



keeping **hobart** moving

TRANSPORT
SOLUTIONS
FOR OUR FUTURE

DRAFT



Minister's foreword

Greater Hobart is a great place to live, whichever way you look at it. It is connected to and surrounded by our unique natural environment, it is safe and welcoming, and it is thriving.

We have been partnering with the Australian Government and local councils over the past several years to work towards creating a city that is fit for the future while serving the people of today.

This document, *Keeping Hobart Moving – Transport Solutions for our Future*, puts forward our plan for our transport future. It is an inherently dynamic plan, as cities and peoples' needs change.

There are a number of projects listed in the following pages that will improve the choices for the way our community can access and navigate our city, by providing more options, whether that be via road, river, walking, wheeling, or bike riding.

The projects and timeframes are not static, and we will need continuous support to ensure projects are suitable for our growing city.

People will have the transport options that suit their lifestyle, location and working needs, whether it is accessing work closer to home, getting a nearby bus, or taking short trips on foot or bike.

Implementing adaptable and flexible transport solutions for a growing Greater Hobart, including rapid buses, active transport, and an expanded ferry network, will improve liveability and better focus economic growth.

Investing in active and public transport infrastructure and services, particularly along key transit corridors, will encourage housing development and stimulate commercial activity in targeted areas. The liveability of the city will be maintained and increased.

We want Greater Hobart to be the world's best small capital city.

Michael Ferguson
Minister for Infrastructure and Transport



Acknowledgement of country

We acknowledge Tasmanian Aboriginal people as the traditional owners of the Land on which Greater Hobart is located. We pay our respect to Elders past and present, and to all Aboriginal people who live and work in Greater Hobart today.

From the heights of kunanyi/ Mount Wellington to the depths of the River Derwent, the Country on which Greater Hobart stands is deeply embedded within the history of thousands of generations of Tasmanian Aboriginal people, and bound up inseparably with their culture and identity. We recognise this deep history, and the continuing connection of Tasmanian Aboriginal people to Land, Waterway and Sky.

As Greater Hobart grows, we are going to need a truly great transport network.

Federal, State and local governments are working together to activate key growth areas along our major corridors - from the north, east and south. This will deliver a range of housing and community-focused options in locations close to where people live and work, and services are provided.

A key activation point is an efficient transport system that provides multiple options to get where people want to go and goods need to be. This system will ensure connectivity and movement of people and freight through and within Greater Hobart.

This means we will review and improve our public transport network and services, provide better links and opportunities for people to walk, wheel and bike ride in their local communities, and generally make the city easier to get in, out and around for all purposes.

Hobart needs a transport system that provides more choice, greater equity and improved accessibility. We have a program of works Keeping Hobart Moving, now and into the future.

This program will deliver a transport system that creates a safe, accessible, people-focused and future-ready city that enables economic prosperity and liveability.

We are taking steps to collaborate and partner with businesses, the community and governments at all levels to:

- proactively improve access
- contribute to attractive and successful places
- make better use of existing corridors and target pinch points.

How did we get here? It is a plan in motion.

The Hobart Transport Vision was released in 2018 and acknowledged our growing population, our reliance on car travel – more than any other Australian capital, and our concentrated short peak-periods of traffic congestion.

The Vision outlined six key focus areas to deliver a reliable, cost-effective transport system and competitive alternative to car travel. These include:

- efficient movement of people
- improved passenger experience
- new technologies
- pedestrian and cycling improvements
- changes in land use
- infrastructure investment.

In 2021, the 2050 Vision for Greater Hobart was released by the Greater Hobart Committee, which is made up of the mayors from Clarence, Hobart, Glenorchy and Kingborough Councils, as well as relevant Tasmanian Government Ministers. The 2050 Vision is a long-term, collaborative plan to guide the growth and development of Hobart for the next 30 years.

