



Executive summary

Hobart Transport Strategy 2024

What is the transport strategy?

The Hobart Transport Strategy 2024 will support the development and implementation of an integrated, climate ready and efficient transport and land use system for Hobart, to create more choices in how we move to and through the City. The Transport Strategy will guide strategic and operational planning for transport over the next ten years to deliver on our vision.

Our vision

We are a city where everyone has effective, safe, healthy and environmentally-friendly ways to move and connect, with people, information and goods, and to and through spaces and the natural environment.

Delivering transport choice for Hobart

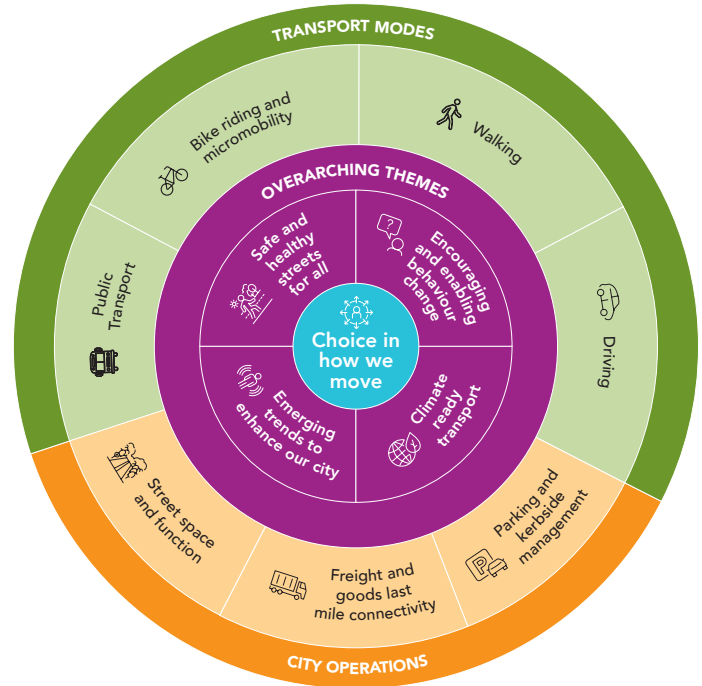
Transport choice means when we need to get from A to B, we can choose from a range of convenient, cost-effective, safe and comfortable ways to travel. This could be by walking, by bike, by bus, by ferry, by car, by motorbike... whichever mode suits the type of journey we are making.

The Implementation Plan of this strategy outlines the key actions we will take to improve all components of our transport network, leading more people to have more options in how they move around Hobart.

Our themes and focus areas

Overarching strategy themes: core values to underpin this strategy

- Encouraging and enabling behaviour change
- Climate ready transport
- Safe and healthy streets for all
- Emerging trends to enhance our city



Transport modes: the main ways we move around the city

- Walking
- Bike riding and micromobility
- Public transport
- Driving

City operations:

- Street space, function and management
- Freight and goods last mile connectivity
- Parking and kerbside management

Our Implementation Plan includes 78 actions across all themes and focus areas:

43 actions for the City to deliver, including projects, programs, policies and plans.

28 actions which the City will partner with key stakeholders to deliver.

7 actions that the City will advocate for to support the vision of this Strategy.

We are seeking feedback from our community on the most important actions over the next five years. Have your say on the priority actions to deliver transport choice for Hobart to 2030



Encouraging and enabling behaviour change

What is this theme?

Our transport network will need to be managed more effectively as our population changes to ensure we enhance the liveability and productivity of Hobart. To complement our investment in infrastructure, we need to provide people with the opportunity to experiment with new ways of travelling and to experience the benefits of walking, riding and taking public transport. Travel behaviour change benefits for all of us – including healthier people and streets, reduced congestion, reduced travel expenses, and reduced emissions.

The decisions behind how we travel are complex – we know that behaviour change is driven by three factors:



Our ability to participate



Our environment



Our motivation

We will address all these factors in encouraging and enabling our community to change their travel behaviour.

Our priority actions to encourage and enable behaviour change:



The City of Hobart will lead by example by:

- Creating a dedicated travel behaviour change program
- Refreshing the City's workplace travel plan to support staff behaviour change
- Developing a Strategic Communications Plan for transport



We will enable our community by:

- Publishing journey to work data as part of our data dashboard
- Empowering our community to develop knowledge and capability in transport



We will work with our key stakeholders by:

- Partnering with the Tasmanian Government to understand barriers to behaviour change
- Partnering with the Tasmanian Government and other stakeholders on behaviour change initiatives
- Supporting behaviour change initiatives with schools



Emerging trends to enhance our city

What is this theme?

There are many positive possibilities that may be enabled by new transport technology. Battery technology allows us to travel further and reduce carbon emissions. Advances in technology and Artificial Intelligence could allow us to create autonomous vehicles so that people who are too young or too old to drive may travel independently. On the face of it these two examples sound like positive developments. However, if not managed strategically, they could lead to substantially more cars on the road, more car traffic and people travelling longer distances to spend time in Hobart.

Technological disruptions are occurring across numerous industries and sectors, from the media we consume, the way we shop and how much some of us are able to work from home or remotely.

