

Key Stakeholders Report

Hobart Transport Strategy 2024

July 2024



City of **HOBART**



Document Purpose

The City of Hobart is developing the *Hobart Transport Strategy 2024* (the Strategy) and the *Parking and Kerbside Management Plan*. To help inform the Strategy and prioritise the actions within it, the City spoke with identified key stakeholders in the development of the draft Strategy and *Parking and Kerbside Management Plan* and also invited key stakeholders to provide feedback to the draft documents.

This report details these key stakeholders and what we heard from them.

Contents

Who we heard from 3

 Key stakeholders 3

 Submissions.....3

What we heard 4

Who we heard from

Key stakeholders

Key stakeholders were identified in the early stages of the project by analysing groups or organisations with a significant interest in or those that would be impacted by the project. These key stakeholders were involved in the development of the draft documents. They were also invited to provide feedback to the draft documents during the engagement period. Key stakeholders we heard from included:

- Government departments
- Transport industry groups
- Transport advocacy groups
- Transport providers
- Neighbouring councils
- Education institutions
- Community groups
- Health networks
- City of Hobart teams

Submissions

Submissions from the following groups and organisations were received during the engagement period:

- Bicycle Network Tasmania
- Cycling South
- Department of State Growth
- Hobart Northern Suburbs Rail Action Group
- South Hobart Sustainable Community
- SRT Logistics
- Tasmanian Active Living Coalition

The project team has responded directly to all submissions, explaining how their feedback was used.

What we heard

Organisation	Key points
Department of State Growth	• Support for the themes and intent of the Strategy and <i>Parking and Kerbside Management Plan</i> • Acknowledgement of engagement with the Department in earlier project phases • Support for mode shift towards public transport and away from private vehicles • Detailed submission provided seeking amendment of the following in final Strategy document: ○ Acknowledgement of the status of strategic Tasmanian Government policy documents and future potential projects ○ Clarification of roles and responsibilities, especially with regards to public transport services ○ Clarification of the Department's views on the commentary regarding public transport and climate-ready transport ○ Review and agreement on partnership actions identified The above changes have been made to the final Strategy document
SRT Logistics	• Support for the themes and intent of the Strategy and <i>Parking and Kerbside Management Plan</i> • Commends the development of a forward-thinking initiative to create an integrated, climate-ready and efficient transport system • Noted the importance of addressing challenges faced by transport operators when discharging freight within the CBD • Noted the following key challenges for transport operators: ○ Limited loading zones ○ Competition for space ○ Safety and security • Proposed the following solutions for inclusion in the Strategy and <i>Parking and Kerbside Management Plan</i>: ○ Identification of strategic locations for new loading bays, in consultation with operators ○ Flexible design of loading areas ○ Time restrictions for loading zones

	○ Shared use/dual purpose zones for bus and freight movements
Cycling South	• Supportive of the Strategy intent for greater transport choice • Support for behaviour change programs, noting these should be targeted on corridors with quality infrastructure • Support for reduced speed limits • Support for actions which support bike riding and micromobility, including development of a Hobart Bike Plan. Recommendation to focus on bi-directional travel on one-way streets • Support for prioritisation of active travel to school • Recommended a review of signal prioritisation as a high priority on active travel routes • Recommended distinction between and provision for both short term and all-day secure bike parking • Supportive of the <i>Parking and Kerbside Management Plan</i> noting the strong relationship between parking and transport choice
Bicycle Network Tasmania	• Support for the themes and intent of the Strategy and <i>Parking and Kerbside Management Plan</i> • Support for the recognition of road user safety in the Strategy • Suggestion to include targets from higher order strategic documents (draft Keeping Hobart Moving plan, Hobart City Deal) • Support for development of a Hobart Bike Plan to include both strategic and local routes, consolidating work across Local Area Mobility Plans, School Active Travel Plans and Neighbourhood Plans • Support for prioritisation of active travel to school • The need for infrastructure improvements to be prioritised over behaviour change actions – building a connected network of safe cycleways was noted as the highest priority as it's the biggest barrier to more people riding • Support for prioritisation of on-street parking for key uses – disability access and loading. • Support for kerbside space to be allocated for other elements such as trees, safer cycling and walking infrastructure, public art, seating, covered bus stops and places to meet • Noted the importance of separation between bike riders and vehicles for on-road lanes

	• The need for both kerbside parking to support convenient access to shops and services, as well as secure parking • Recommended a target increase in the number of people using micromobility • Recommended a new action to work with the Tasmanian Government to implement a network of secure bicycle parking • Recommended completion of a City of Hobart Bike Plan ahead of more neighbourhood plans
Tasmanian Active Living Coalition	• Support for the themes and intent of the Strategy and <i>Parking and Kerbside Management Plan</i> • Support for the focus on active travel to school • Support for behaviour change theme, noting the need for behaviour change programs to occur in step with supportive infrastructure • Support for the proposed approach to emerging trends and technology, to evaluate and trial before making changes • Support for relocation of e-scooters to dedicated facilities where possible • Support for prioritisation of a city for active and public transport to deliver climate ready transport network • Support for prioritising infill development and consolidation • Support for safe and healthy streets, noting a recommendation to acknowledge the background level of road trauma occurring on its network and commitment to a target reduction
South Hobart Sustainable Community	• Support for the themes and intent of the Strategy and <i>Parking and Kerbside Management Plan</i> • Noted the high number of commuter cyclists residing in South Hobart and the role of the Rivulet Track in supporting ridership • Priority actions identified by South Hobart Sustainable Community: ○ Develop a speed limit reduction policy ○ Plant trees along active transport routes ○ Develop routes for children to safely access schools ○ Improve lighting to enhance cycling on bicycle paths ○ Support growth of e-bikes usability • Noted a number of community-driven initiatives which show an increased demand for safe infrastructure

	• Results of a 2022 South Hobart community survey align with the Strategy action for safer micro-mobility infrastructure • Strong endorsement of the findings of the engagement which informed strategy development • Support for the City to adopt a Movement and Place approach to street space allocation and function • Support for the intention to reduce clutter on footpaths and other barriers to accessibility • Support for intention of the 'Driving' theme and actions • Agreement that there is an opportunity cost associated with providing street space for parking • Noted the opportunity for conversion of car parking spaces in South Hobart to be converted into public realm opportunities • Agreement with the intent to maximise space for the most efficient forms of movement, balancing the needs of different user groups. • Support for bike riding and micromobility theme and actions
Hobart Northern Suburbs Rail Action Group	• Fundamental view that the existing rail corridor should be reactivated as a commuter rail service • Recommended that the City should prioritise advocacy for rail over buses to improve public transport in Hobart • Acknowledged the need for better public transport to reduce dependence on private vehicles and recommends the removal of car parks in tandem with improved public transport • Recognised the conflict between micromobility users and pedestrians on footpaths. Supportive of the need for dedicated infrastructure for these user groups