Out of the 2050 Vision came the 30-Year Greater Hobart Plan with 16 key policy directions with focused actions to deliver over the coming years. This plan is one of those actions – demonstrating how, in the transport space, we are going to deliver on the 2050 Vision.

The next ten+ years









The next ten years and beyond, will see transport and infrastructure changes across Hobart like we have never experienced before. We are taking a strategic approach to delivery, with the program planned in three phases considering:

- total network disruptions and impacts to commuters and visitors
- construction industry capacity and skills development
- urban and precinct renewal, housing and other major developments.

The city is at a cross-roads and now is the time to embrace the challenges that come with growing a liveable, vibrant city into the future.

To facilitate the plan, we need to secure future funding. This will allow us to continue to plan and scope projects, build infrastructure, as well as to maintain and deliver public transport services.

This plan will evolve as our city and technology progresses. We want to ensure that this plan, like our transport system, is resilient to a changing future.

-  Focus of urban renewal, aligned with 30-Year Greater Hobart Plan
-  Functional urban area of Greater Hobart (i.e. commuting zone)
-  Walking
-  Bike riding
-  Buses (including park and rides)
-  Ferries
-  Vehicle
-  Freight



Phase one

Phase one will see:

- key projects start construction across inner-Hobart and major growth centres, which means we will need to consider different travel options, as our journeys will begin to be impacted
- improved passenger experience and options with frequent and reliable public transport services on our road and river networks
- for better walking, wheeling and bike riding links to public transport corridors and activity centres.



Phase one

2023 – 2026+



Projects

Greater Hobart Sustainable Urban Mobility Strategy	✓	✓
Network Operations Plans	✓	✓
Greater Hobart Strategic Active Transport Networks	✓	✓
Delivery of Greater Hobart Cycling Plan	✓	✓
Tasman Bridge upgrades	✓	✓
Public Transport Identity	✓	✓
Review of General Access and school bus services	✓	✓
Common ticketing and real-time passenger information	✓	✓
Upgrade bus stops (in collaboration with councils)	✓	✓
Additional park and rides (Midway Point, Rokeby, Claremont), including service uplift		✓
Northern corridor - Northern Suburbs Transit Corridor activation; bus priority measures; Rapid Bus Network services	✓	✓
Southern corridor - Macquarie and Davey Streets improvements; Southern Outlet transit lane; Algona Road roundabout; Rapid Bus Network services	✓	✓

- PLANNING
- DELIVERY

Eastern corridor - Tasman Highway transit lanes; Mornington roundabout traffic improvements; Rapid Bus Network services	✓	
Hobart Bus Transit Centre	✓	✓
Long term ferry contract	✓	✓
Bellerive ferry wharf upgrade and all-weather amenities	✓	✓
Additional ferry services, routes, wharves, and terminals (in collaboration with councils)	✓	✓
On-road traveller information system (OTIS)		✓
Huntingfield roundabout and slip lane construction		✓
Duplication of Midway Point and Sorell causeways	✓	✓
Bridgewater Bridge		✓
Rokeby South Arm Highway	✓	✓
East Derwent Highway Improvements (Bridgewater to Grasree Hill)	✓	
Macquarie Point Northern Access Road	✓	✓

Phase two

Phase two will likely see the biggest building impact to the transport network.

Hobart will see more roadworks and construction. This is part of growing the future of Greater Hobart. We will see greater connections to our suburbs with more transport options.

This new infrastructure will:

- make walking, wheeling and bike riding more accessible
- give buses priority and improve reliability
- assist with an expanded ferry service
- ensure people and goods keep moving.