There are however other factors that will stay stable over time: our need to be connected to our community. That people want to live in a beautiful city, are willing to spend a certain amount of time walking, or unwilling to spend too long stuck in traffic.

The challenge is how we respond and adapt to disruptions in a way that supports innovation and improves transport choice, without undermining the vision and key themes of this strategy, and our city's future.



New transport technology should fit to Hobart, not require Hobart to fit to new technology.

What is Council's role in assessing and enabling new transport technology?

The City of Hobart has a leadership role as well as a direct role in many areas of local transport. From the management of parking spaces, allocation of street space as well as issuing permits for trials and activities that include a business component occurring on the street.

Our priority actions to encourage and enable behaviour change:

Our key principles in responding to new trends and technology:



Assess new and emerging trends and technology against the vision and overarching themes of this Strategy.



Be bold and trial initiatives that can deliver benefits aligned with this strategy, with appropriate oversight to manage risks.



Evaluate the outcomes of any trials before making permanent changes to the transport system.

Our priority actions for emerging trends to enhance our city:

- Continue to monitor the key principles to enable the City to be agile in its response to new transport innovations and trends as they arrive that are not covered by existing policy or legislation. For example, does it support transport choice, our economy, our environment, our people, is it equitable etc.
- Use data to inform decision-making for new and emerging technologies that can support the objectives of this strategy.



Climate ready transport

What is this theme?

Transport has a key role in responding to the climate and biodiversity emergency. What we do now matters, and the City of Hobart is committed to leading on climate change by moving towards a zero emissions and climate ready future with our community.

Transport currently makes up

50%

of community emissions in Hobart

The biggest impact we can make collectively to reduce transport emissions, and to support the vision of this strategy, is to support a shift to walking, bike riding and public transport use. Where we can, replacing car trips with active and public transport trips is an immediate way we can reduce emissions. Choosing these low or zero emission modes will support social and economic outcomes as well as environmental benefits.

The transition away from fossil-fuel powered vehicles will also be an important factor in reducing emissions. The uptake of electric cars and other zero emissions vehicles by our community, by public transport operators, and transition of our own vehicle fleet, will make our passenger system climate ready. We will support and advocate for this transition.

Our priority actions for climate ready transport:



Create a city for walking, cycling and public transport



Advocate for zero emissions public transport



Develop a policy and clarify community expectations around future fuels and infrastructure for all transport modes, clearly defining City's role, broader strategy objectives & City vision.



Continue to improve the efficiency of and reduce emissions from the corporate vehicle fleet with the aspiration to be zero emissions. Investigate opportunities to include e-bikes and other sustainable transport in the scheme.



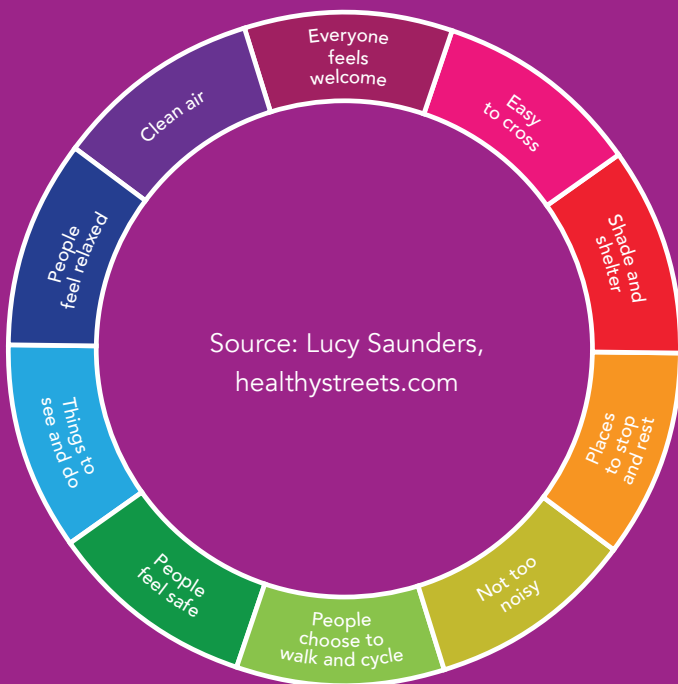
Safe and healthy streets

What is this theme?

Great cities are accessible, healthy and safe for people of all ages and abilities. Making it easier for people with a disability, a senior person, or a parent with a pram to move around freely makes it easier for everyone. A safe and healthy street is comfortable, connects to places people want to go, is easy to walk and ride in, is accessible by public transport, and is free from air and noise pollution.

What are Healthy Streets?

Healthy Streets is an approach to street design which assesses streets across ten indicators:



What is Towards Zero?

The Hobart 2024 Transport Strategy supports the Tasmanian Road Safety Strategy, which adopts the Safe Systems Approach towards an ultimate vision of zero fatalities on Tasmanian roads:

Our priority actions for safe and healthy streets:



Ensure new plantings are located to support active transport and amenity objectives.



Create clear and well-designed universally accessible pedestrian routes with incidental green spaces for sitting, information provision and weather protection.



Integrate Healthy Streets design principles in street design.



