

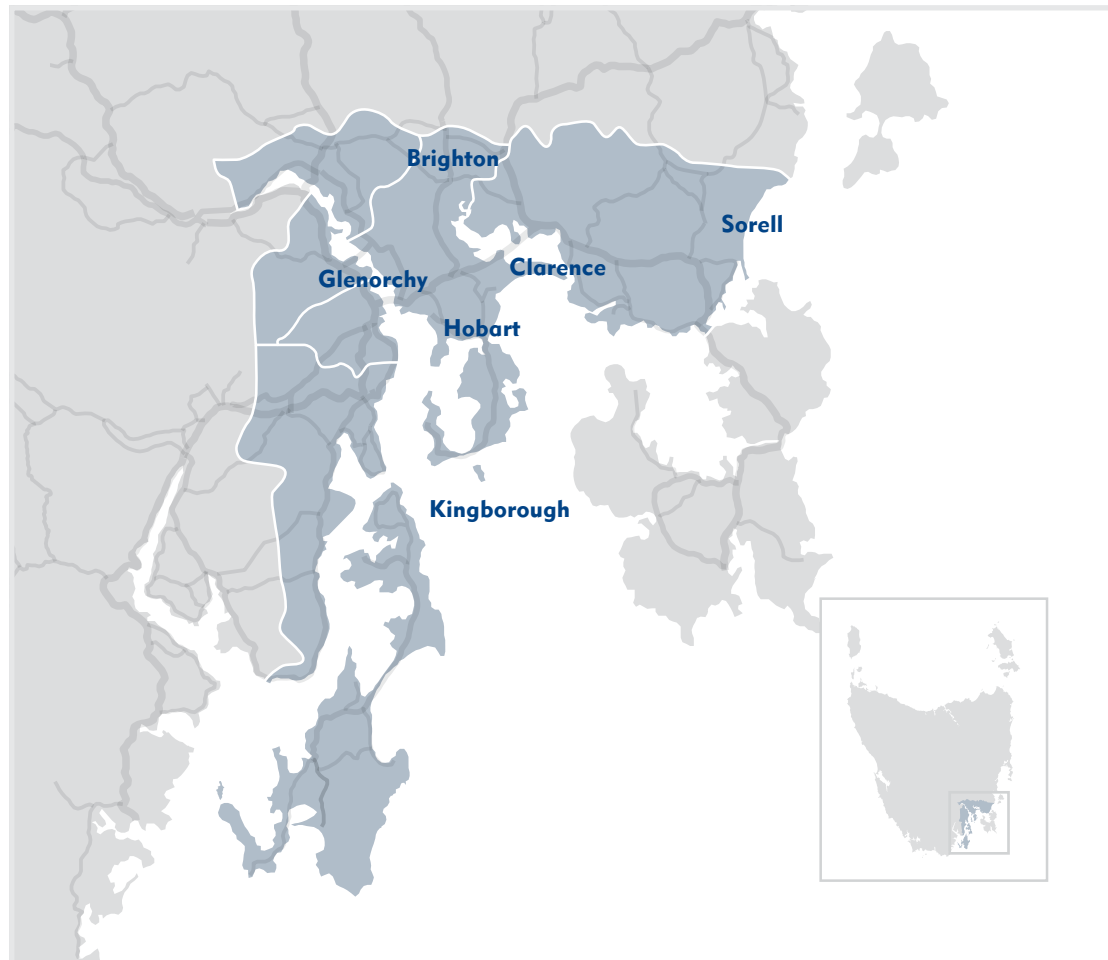
GREATER HOBART MOBILITY VISION

30 YEAR STRATEGY



hobartvision.ract.com.au

GREATER HOBART AREA 2019



"Our city is on the cusp of some rapid development and this is a golden opportunity to design a city for the people that live in it, rather than the cars that drive in it."

"Wouldn't it be awesome for Hobart to become cleaner and greener and kinder?"

"If we can't afford a light rail system along the old rail line to the northern suburbs, then a flexible bus-only route along the same line should be considered."

Source: Greater Hobart Mobility Vision survey 2018

INTRODUCTION

The vast majority of Greater Hobart residents rely on a motor vehicle for transport – almost 90%* of households have one or more registered vehicles. In addition, 84%* of residents take a private vehicle to work and more than 50%^ of all employment occurs within the Hobart CBD.