Phase two

2026 – 2029+

Projects

Greater Hobart Strategic Active Transport Networks	✓	✓
Delivery of Greater Hobart Cycling Plan	✓	✓
Review of General Access and school bus services with consideration of Rapid Bus patronage uplift, which could include commencement of on-demand services	✓	✓
Upgrade bus stops (in collaboration with councils)		✓
Northern corridor - Northern Suburbs Transit Corridor activation; bus priority measures; Rapid Bus Network services		✓
Southern corridor - Southern Outlet transit lane; Rapid Bus Network services		✓
Eastern corridor - Tasman Highway transit lanes; Mornington roundabout traffic improvements; Rapid Bus Network services		✓
Additional ferry services, routes, wharves, and terminals (in collaboration with councils)	✓	✓
Duplication of Midway Point and Sorell causeways		✓
Rokeby South Arm Highway		✓
Brooker Highway/ Domain Interchange upgrade	✓	

● PLANNING

● DELIVERY



Phase three

Phase three will see a connected city embracing new, improved and sustainable transport options. We will have more flexible and efficient journeys between home and where people want to go. An improved passenger experience, informing trips in real-time through new technologies.



Artist impression of future ferry wharf.



Artist impression of Northern Suburbs Transit Corridor activation.



Artist impression of Elizabeth Street bus improvements.

Phase three

2029 – 2033+

Projects

Greater Hobart Strategic Active Transport Networks	PLANNING	DELIVERY
Northern corridor - Northern Suburbs Transit Corridor activation; bus priority measures; Rapid Bus Network services	PLANNING	DELIVERY
Southern corridor - extension of Southern Outlet transit lane; Rapid Bus Network services	PLANNING	DELIVERY
Eastern corridor - Tasman Highway transit lanes; Mornington roundabout traffic improvements; Rapid Bus Network services	PLANNING	DELIVERY
Additional ferry services, routes, wharves, and terminals (in collaboration with councils)	PLANNING	DELIVERY
East Derwent Highway Improvements (Bridgewater to Grasree Hill)	PLANNING	DELIVERY
Brooker Highway/ Domain Interchange upgrade	PLANNING	DELIVERY

● PLANNING

● DELIVERY



Active transport and micromobility

We want active transport and micromobility to be social, safe and comfortable options for all types of trips.

Active transport refers to types of transport that involve physical activity such as walking and bike riding.

Micromobility refers to the use of small, lightweight 'vehicles', typically within urban or suburban areas. Common examples include, e-scooters, e-skateboards, mobility scooters, and e-unicycles.



Credit: Erica de Jong



Credit: Jon Gazzignato

Our vision for active transport and micromobility in Greater Hobart

Walking, wheeling and bike riding are the most sustainable forms of transport. When done well they can contribute to great places, healthier lifestyles, and provide economic benefits to local businesses.

Currently, about eight per cent of people walk, wheel or ride a bike to work across Greater Hobart.

Active transport and micromobility will help meet Hobart's growing travel needs. Our aim is to double the number of people walking, wheeling and bike riding over 10 years.

Greater Hobart Active transport networks

We will develop strategic active transport networks to progressively connect cities, towns and activity centres, focusing on All Ages and Abilities (AAA) routes to encourage increase usage and enhanced active transport options across the region. We will also work with councils to plan and implement local networks.

These networks will expand options for e-commuters, as well as address recreational and tourism walking and bike riding needs. We will use existing and future plans, like the Greater Hobart Cycling Plan, as the base for these networks.

Key opportunities will be sought out in the short to medium terms to address key missing connections from our existing spine of AAA routes to our four main Central Business Districts (i.e. Hobart, Glenorchy, Kingston and Rosny Park), either as part of other transport and land use projects, or as projects in their own right.

These networks will allow for the joint planning, investment and delivery by local governments and the Tasmanian Government.

