scale, we are part of the Australian Automobile Association (AAA), representing the interests of the combined eight million Australians who are a member of an auto club.

Our international footprint includes membership in the Fédération Internationale de l'Automobile (FIA), where we collaborate with other motoring organisations on global road safety initiatives and related issues. This international perspective enables us to bring world-class insights and practices back to Tasmania.

The policies that guide our advocacy and public policy activities are a result of a rich tapestry of history, research, statistical analysis, and industry knowledge. Above all, they are shaped by continuous and meaningful engagement with our member community. It's this deep connection with our members that drives our commitment to their wellbeing and the broader interests of all Tasmanians.

Executive summary

Enhancing Greater Hobart's mobility and liveability

As Tasmania's largest member organisation, RACT is committed to enhancing the mobility and liveability of Greater Hobart. Our response to the "Keeping Hobart Moving - Transport Solutions" plan offers targeted recommendations to refine and strengthen the proposed transport strategies.

Key recommendations

RACT's response puts forward several overarching structural and contextual elements for consideration in the next version of the Plan:

- Clarity of purpose and the development of guiding principles to both guide the Plan's development over time and to support a greater understanding of its scope and deliverables.

- Governance and funding considerations to support the development and delivery of the Plan over the longer term. It is essential that a fit for purpose long term governance model able to: represent all Greater Hobart communities that are impacted by mobility matters; oversee the development of the Greater Hobart Transport Vision and associated impact studies; support the funding, evolution, and reporting of the Plan over its lifespan be established.

- The plan incorporates the broader context of its projects and addresses the management of cultural change, both of which are essential elements for fostering an understanding of the plan and garnering community support.

- Measuring progress. It is critical that specific measurable targets for both project delivery and outcomes are developed. The Plan would also benefit from a high-level view of the required investment and expected economic and social returns, including clear timelines showing interdependencies and strategic alignments, while also highlighting the cost of inaction.

Our response also puts forward specific opportunities and recommendations that are aligned to projects within the Plan for consideration in the next version of the document. They are:

- Clarify the ambition of the Plan and its alignment with overall outcomes. Request that the next version of the Plan address concerns that significant projects do not readily align with the overarching ambition of the Greater Hobart 2050 Vision. A clearer articulation of what outcomes the projects in the Plan will achieve in delivering a modal shift and building a more liveable city is needed.

- Public transport expansion and improvement: Prioritisation of the upgrade and expansion of public transport services. Accelerate the delivery of the integrated ticketing system and a focus on enhancing the passenger experience.

- Active and wheeled transport enhancement: Support the development of separated accessible cycling and walking paths as a priority and the need for interconnected transport modes to facilitate active transport.

- Technology integration in transport: Recommend incorporating Intelligent Transport Systems (ITS) and other emerging technologies to improve efficiency and safety in the transport network into the Plan.

- Tourism and transport synergy: Address the impact of tourism on transport, especially in terms of road usage and public transport demand. Propose strategies to integrate tourism growth with transport planning.

- Future modality considerations: Highlight the importance of new mobility options like car-sharing services and zero-emission transport modes, urging their inclusion in the Plan.

- Emissions reduction and environmental alignment: Emphasise the integration of the transport plan with emission targets and the Tasmanian Government's Climate Change Action Plan to ensure environmental sustainability.

Introduction

RACT would like to thank the Tasmanian Government for the opportunity to contribute to the ongoing dialogue on mobility across the Greater Hobart region through the Keeping Hobart Moving – Transport Solutions for Our Future Plan (the Plan). We appreciate the Government's commitment to engaging stakeholders in the decision-making process and commend the proactive efforts to address the evolving mobility challenges in our capital.

RACT is a committed partner and advocate in supporting the development of sustainable mobility solutions for Tasmanians. We agree with the Minister for Infrastructure and Transport's sentiment that 'Greater Hobart should be the best small capital city' and believe that work and investment to develop our city towards this outcome are worthwhile and supported. To get there, a comprehensive future looking mobility strategy and plan, that enables economic, land use and social outcomes, is essential.

In 2018, in response to member concerns, RACT took a proactive step by developing a comprehensive 30-year Mobility Vision for Greater Hobart (the 2030 Vision). The goal of this 30-year vision is to present solutions that allow people to access what they need: job markets, goods, social interaction, education, and a full range of other services contributing to healthy and fulfilled lives.