With a rapidly growing population – currently about 230,000 but predicted by the Australian Bureau of Statistics (ABS) to reach 300,000 by 2050 – congestion has become a major issue for our residents.

This is evidenced by a recent Australian Automobile Association (AAA) survey that listed Hobart as the fourth most congested city in Australia behind Sydney, Melbourne and Adelaide.

The way people access jobs, goods and services is changing, with global and local issues impacting on the Tasmanian lifestyle. Some of the changes, such as traffic congestion, are occurring now. Others, such as new vehicle technology, are just around the corner.

The RACT 30-year Greater Hobart Mobility Vision prepares Tasmanians for a transformed mobility landscape – one in which increased choice provides safer, more efficient and sustainable approaches to the way we move around our state.

We have taken a staged approach to the Vision, mapping out changes across infrastructure, public and active transport, urban planning, social and community issues as well as future mobility and emerging technology.

We have kept the future of Tasmania in mind – focusing in the short term on shifting people's behaviours and patterns to embrace new technology and mobility options for a cost-effective and sustainable future for the state.

Our aim is to achieve a shift in traveller behaviour from private vehicle transport to public and active transport options in the first 10 years of the vision.

Hobart has the highest percentage of car use for commuting of all capital cities in Australia. Currently, 84%* of commuters utilise a private vehicle to get to work, meaning that 16% use other modes. If this mode share was increased to 20%, it would only represent a 4% reduction in private vehicle use, but would make a significant difference to the efficiency of the road network at peak times. It would also move Hobart more in line with the majority of other capital cities.

We believe this mode share of 20% can be achieved by making public and active transport more affordable and attractive to use, as well as looking to shift land use planning towards more high density development along public and active transport corridors.

While all of this is happening, we also recommend the start of analysis and assessment for major infrastructure project(s), which would be implemented in the following 10 years of the Vision in the instance that the 20% mode share cannot be achieved, or if population growth exceeds expectations.

Our Vision has undergone an independent financial assessment to determine the indicative cost of each stage to highlight the need for a system of trial and review and ensure it continues to meet the needs of all Tasmanians. Costs can only be regarded as indicative and could be subject to significant variation when actual projects are better defined.

To that end, this document will be regularly reviewed to ensure population changes, transport patterns, technology advances, work and study patterns and costs of implementation are all considered. Any updates will remain consistent with the overall Vision for Greater Hobart detailed in this document.

*Source: ABS data 2016-2018.

^Source: City of Hobart Transport Strategy 2018.

Vision summary

Years 1-5 focus on ‘quick wins’ for mobility; making public and active transport more affordable and usable; improving land use planning; and analysing access options for major infrastructure projects.

Indicative cost: \$64 million

Years 6-10 build on the first five years, continuing to strengthen public transport and support multiple occupancy modes of transport, as well as separating active transport modes from vehicles. Business case(s) would also be developed for major infrastructure project(s).

Indicative cost: \$31 million

Years 11-20 are separated into two streams, dependent on whether the shift to 20% mode share is achieved in the first 10 years or whether major infrastructure project(s) are required. This stage would also include the integration of low/zero emission transport options.

Indicative cost with major infrastructure: \$1.5 billion

Indicative cost without major infrastructure: \$214 million

Years 21-30 focus on emerging technology such as autonomous vehicles and smart-city options including vehicle communication with traffic signals to ensure smooth flow.

Indicative cost \$26 million

Indicative cost information provided by pitt&sherry.



GREATER HOBART TODAY

Key facts about Greater Hobart residents*



of residents travel to work by private vehicle.



walk or cycle to work.



use public transport to travel to work.



Which is below the national average of 16.5km.



approximate increase in car ownership every year.

About 90% of private dwellings have more than one registered motor vehicle.



of dwellings in Greater Hobart are detached, causing urban sprawl and pushing the road network further from the city centre. Nationally, the figure is 73%.

Greater Hobart in 2019:

- Currently home to about 230,000* people.
- There are up to 35,000^ vehicle movements on both Macquarie and Davey streets each working day.
- Hobart is the fourth most congested city in Australia#.
- Congestion in Hobart costs the Tasmanian economy approximately \$100 million## per year, based on private time costs, business time costs, extra vehicle operating expenses and vehicle emission costs.
- Over the previous five years, drivers travelling from Sorell to the Hobart CBD experienced an increase in travel time similar to some major highways in Sydney and Melbourne#.
- During morning peak, an average of 79% of cars travelling from the northern suburbs, 77% from the south and 76% from the east complete their journey in the city**.
- In the afternoon peak, an average of 73% of cars to the northern suburbs, 76% to the south and 66% to the east commence their journey in the city**.
- More than half of all employment in Greater Hobart is in the CBD^^.