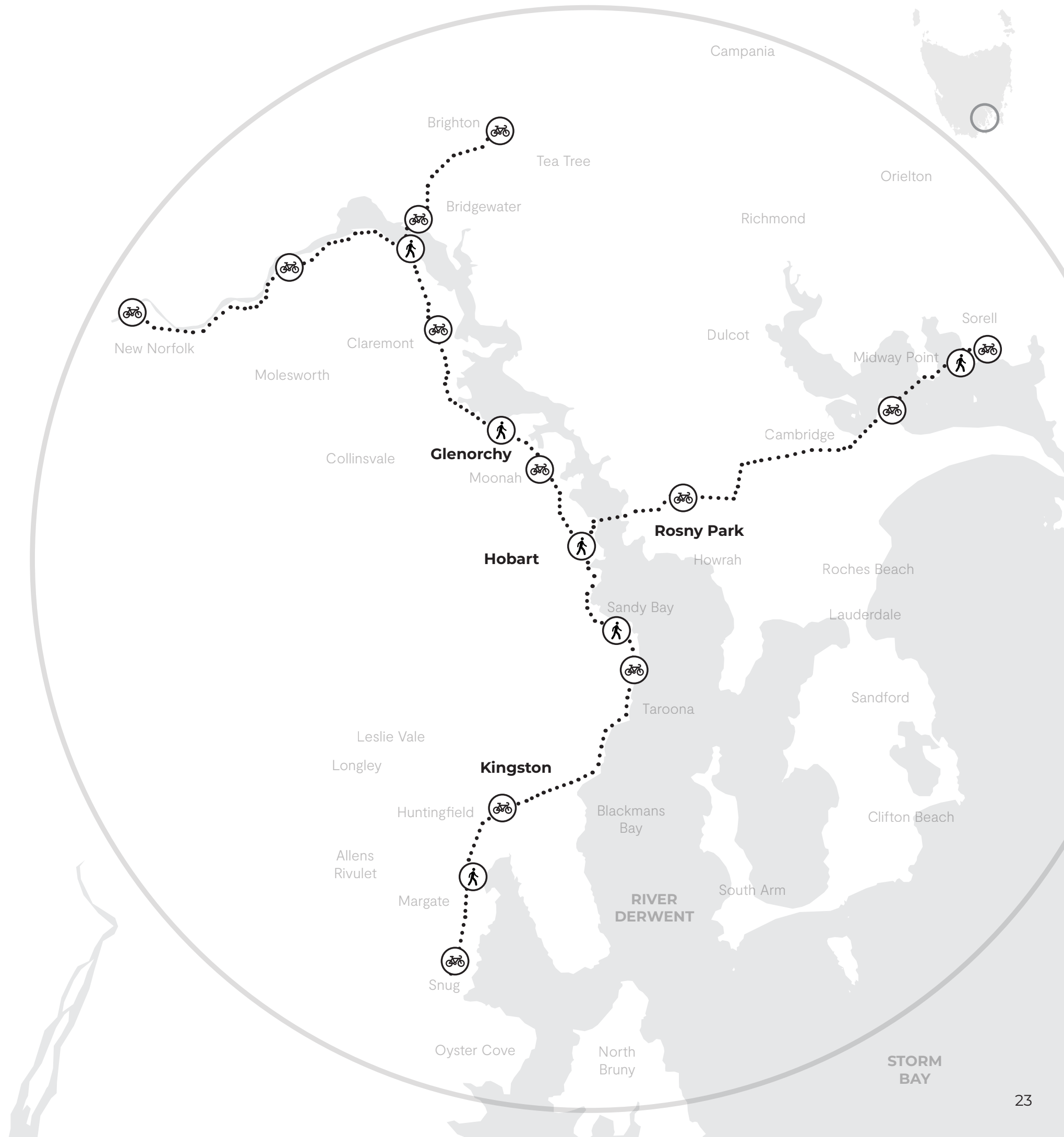


Walking



Bike riding

..... Indicative strategic active transport corridors



Bus services

We want buses to be an easy to use and accessible transport option, whether that is for work, school, shopping or just getting around town.






Our vision for bus services in Greater Hobart

We have a target to increase public transport use for journeys to work from 6.4% to 10% by 2030.