The 2030 Vision engaged with the community to identify key issues and through consultation and expert advice, developed a strategic evidence-based vision and underlying plan. It provided a foundational framework for holistic, forward-thinking transportation solutions in Greater Hobart, while setting an achievable goal of an annual 4% increase in mode share to reach a point of 20% by 2030, which today, is less than six years away.

Several key elements contained within the 2030 Vision have since been adopted into other subsequent plans and strategies implemented by the Tasmanian Government. The most visible of those being the progression of the Derwent River ferry services, the initial development of a common ticketing system and

Park and Ride options for public transport. An increase in greater density housing has also started to be seen in Hobart.

Since 2019 there have been several changes that have impacted the transport landscape. Options for working remotely and liveability expectations post-COVID-19 have shifted, global accelerated changes in wheeled active transport, an increasing imperative, and community sentiment towards reducing carbon footprint, and increased competition for public funds need be considered. These global and community changes combined with the finite resource availability demands a bold plan to build a resilient transport system that reduces the impact of these changes, is affordable and offers valued public and active transport options.

Unfortunately, the shift in multimodal transport in Greater Hobart has not significantly changed with several factors contributing to this – however we now need to renew our focus. Failure to do so will result in Greater Hobart not reaching its potential to be the world's best small capital city. The cost of not achieving this ambition will result in detrimental impacts on the economic, social and environmental outcomes for those who call Hobart home today and into the future.

Transitioning from a car-dependent city to one that provides residents with appealing and accessible public and active transport options presents a significant challenge, with quickly evolving expectations and technology add further layers of complication.

To help make the step change needed for Greater Hobart we support an immediate focus on the development of an overarching governance model that can oversee the development, delivery and reporting of the Plan over the long delivery time required for projects of this complexity and nature.

Cities with the most efficient and cost-effective mobility systems hold a significant economic advantage. We have a window over the next 10 years to transition Greater Hobart to a more people friendly city, building out a multimodal transport system and make a step change to not only catch our competitors, but to learn from and avoid the mistakes they have made (over prioritisation of cars) and overtake them.

Greater Hobart holds the potential to emerge as one of the world's exceptional small, liveable cities. Conversely, poorly executed plans could lead to missed economic opportunities, diminished liveability, and suboptimal social outcomes for visitors and residents.

RACT commends the Tasmanian Government on the release of the *Keep Hobart Moving - Transport Solutions for Our Future* strategy. A forward focused costed and measurable mobility plan is an essential enabling element to support the development of a sustainable and liveable city for its current and future residents. As a foundational member of the Committee of Greater Hobart, RACT supports the broader approach to address the systemic challenges to improve the liveability of the Greater Hobart region being developed by the Committee.

Our submission has been structured to respond to the following aspects of the Plan.

- Clarity of purpose and guiding principles
- Governance and funding considerations
- Plan context and cultural change
- Measuring progress and supporting change

- Specific opportunities aligned to projects within the Plan

Clarity of purpose and guiding principles

The Plan articulates specific challenges and the need to resolve them, presenting the projects required for these solutions along with a proposed timeline for their delivery. Articulating the underlying principles that will guide development is important in providing great confidence and clarity in the outcomes.

Mobility is not just about getting from point A to point B; it empowers people to access job markets, purchase goods, interact with others, access education and health services, among many other potential benefits to allow people to our economy. It needs to be achieved in a way that is safe, efficient, resilient and delivers on environmental and climate outcomes and in consideration of policy, land use and budgetary constraints.

RACT would encourage the;

- Development of core principles that guide the assessment of projects. The United Nation provides a framework which could serve as a guide[1]:
    - Safe – in terms of deaths and accident prevention, and public health benefits;
    - Affordable;
    - Accessible;
    - Efficient;
    - Resilient; and
    - Delivers on environmental and climate outcomes.
- Development of greater clarity to support understanding through:
    - Provide an overview of the whole program and interdependencies between the elements including what mode shift needs to be achieved by when to optimise investment and desired mobility outcomes;
    - provide clarity on the projects outlined, including what outcomes they result in and how this supports the community and overall shift in transport modes; and
    - Provide a funding overview noting budget required and funding surety of each project and any independencies to provide greater surety of the Plan's delivery.