*Australian Bureau of Statistics 2016-2018

^Source: Department of State Growth, 2016

#Source: AAA, 2018

##Source: BITRE, 2015

^^Source: City of Hobart Transport Strategy 2018

**Source: Department of State Growth, 2017.

GREATER HOBART IN 30 YEARS

 **300,000**

predicted population
based on medium population
growth outcomes*.

 **3%**

**annual increase in
congestion costs a year,**
reaching more than \$273 million
by 2050[^].

 **20%**

**of household electricity
consumption could be devoted to
charging electric vehicles[^].**

 **12,000**

**projected increase in people
living in the Kingborough area,**
followed by Clarence, Brighton,
Glenorchy, Sorell, the Huon Valley
and inner Hobart. The rate of
growth is expected to be highest
in outlying areas, with Sorell,
Kingborough and Brighton leading
the trend[#].

 **27%**

**increase in vehicle kilometres
travelled by private car,**
with each resident travelling more
than 7000km a year on average[^].

 **x2**

**Each household is expected to
own approximately two cars,**
slightly higher than today's vehicle
ownership levels with almost
30,000 additional vehicles on
Tasmania's roads[^].

 **\$70M**

**rise per year in total
transport related Greenhouse
Gas (GHG) emissions**
due to population growth and car-
dependency in the state[^].

*Source: Australian Bureau of Statistics 2017

[^]Source: Deloitte Access Economics, 2019

[#]Source: Department of Treasury and Finance, 2014.

COMPARATIVE CITIES

Other small cities are stepping up to the challenges arising from population growth and increasing congestion. Although no city has a 'perfect' transport system, Hobart can learn from some of the lessons elsewhere. The below cities utilise multiple modes of transport to address similar challenges to those that Hobart faces, and are examples of where we want our city to be.



DARWIN, AUSTRALIA

Darwin is a flat seaside city with a passenger ferry service and bus network.



CANBERRA, AUSTRALIA

Canberra is also a level city with a light rail and bus network, coupled with a series of city-wide cycleways.



WELLINGTON, NEW ZEALAND

Wellington has a similar topography to Hobart with a flat CBD and elevated suburban area, as well as a large harbour that caters for a passenger ferry service. Public transport in Wellington includes rail and buses, with cycleways also available.



FREIBURG, GERMANY

Freiburg is a flat city with an extensive pedestrian-only area in its CBD, a public transport system based around trams and feeder buses as well as approximately 450km of cycleways.



BREMEN, GERMANY

Bremen is another level city that operates trams and buses as part of its public transport network.

Analysis of population density, topography and transport modes indicates that Hobart is best compared to fellow Australian cities Canberra and Darwin, as well as international cities such as Wellington in New Zealand and German cities Bremen and Freiburg (Deloitte Access Economics, 2019).

TASMANIANS HAVE THEIR SAY

A majority of Tasmanians have indicated support for a move towards active and public transport.

They also say infrastructure changes need to be made to minimise the impact of vehicles in the CBD.

New technologies and 'Smart City' principles are also popular with Tasmanians and have the potential to significantly change the way we travel.

Tasmanians also say the River Derwent should be a key part of our transport future.

RACT Greater Hobart Travel Behaviour Survey 2018 showed:

- 75% of respondents commute by private vehicle, with nearly 50% as the sole occupant.
- 23% of respondents are most likely to walk or cycle in Greater Hobart.
- 63% of respondents living an accessible distance from a proposed ferry route between Bellerive and Hobart said that they would use the service.
- 8% of respondents are most likely to travel on public transport in Greater Hobart.
- 33% of respondents consider that an insufficient road network is the main contributor to congestion in Greater Hobart.

- 30% of people consider that inadequate public transport is the biggest contributor to congestion in Hobart.
- The top four worst rated pinch points in order included Macquarie Street, Davey Street, the Southern Outlet and the Tasman Bridge.
- 54% said work was the main reason to travel into the CBD, with most respondents commuting into the city five days a week.
- 72% of CBD commuters sometimes or often have other tasks they complete on their trip – sometimes or each time they travel.
- 87% of respondents often or sometimes pass through the CBD to get somewhere else.