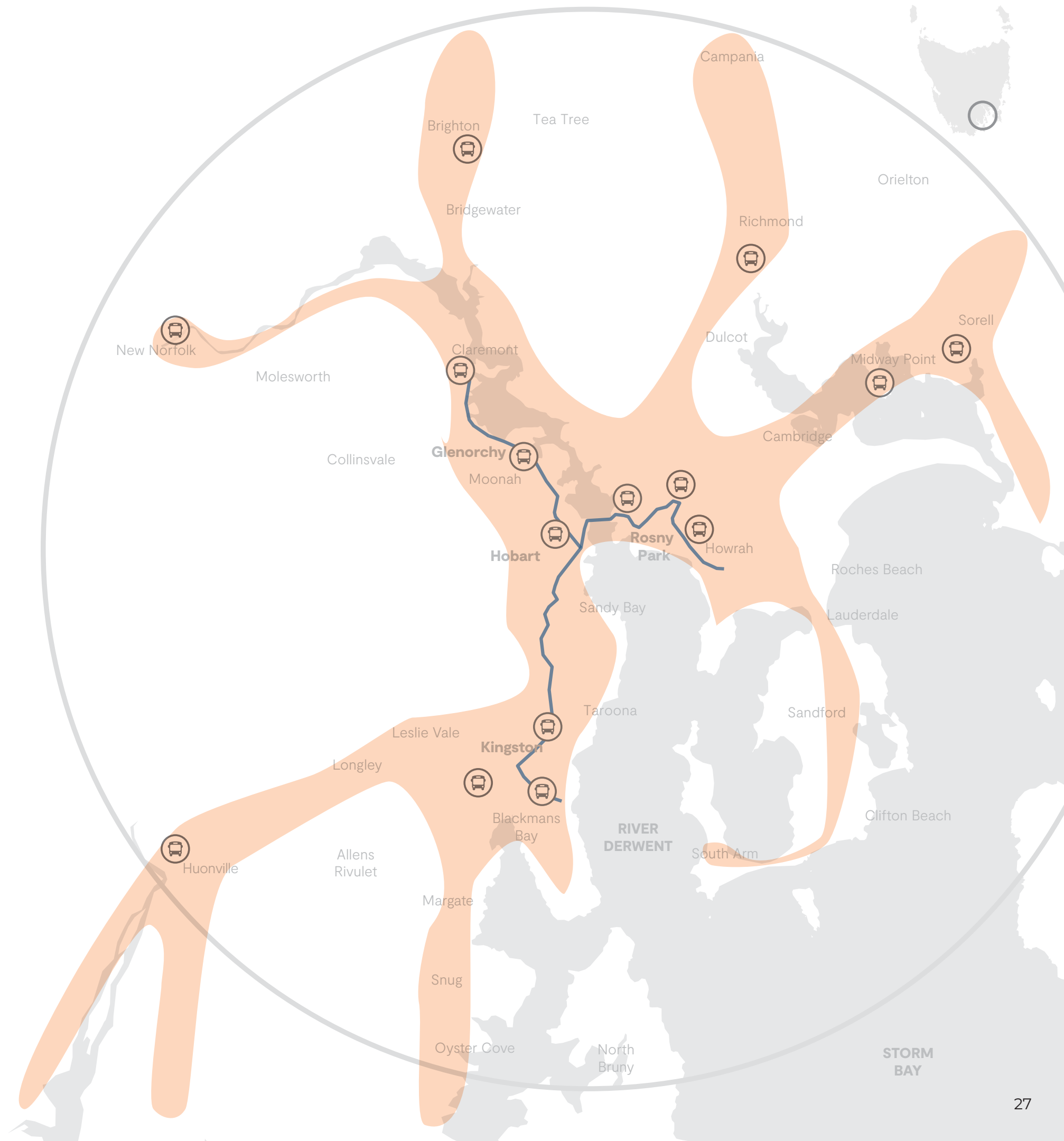
We already have a bus network serviced by multiple operators that covers urban and regional Greater Hobart. We will continue to review and update routes and timetables to help achieve our target of getting more people on public transport.