Governance and funding considerations

RACT recognises the significant political complexities in regional planning and change in Tasmania. For a population of approximately 260,000, there are currently four local government areas, three House of Assembly seats, eight Legislative Council seats and three Federal House of Representative seats, 12 Federal senators and various funding streams, creating a multifaceted political, funding, and governance environment.

Residents do not live solely within the above geographic boundaries and regularly expect and need seamless travel within and across them. The development of the Greater Hobart Committee as part of the

[1] Mobilizing Sustainable Transport for Development, Oct 2016, UN

City Deal was a significant step to try to resolve this issue. However, this committee model currently excludes significant high growth outer communities in its structure.

Critical to the Plan's development, evolution and delivery is its ability to deliver within this political landscape. A Governance framework that is able support the development of an overarching economic plan and business case, invoke confidence in investors and other funding bodies, undertake engagement with community and oversee and report on execution over current and future electoral cycles across three tiers of government is critical.

RACT strongly encourages;

- Consultation on and development of a governance model that includes Greater Hobart's adjacent communities of Sorell, Bridgewater and Huonville and other critical stakeholders, including organisations such as RACT, the Committee for Greater Hobart, and other bodies with an interest in this area;
- Implementation of a model that delivers the oversight required to deliver long term infrastructure development programs that span numerous political and funding cycles;
- Development of business case or funding model that enables surety of delivery; and
- The next iteration of the Plan investigate broader funding options such as public private partnerships (PPP) and other funding mechanisms.

Overarching context and cultural change

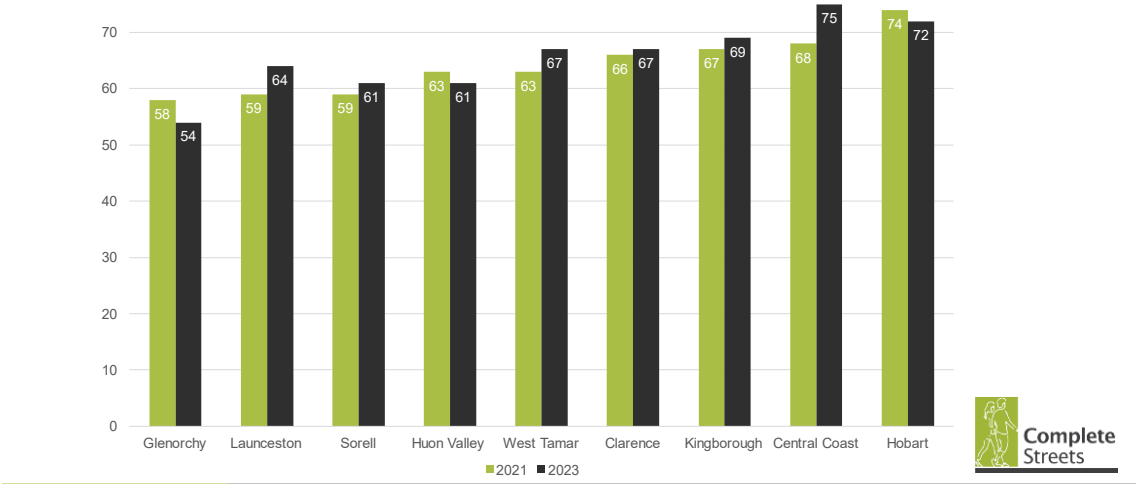
2050 Greater Hobart Vision developed in 2021 states;

> *"We will live in the world's best small capital city; a city built for people that is connected, friendly and safe. Greater Hobart is thriving and an inspiring place to live, where we all work together to make a positive contribution to our extraordinary environment."*

While recent research on liveability has shown some progress in Clarence and Kingborough in regard to increased liveability, the overall liveability score for Greater Hobart has seen a net drop from 2021 to 2023. (Figure 1: Liveability by LGA). This indicates that we are failing in our moves to develop Hobart into the world's best small capital city.

This nation-wide liveability index placed Hobart as second lowest capital city liveability score. This is driven by, among other things, lack of access to active and public transport options and open space. This is particularly impactful on our most important demographic.

Figure 1: Liveability by LGA



The Plan briefly notes its relationship to the 2050 Great Hobart vision, the 30-year Greater Hobart Plan and the yet to be finalised Greater Hobart Transport Vision. These documents set out the context or broader 'story' of what the Plan is delivering. Linking the actions and ambitions of this plan to the key deliverables and objectives of the 2050 Great Hobart vision, the 30-year Greater Hobart Plan is important and could help communicate the problems the Plan is attempting to resolve.