"I would use the public transport system more if it was more cost effective."

"A ferry would be good providing there was parking, and co-ordinated bus services at each end."

"We desperately need separated bicycle paths in many areas and much better public transport."

OUR VISION

We have created a 30-year Vision for the future of Greater Hobart, which considers:



Infrastructure



Land use planning



Public transport



Active transport



Social and community cohesion



Future technologies

The RACT will act on behalf of all Tasmanians to progress long-term options that provide safe, sustainable and accessible mobility for everyone.



A PEOPLE-FOCUSED CITY

Where people of all ages feel safe, are encouraged to be healthy and the natural beauty of the city is enhanced.

- Reduce interaction between cars and people in the CBD.
- Density development in the CBD and around transport options, including low-cost housing options.
- Create more shared spaces and multi-use zones.
- Prioritise shared mobility options.

BEHAVIOUR CHANGE

Government, business and the community need to support the introduction of new mobility options. Hobart's transport network cannot improve without behaviour change. This takes time, alternatives and a willingness to change.

Having a vehicle gives us flexibility to live our lives the way we choose. Some people choose to use them daily, some less often. Some for short commutes, others for longer drives.

However, for Greater Hobart to be able to continue to be a place where we all want to live and work, things need to change. We understand not every person can change the way they travel, but every little bit counts.



of respondents to the Tasmanian Travel and Physical Activity Study said that bus frequency, timetabling, complicated trips and delays were the main reasons to avoid using this mode of transport in Tasmania.

About 20% said they chose to drive, ride a motorcycle, walk or cycle instead[^].



of respondents to the study either did not have access to, or could not ride a bicycle.

Approximately 80% had access to a car or motorcycle[^].



of journeys to work in Greater Hobart are made by private vehicle.

With 14% by public or active transport*.

For Greater Hobart, reducing the proportion of people that use a private vehicle to get to work from 84% to 80% within 10 years would be an ambitious but achievable target.

You have told us it is cheaper and faster to sit in congestion and pay for parking than it is to use public transport and that it is just too difficult and/or unsafe to ride a bike to work or school.

Also, the first and last mile barrier is significant – for example, it is difficult to cross Macquarie and Davey streets in peak hour in order to reach current public transport networks to travel home or to work.

Experience is another important factor. People need to be comfortable, connected, well informed, safe and offered modern payment options.

Striking the right balance between experience, cost and time will have a big impact on encouraging those wanting and able to make a change.

*Source: Australian Bureau of Statistics 2016-2018.

[^]Source: Menzies Institute for Medical Research, 2018

APPROACH AND TIMELINE

Infrastructure

Deliver projects that allow for efficient transport flow, regardless of the mode. Infrastructure that supports behavioural change should be delivered in the short-term with a major project fully planned if alternative options are not supported.

Social and Community

Create more shared community spaces and local precincts that are connected to housing, active and public transport options, employment, education and services.

Urban Planning

Develop a Greater Hobart settlement strategy. This would focus on compact urban development and mixed-use spaces around public and active transport, as well as decentralisation of industries, services and attractions. Greater urban density makes walking, cycling and public transport options more viable.

Future Mobility and Emerging Technology

Convert Hobart into a national leader in mobility technology through investment in autonomous and electric/low-emission vehicle technology.

Public Transport

Invest in public transit prioritisation, rapid services, first and last mile networks for active travel links, establishment of a ferry network and utilisation of low/zero emission and autonomous vehicles.

Active Transport

Focus on separating cyclists and pedestrians from vehicles through cycleways and walkways, with a view to remove or significantly reduce the number of vehicles in the Hobart CBD. Also encourage high integration of active and public transport.

A staged, scheduled approach will be required to incorporate shifting priorities and mobility options. Each year bracket below requires different priorities to ensure mobility in Hobart is moving forward.

Years 1-5

Indicative cost: \$64 million

- Focus on 'quick wins' for mobility.
- Make public and active transport more attractive.
- Commence improvements in land use planning.
- Analyse and assess options for major infrastructure project(s).

Years 6-10

Indicative cost: \$31 million

- Support multiple occupancy modes.
- Continue to strengthen public transport.
- Separate active transport from vehicles.
- Develop business case(s) for major infrastructure project(s).