Additionally, a new Rapid Bus Network will be introduced to complement existing bus services. Rapid Buses will provide faster and more direct services to and from important locations, like our Central Business Districts (i.e. Hobart, Glenorchy, Kingston and Rosny Park), along our key corridors from the north, east and south. This new network will encourage urban renewal in areas identified in the 30-Year Greater Hobart Plan, and help us achieve a more sustainable transport system.

New infrastructure, such as dedicated lanes, intersection priority, and bus stops and stations will be provided to assist our bus services to be more comfortable and reliable.

-  Bus services (including park and rides)
-  Proposed Rapid Bus Network*
-  Existing bus network coverage

*Routes to be aligned with local government land use planning and Housing Tasmania.



Ferry services

We want to create a River Derwent ferry network, with ferry services expanding beyond Bellerive.

While ferry services contribute only a small, but important, percentage of trips to work, there are several benefits of an expanded network, including:

- encouraging walking, wheeling and bike riding to wharves
- improving cross-river transport resilience
- supporting event management
- contributing to place-making
- stimulating waterfront revitalisation and investment.



Our vision for ferry services in Greater Hobart

We will extend ferry services to more locations in line with a River Derwent Ferry Masterplan. The objectives for future ferry services include:

- reducing traffic congestion by providing commuters with an alternative way of getting around
- benefit and revitalise key locations on the River Derwent
- support travel to events.

These objectives are underpinned by guiding principles, including:

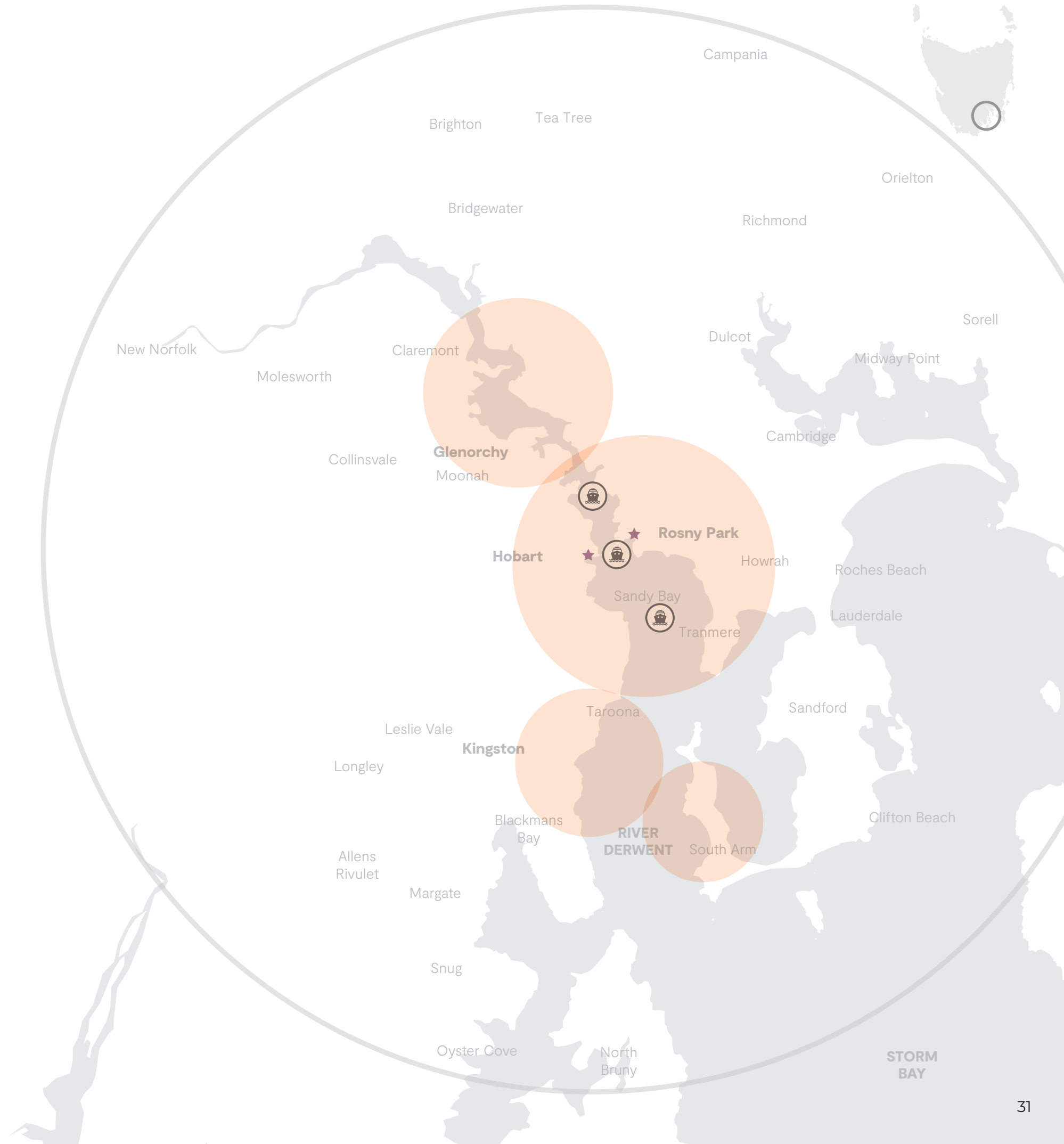
- a partnership approach
- improved efficiency and access
- reliable services
- environmental awareness.