A 10-year infrastructure plan needs be considered in the context of a 20+ year view. This is particularly important when developing and delivering innovative projects that will facilitate significant change – such as those outlined. The Plan would benefit from longer-term infrastructure context - it is possible that this work is contained within the 30 -year Greater Hobart Plan or elsewhere but this is not clear from the Plan.

Community engagement and development of outcomes that support cultural change is key to delivering change. A key purpose of a document such as this one is to support communications to enable communities to engage, understand and support change occurring around them and to their benefit.

RACT recommends that:

- Develop metrics that support the 2050 vision – *'to be the best small city in the world'* while defining what this looks like and how it will be measured.
- Contextual links to the Greater Hobart strategy and 2050 Vision to show alignment and support the why and 'so-what' questions that may be posed. Articulating top issues to be resolved and a link to projects that deliver on solutions.
- Inclusion of a change management and community engagement and partnering with appropriate community organisations (such as RACT, Committee for Greater Hobart, etc) as an output in the Plan.
- The next iteration of the Plan includes a long-term infrastructure outlook and key modelling inputs as well as the shorter-term deliverables.
- The Plan relate to overarching land use strategy for Greater Hobart to demonstrate alignment.
- Interdependencies and relationships of the Plan and other related government policy, strategy and relevant planning and development schemes, be articulated. E.g. Derwent Ferry Service Masterplan, Macquarie Point draft Plan, emissions reduction, Bridgewater Bridge, Tasman Highway improvements.

Measuring progress and supporting change

The establishment of clear framework for measuring and reviewing success against the 2050 Great Hobart vision and the 30-year Greater Hobart Plan will greatly support understanding of what is being proposed, and the economic and social value it delivers. The Plan would benefit from a high-level view of the required investment and expected economic and social returns, including clear timelines showing interdependencies and strategic alignments, while also highlighting the cost of inaction.

The Plan will greatly benefit from the implementation of specific, measurable, achievable, relevant, and time-bound targets and goals. The absence of benchmarks and targets raises doubts on what and when elements will be will delivered, while identifying responsibilities and actions. Without clear targets and goals Greater Hobart will face continued directionless investment in private car infrastructure, decreasing road safety outcomes and other car-related health issues, emissions targets not being met and not meeting out overall objective as a competitive and great small city.

To further support understanding, the Plan should identify 'current state' and 'future state' statements which would allow better community engagement and understanding of the key issue currently faced by Greater Hobart and the need for change and an understanding of the outcomes.

RACT supports the inclusion of:

- A framework measuring and reviewing progress of the elements in the Plan against goals and principles. Consistent with the intention to improve accountability and transparency, that progress is transparently and regularly reported and contain sufficient detail on both the framework and progress against each element of it;
- Key metrics which could include - public transport mode share, walking mode share, bike riding mode share, housing density around major transport routes, liveability index (measured by the Australian Liveability Census) crash rates and reduction in car ownership; and
- Community centric metrics and tracking that can be used to support participation in new modes of transport.

Specific opportunities contained within the Plan

This section outlines the key specific opportunities within the Plan that could be given further consideration in finalising the Plan.

Overarching ambition

The overarching ambition of the document remains unclear. A concern regarding the current content is an apparent business-as-usual approach, risking an outdated transport system by 2050. A continuation of the status quo will not propel us toward the vibrant and sustainable city we envision or deliver economic and social opportunities which attract, grow, and retain people who will contribute to a liveable community and economy into the future.

The cause for this concern is the significant infrastructure projects in the Plan that will contribute to increasing traffic volumes into the city. Specifically, duplication of Midway Point and Sorell causeways,

Bridgewater Bridge, Rokeby South Arm Highway, East Derwent Highway improvements (Bridgewater to Grasstree Hill) and Macquarie Point Northern Access Road in the first five years.

It is not clear if, and to what extent and priority, these significant investments will support shared mobility and modality options, and how they contribute to increasing participation in non-private car transport options.