Years 11-20

Indicative cost with major infrastructure: \$1.5 billion

Indicative cost without major infrastructure: \$214 million

- Deliver major infrastructure project(s) to significantly reduce the volume of vehicles in the CBD (if a mode share of 20% has not been achieved in years 1-10).
- Integrate low/zero emission transport options.

Years 21-30

Indicative cost: \$26 million

- Rollout emerging technology options.
- Establish a highly connected mobility network.

ACTIONS

RACT's Greater Hobart Mobility Vision identifies priority actions for the next 30 years. The below allocates timing for all identified actions – some of which should be delivered in the short term while some have longer timeframes.

YEARS 1-5

Indicative cost: \$64 million

- Deliver infrastructure projects that reduce interaction between people and vehicles in the CBD (eg. shared spaces similar to Liverpool St).
- Establish limited ferry service with up to three routes between the CBD and Eastern Shore.
- Establish a scheme to subsidise patronage of public transport.
- Create 'end of line' park-and-ride facilities to service key population centres (eg. Bridgewater, Kingston, Sorell, Howrah and Claremont) with low cost/free parking.
- Remove on-street parking in key locations to facilitate prioritisation measures for public transport (eg. Main Rd/Elizabeth St, Sandy Bay Rd), as well as separated cycleways.
- Commence work on active transport spines in the CBD in each direction, including from the Rivulet Track to Intercity Cycleway, Elizabeth St south and north bound and from Sandy Bay to CBD.
- Upgrade public transport infrastructure and access to information (eg. bus shelters, arrival and departure times).
- Retrofit existing infrastructure to provide connections to active transport spines.
- Develop a settlement strategy that encourages infill development and densification around public transport routes and active urban centres. This should focus on:
 - Appropriately pricing and managing supply of parking opportunities in the CBD.
 - Higher density in existing urban areas.
 - Shifting some large-scale industry and freight services from the Derwent Park area closer to the Brighton industrial hub, allowing for more residential development closer to the Hobart CBD.
- Enforce clearways on Macquarie and Davey streets, as well as a review of pinch points to determine other priority locations for clearways. RACT supports the removal of on-street parking to facilitate this.
- Establish priority measures to support ride and car sharing services.
- Undertake analysis and assessment of options for infrastructure projects that significantly reduce the volume of traffic in the city, if a mode share of 20% is not achieved in 10 years.
- Commence implementation of a single ticket system as ferry service commences.
- Commence planning for systems to enable a mobility network where users can access all transport modes under a single ticketing and payment gateway (ie. 'mobility as a service').





ACTIONS CONTINUED

YEARS 6-10

Indicative cost: \$31 million

- Continue to deliver infrastructure projects that reduce interaction between people and vehicles in the CBD (eg. improve the active transport connection between the waterfront and CBD).
- Establish transport hubs at key destinations including Royal Hobart Hospital, Hobart Airport, University of Tasmania.
- Establish prioritisation measures for shared mobility on key arterials (eg. ride share, car share, public transport and multiple occupancy vehicles).
- Create more shared, low-speed environments in the CBD.
- Implement a specific northern suburbs transit corridor that concentrates on a high density route, which could utilise a section of the existing rail corridor, but then use on-road infrastructure to terminate in the CBD. If the existing rail corridor is to be used it requires higher residential density to support a mass transit solution. In addition, a Macquarie Point terminus would be too far from other transit options in the CBD.
- Concentrate housing development in existing urban areas and commence the development of higher density hubs in outlying areas.
- Continue to operate a ferry network of up to three routes and conduct a thorough review of the service, including impact on the road network.

- Continue work on active transport spines in the CBD, including from the Rivulet Track to Intercity Cycleway, Elizabeth St south and north-bound and from Sandy Bay to the CBD.
- Continue to retrofit existing infrastructure to provide connections to active transport spines.
- Begin to focus investment around regional transport hubs to stimulate shared spaces and residential growth.
- Continue to plan and source funding for a major infrastructure project to significantly reduce the volume of traffic travelling into and through the CBD, if a shift to a mode share of 20% is not achieved in the first 10 years of this plan.

YEARS 11-20

Indicative cost with major infrastructure: \$1.5 billion

Indicative cost without major infrastructure: \$214 million

- If a mode share of 20% has not been achieved in years 1-10, deliver a previously planned and costed major infrastructure project to significantly reduce the volume of vehicles travelling into and through the CBD, particularly on Macquarie and Davey streets.
- If a mode share of 20% has been achieved, continue to reduce interaction between people and vehicles in the city, including the significant reduction of people from Macquarie and Davey streets, through delivering better active transport options between the waterfront and CBD.