Ferry services are not typically designed to be underpinned by bus services, nor 'park and sail' facilities. They instead rely on the walk-up catchment area and active transport.

★ Existing

🚢 Ferry services

🟠 Investigation areas for ferry service expansion



Freight

We want to continue to increase freight opportunities to transport goods to new and existing markets – local, national and international. The efficient movement of freight to, from and within Greater Hobart is important to keep the city moving, productive and competitive.

We will provide access solutions to ensure the safe and efficient movement of freight across the road network, and through our key air and sea ports.

We will continue to work in partnership with agencies, industry, and local governments to coordinate and maximise freight movements.



Road network

We are addressing road network challenges in more innovative and efficient ways. Key to this is improving travel time reliability and the safety of our road network.

We will provide more information to commuters, as well as provide advance warning of delay-causing incidents, and guidance on alternative routes in times of emergencies or incidences. We identify improvements for roads, bike paths and signage to encourage better mobility for people and goods.

As Hobart continues to grow, we are working to identify, prioritise, and deliver solutions to make better use of existing road networks and support those projects, which will keep Hobart moving.



Appendix A

Delivered projects

Better Active Transport in Greater Hobart Grant Program

Better Active Transport in Tasmania Grant Program

Legislative and regulatory amendments for Personal Mobility Devices (Traffic Amendment (Personal Mobility Devices) Act 2021; Road Amendment (Personal Mobility Devices) Rules 2021)

Legislative amendments for e-bikes (Vehicle and Traffic (Regulatory Reforms) Amendment Bill 2023)

All Access, All Weather Bus Stop Grant Program

Bus stop upgrades, in collaboration with councils (DDA compliance improvements across bus network, Taroona High School, Hobart Interchange)

Improved public and school bus services (southern suburbs)

New bus services (Huntingfield park and ride, Blackmans Bay Express, Snug and Margate Express, Huonville Express)

Corridor studies, strategies and plans (Sorell to Hobart Corridor, Brooker Highway, Channel Highway, Huon Highway)

Brooker Highway Upgrade Package

Huon Highway and Summerleas Road intersection upgrade

Midway Point Intersection Solution

Hobart Airport Interchange Upgrade

On-road Traveller Information System (OTIS) - Variable Message Sign (VMS) - Tasman Highway westbound

Brighton Transport Hub



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