RACT would strongly encourage a clear articulation of what outcomes the projects will achieve in delivering a modal shift and building a more liveable city. Consideration of opportunities to bring forward some projects in the Plan that could go some way to help manage the additional traffic generated from these road-centred projects. Though alluded to in the Plan, more clarity on delivery timelines and funding should be provided, core projects include:

- Introducing bus lanes and/or separated bike lanes on Sandy Bay Road;
- Changing the tidal traffic lane from the Tasman Bridge to a bus T3 lane;
- Alteration of traffic lanes on the Brooker Highway to support bus or T3 lanes;
- Development of a T3 lane on the Southern Outlet to Kingston; and
- Reviewing continued road expansion projects and their alignment to the 2050 Vision.

Public transport

Recent research has shown a significant disparity between the reality of access to good public transport and the desire to use it more[2]. Only 13.5% of households in Hobart have access to public transport, the lowest of all capital cities in Australia, while the desire for Tasmanians in urban areas to participate more in public transport was 40%.

To this end we welcome the inclusion of several public transport initiatives within the Plan and congratulate the Government on recent announcements and planning in this space such as the expansion of the Derwent Ferry service.

Greater clarity regarding bus services is sought across all areas including; the eastern suburbs and across the Tasman Bridge, Kingston and Blackmans Bay, beyond the delivery of the T3 lane, the northern suburbs including the actions for the Brooker Highway and Main Road into central Hobart. Metrics on how these services improve public transport outcomes is also welcome.

RACT would strongly support:

- Public transport be addressed as a separate area in the project outline and incorporate a broader view of investment, including vehicles, passenger experience improvements and operating expenditure required to capitalise on the outlined hard infrastructure.
- Passenger experience and participation goals be developed and reported as part of delivering infrastructure outcomes.
- Progression on implementing an integrated ticketing solution. We urge the Government to progress this project with urgency. The new system will greatly enhance passenger experience with tap and go across all modes and provide real-time tracking across the network.
- Incorporating 'softer' investments into the Plan that support attitudinal shift to support public transport patronage. (For example: using price levers to support generational change and uptake of

[2] Driving net Zero, Aug 2023, UTAS

public transport use; fares that support increased participation of youth, targeted fare options for disadvantaged members of our community; and trialling free travel on certain days/times to encourage patronage).

- Government undertaking a wholistic review of Greater Hobart's public transport network with a view to incorporate new and innovative approaches to public transport network in Hobart to optimise supply and drive demand.
  This broad review should include;
  - Investigation of the ongoing framework and governance model for Greater Hobart to support and develop innovative public transport as it grows in usage.
  - Network design options, such as on demand services could be considered, to develop models that are tailored to specific community needs (intra-suburb travel, etc.)
  - Operational review to provide options on efficiency improvements encourage patronage and deliver social and economic benefits.
  - Assessment of associated operational and passenger infrastructure required to deliver attractive transport solutions (For example: a bus hub network that improves experience, first and land mile infrastructure integrated and strategically aligned to network.)

Active Transport

RACT congratulates and supports the inclusion within the Keeping Hobart Moving of active transport networks that extend beyond the Greater Hobart Cycling Plan area to connect to Snug, New Norfolk, Brighton and Sorell.

Active transport is a critical part of the Plan, with latent demand from the community still not being met by appropriate infrastructure. To better encourage active transport, there is a need to improve the safety of the network with safety concerns being the biggest barrier in uptake of active transport[3].

Lack of access to local walking and cycling paths is another key factor in Greater Hobart's low liveability score. The demand for separated safe active transport routes is accelerating and funding and prioritisation for earlier delivery options should be considered.

Wheeled transport

Bike riding is one of the most efficient and economically sustainable forms of transport. Town centres that attract bike riding trips experience success from a main street trading perspective, and the cities themselves have the advantage of being able to cater for trips with a significantly reduced capital outlay compared to private car infrastructure.

E-bikes and scooters and scooters are increasing the adoption of this form of transport. The demand for separated, safe active bike riding routes is accelerating, and earlier delivery options should be considered. Hobart is one of the only capital cities, apart from Darwin, that does not have a wholistic program for implementing on-street separated bike lanes.

The Greater Hobart Cycling Plan was compiled based on council's plans for cycling networks some time ago. The proposed introduction of rapid bus stations and ferry terminals will require bike riding routes to

[3] Driving net Zero, Aug 2023, UTAS

connect local neighbourhoods of these significant public transport investments. Integration of these two modes of transport is important to support the uptake of public transport.