- Extend ferry network to up to eight terminals, each within a kilometre of key cycleways and footpaths, stretching north and south of the city. Ferries should also have capacity for bicycles.
 - It is important that this network is funded sufficiently to enable it to reach full potential, which includes high-quality vessels and terminal services. It is also contingent on a review conducted during years 6-10.
- Commence operation of an innovative northern suburbs public transport option that concentrates on high-density routes.
- Establish comprehensive prioritisation measures for shared mobility on key arterials such as the Southern Outlet, Tasman Hwy and Brooker Hwy (eg. ride share, car share, public transport and multiple occupancy vehicles).
- Begin to integrate low/zero emission and autonomous vehicles for public transport with a particular focus on connecting with other transport options.
- Continue to concentrate housing development in urban areas and in higher density hubs in outlying areas.
- Continue to retrofit existing road infrastructure to provide connections to active transport spines.
- Invest in regional transport hubs to stimulate shared spaces and residential growth.
- Continue to encourage the development of low-cost housing in central locations.

- Increase investment in Intelligent Transport Systems that allow vehicles to communicate with traffic signals and other infrastructure to facilitate efficient and safe movement.
- Continued enhancement of Mobility as a Service as new modes of transport become available.

YEARS 21-30

Indicative cost \$26 million

- Retrofit Tasman Bridge to support more road users by dedicating existing space to shared and active options.
- Continue to enact a settlement strategy with a focus on densifying existing housing that surrounds the hubs created in previous periods.
- Complete work on separated cycle paths as part of road upgrade projects with a focus on high-use routes (Main Rd/Elizabeth St, Channel Highway/ Sandy Bay Rd and Clarence St), with a view to continue into other locations in future years.
- Complete integration of low/zero emission and autonomous vehicles for public transport with a particular focus on connecting with other transport options.
- Continue to invest in Intelligent Transport Systems that allow vehicles to communicate with traffic signals and other infrastructure to facilitate efficient and safe movement.



Theme	Project	Years 1-5	Years 6-10	Years 11-20	Years 21-30
Infrastructure	Deliver infrastructure projects that reduce interaction between people and vehicles in the CBD				
	Create 'end of line' park-and-ride facilities to service key population centres (eg. Bridgewater, Kingston, Sorell, Howrah, Claremont) with low cost/free parking.				
	Enforce clearways on Macquarie and Davey streets, as well as a review of pinch points to determine other priority locations for clearways. RACT supports the removal of on-street parking to facilitate this.				
	Create more shared, low-speed environments in the CBD.				
	Undertake analysis, assess options, plan and source funding for infrastructure projects that significantly reduce the volume of traffic in the city, if a mode share of 20% is not achieved in 10 years.				
	If a mode share of 20% has not been achieved in years 1-10, deliver a previously planned and costed major infrastructure project to significantly reduce the volume of vehicles travelling into and through the CBD, particularly on Macquarie and Davey streets.				
	If a mode share of 20% has been achieved, continue to reduce interaction between people and vehicles in the city, including the significant reduction of people from Macquarie and Davey streets through delivering better active transport options between the waterfront and CBD.				
	Retrofit the Tasman Bridge to support more road users by dedicating existing space to shared and active options.				
Social and Community	Establish prioritisation measures for shared mobility on key arterials (eg. ride share, car share, public transport and multiply occupancy vehicles).				
	Focus investment around regional transport hubs to stimulate shared spaces and residential growth.				
	Establish comprehensive prioritisation measures for shared mobility on key arterials (eg. ride share, car share, public transport and multiple occupancy vehicles).				
Urban Planning	Develop and enact a settlement strategy that encourages infill development and densification around public transport routes and active urban centres.				
	Concentrate housing development in existing urban areas and commence the development of higher density hubs in outlying areas.				