Street making standards in Greater Hobart significantly underperform compared to our competitors who have adopted either the Global Street Design Guidelines or the New Zealand Street Design Standards. Good streets prioritise low carbon forms of transport as opposed to our current standards that encourage private car use, and in doing so increase traffic congestion. Projects that utilise contemporary street-making standards to allow the Greater Hobart people to enjoy walking and riding bikes in safety and comfort should be identified and included.

RACT recommends consideration of:

- The earlier delivery of contemporary bike solutions - the Plan lists the Greater Hobart Cycling Plan as a delivery for 2029.
- The inclusion of projects that support interoperability and seamless, safe user experience between cycling and public transport and support investment into rapid bus and ferry services.
- Specific time frames and funding arrangements in conjunction with Local Government to support delivery of infrastructure, and give the community higher levels of confidence in this outcome.
- Ways to support Local Government areas impacted, noting that most of the bike facilities mapped in the Plan are owned by councils.

Walking

Great walking infrastructure is the most accessible, tangible and visible mobility solution for residents. It is a solution that can be immediately adopted and supports a cultural shift to active transport.

People can always find places to walk, but the streets of Greater Hobart should be an open invitation to walk. Developing and retrofitting clean, green and safe streets should be considered as a core part of the Plan. Our streets should be of such quality that families can safely and pleasantly explore their neighbourhoods and transit easily to and from schools and local business areas on foot, reducing short vehicle trips.

RACT supports prioritisation of investment in this area and recommends:

- Adoption of a recognised street making design manual to assist local governments and land developers delivering on contemporary streets making great neighbourhoods.
- Delivery of some exemplar walking streets in some of our rapidly expanding outer suburbs to improve health and social outcomes through walking activity.
- Develop a program in association with the Greater Hobart councils on walkable active neighbourhoods, introducing density, amenity and walkability to our neighbourhood centres.
- Specific time frames and funding arrangements, in conjunction with councils will give the community much more confidence in this outcome.

Freight

Supporting the efficient transit of goods is essential for business operations and flow-on economic benefits. The Plan does not provide detail around any specific strategies or plans to support efficient freight outcomes, other than a reference to the road network.

Developing an efficient road freight element in the Plan will have a high dependency on land use planning, which will require broader considerations and decisions. Understanding existing and potential freight vehicle conflicts and developing efficient and identified corridors will release economic potential, and deliver efficiencies if they are strategically developed, funded and implemented.

RACT requests that a freight network/plan for Greater Hobart be more fully addressed in the next iteration of the Plan, including guidance for local government on dealing with freight in urban centres and neighbourhoods.

Areas not currently addressed or seeking further information.

Technology

Investments in intelligent transport systems (ITS), allowing vehicles, particularly buses, to communicate with traffic signals and other infrastructure for efficient and safe movement, have not been referred to in the Plan. Likewise, other emerging traffic and vehicle owner traffic technologies are missing from this plan.

RACT recommends that Government be more explicit regarding the opportunities and proposed ITS investments.

Tourism

It is unclear whether the Plan takes into account the forecasted growth in tourism visitation as outlined in the Government's T30 Visitor Economy Strategy, which may significantly impact road usage, public, and active transport. How to facilitate dispersion and support access to Greater Hobart for visitors without a private vehicle is an important economic outcome.

It is recommended the Plan discuss the impact and integration of these users in future iterations.

Future modality

Emerging and future transport options have not been mentioned in the Plan. New mobility options such as car share services are growing significantly globally and will become more important to sustainable urban life, with numerous flow-on impacts, including the quantum of car parking required in the future.

With growing demand for zero emissions transport modes, RACT notes that consideration on support for this mode of transport is not currently a part of the Plan.

The Plan is largely silent on emerging and transport options, consideration of emerging option and impacts is encouraged.

Emissions

The Plan has not referenced emission targets, outcomes, or made any link to the Tasmanian Government's Climate Change Action Plan. Transport related emissions are a significant part of Tasmania's overall emission profile, so understanding how investments in mobility deliver fewer emissions is crucial. As we look towards the future, we stress the importance of integrated planning, cultural behaviour change, and frameworks that guide investment by all levels of government into sustainable and efficient transport systems.

RACT's commitment remains steadfast – to collaborate with all levels of government in navigating the intricate challenges of transportation planning and ensuring a vibrant, resilient, and sustainable future for our capital.