Theme	Project	Years 1-5	Years 6-10	Years 11-20	Years 21-30
Active Transport	Deliver active transport spines in the CBD in each direction, including from the Rivulet Track to Intercity Cycleway, Elizabeth St south and north bound and from Sandy Bay to CBD.				
	Retrofit existing infrastructure to provide connections to active transport spines.				
Public Transport	Establish a limited ferry service with up to three routes between the CBD and Eastern Shore.				
	Establish scheme to subsidise patronage of public transport.				
	Remove on-street parking in key locations to facilitate prioritisation measures for public transport (eg. Main Rd/Elizabeth St, Sandy Bay Rd), as well as separated cycleways.				
	Upgrade public transport infrastructure and access to information (eg. bus shelters, arrival and departure times).				
	Establish transport hubs at key destinations including Royal Hobart Hospital, Hobart Airport, University of Tasmania.				
	Extend ferry network to up to eight terminals, each within a kilometre of key cycleways and footpaths, stretching north and south of the city. Ferries should also have capacity for bicycles.				
	Implement a specific northern suburbs transit corridor that concentrates on a high density route, which could utilise a section of the existing rail corridor, but then use on-road infrastructure to terminate in the CBD. If the existing rail corridor is to be used it requires higher residential density to support a mass transit solution.				
	Commence operation of an innovative Northern Suburbs public transport option that concentrates on high-density routes.				
Future Mobility	Establish priority measures to support ride and car sharing services.				
	Integrate low/zero emission and autonomous vehicles for public transport with a particular focus on connecting with other transport options.				
	Increase investment in Intelligent Transport Systems that allow vehicles to communicate with traffic signals and other infrastructure to facilitate efficient and safe movement.				
	Establish systems to enable a mobility network where users can access all transport modes under a single ticketing and payment gateway (ie. 'mobility as a service').				

GETTING THERE

RACT will stand behind the Greater Hobart Mobility Vision and use it as a platform to advocate to all tiers of Government, other relevant stakeholders and achieve community support. The Vision is informed by evidence, expertise and the community and RACT will be working to ensure the goals and initiatives contained in the document are fulfilled.

Realising the RACT Greater Hobart Mobility Vision will only be achieved if approached collaboratively with a full understanding of opportunities and challenges.

RACT is calling on:

Local government to act in the best interests of the Greater Hobart area and not exclusively on issues relevant to their respective municipality. Councils have a great deal of influence over parking, speed treatments, active transport connections and engaging the community – all of which can improve city-wide mobility.

The Tasmanian Government to approach the better movement of people in a way that is evidence-based and removed from the political environment. The Government is the gatekeeper of many major transport initiatives that require significant funding and coordination with varied stakeholders.

The Australian Government to further recognise the importance of Hobart in a national sense and direct funding accordingly. Hobart is internationally regarded as a hub for arts and culture, food and drink and a gateway to many World Heritage sites. An enhanced mobility network will help facilitate growth in these areas.





OUR RESEARCH

We reviewed all relevant and current plans, strategies and reports.

We consulted with the Tasmanian Government, including relevant departments and Ministers, the Tasmanian Labor Party, the Tasmanian Greens, Bicycle Network Tasmania, Metro Tasmania, all six local government organisations in Greater Hobart and Regional Development Australia.

We received the community's input through:

- Two online surveys with more than 2500 responses;
- More than 70 submissions of ideas; and
- A public forum that presented five possible scenarios for Greater Hobart.

We established a panel of experts in:

- Infrastructure;
- Future mobility and emerging technologies;
- Engineering;
- Urban planning;
- Active and public transport; and
- Social and economic studies.

We used all this data and cross-referenced it with transport data and international best practice to develop this all-encompassing Vision.





STAKEHOLDERS AND PARTNERS

Stakeholders

Tasmanian Government – Department of Premier and Cabinet

Department of State Growth – State Roads

Infrastructure Tasmania

Local Government Association of Tasmania

City of Hobart

Glenorchy City Council

Clarence City Council

Kingborough Council

Brighton Council

Sorell Council

Metro Tasmania

Bicycle Network Tasmania

Pedestrian Council of Australia

TCT Pedestrian and Public Transport Users Group

Hobart Northern Suburbs Railway

Tasmania Police

Road Safety Advisory Council

Regional Development Australia

Australian Electric Vehicle Association

TasCOSS

TasRail and TasPorts

Hydro Tasmania and TasNetworks

Partners

University of Tasmania

Bitzios Consulting

MRCagney

RED Sustainability Consultants

Flinders University

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This document assumes the projects below will be delivered as per current Tasmanian and Australian Government budget allocations:

Bridgewater Bridge, \$576m

Hobart Airport interchange, \$30m

Tasman Highway duplications, \$5m