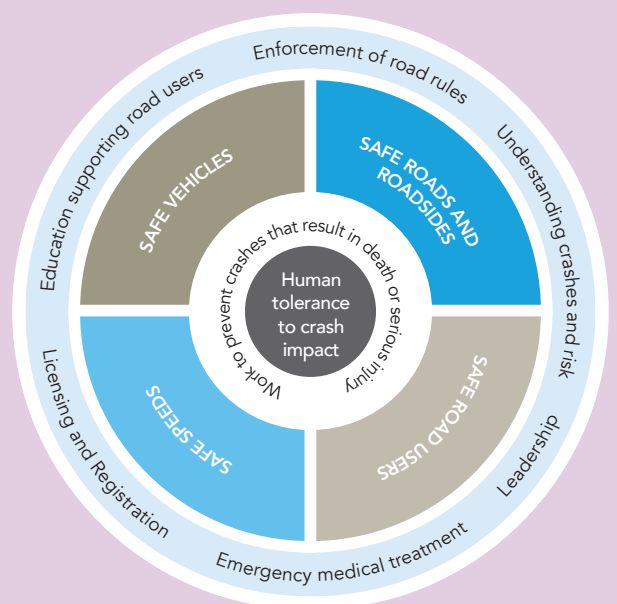
Develop a Speed Limit Reduction Policy including a review of existing lower speed limits.



Continue to enhance vulnerable road user safety through improved infrastructure.



Continue to develop traffic management improvements to improve pedestrian accessibility within the City of Hobart CBD, schools and key retail precincts.





Walking

What is this theme?

Walking is sustainable, space efficient, zero emission and low cost. You have told us that creating walkable environments in Hobart is important because it is easy, enjoyable, fast and flexible, with lifestyle, physical and mental wellbeing benefits.

A safe, comfortable and connected walking network can encourage more people on our streets which supports the range and availability of public transport, provides access for all abilities and reduces congestion on our roads. Walking keeps us active and reduces adverse health outcomes, relieving pressure on our healthcare system while promoting local community engagement.

Walking encourages people to linger for longer, adding vibrancy to our places and boosting productivity. We know that people staying, means people spending. More people walking on our streets means more customers for local businesses. For each kilometre travelled by a person walking, there is a \$6.52 benefit to the economy.

However, we know that people walking or using personal mobility devices are not always prioritised in a transport network. There's often delays, unnecessary detours, cluttered and congested footpaths, and noise and air pollution. These factors contribute to how we experience walking or wheeling in the city, and how likely we are to continue choosing this transport mode for our trips. Delays or unpleasant journeys can also mean lost productivity within our city.

Did you know?

More people walk to work in the City of Hobart than any other capital city in Australia (31%).

Everyone is a pedestrian

No matter how we choose to travel, every trip starts and ends the same way – on foot, or with a mobility device. Walking is the main way people experience our city and connect with each other. How we experience our city on foot is important for all of us.

Our priority actions to support walking:



Local Area Mobility

Continue to develop Local Area Mobility Plans to plan for and support the provision of improved active travel (walking and bike riding) facilities that will support more people to move around key destinations in their local area using these modes.

Support children's active travel to school through development of School Active Travel Plans.



Walkable City Centre

Deliver on the actions of the Central Hobart Plan to support a walkable city centre.

Undertake a complete audit of the streets and pedestrian crossings in Central Hobart and prioritising accessibility and pedestrian safety upgrades.

Assess network operations for key walking routes against the TNOP and work with the Department of State Growth to further pedestrian priority.



Walkable Hobart

Prioritise active transport routes and public transport stops for new street plantings.

Continue to improve wayfinding and directional signage to, from and within Hobart.

Work with the Tasmanian Government to develop a Hobart Walking Plan.



Bike riding and micromobility

What is this theme?

Making bike riding safer, more comfortable and more enjoyable will make this a genuine choice for more people, for more trips.

More trips by bike will assist in reducing congestion on our roads and in turn support our climate change goals: reducing the transport sector's carbon emissions.

Research shows that potential bike riders feel most confident using physically separated infrastructure. This type of infrastructure not only reduces conflicts with cars, but also with people walking.

The connectivity of bike riding infrastructure is critical to a network, with gaps in a route being another barrier to riding: creating detours / delays and safety concerns. Reducing the gaps in a network, both within the City of Hobart but to connecting LGAs by continuing to deliver on the Greater Hobart Cycling Plan, will improve the conditions and help make bike riding the mode of choice for more people of all ages and abilities.

Our priority actions to support bike riding and micromobility:



Progressively connect and protect the bicycle network as identified in the Greater Hobart Cycling Plan for All Ages and Abilities.



Implement tactical/adjustable solutions to improve bike connectivity, visibility and safety. This could include protected intersections, lanes, and pop-up mobility hubs.



Support the growth of e-bikes to get more people riding.



Work with the Tasmanian Government to develop a Hobart Bike Plan.



Support children's active travel to school through development of School Active Travel Plans.



Public transport

What is this theme?

Hobart has the potential for a truly great public transport network - defined by reliable and frequent services that become a mode of choice for everyday trips. Our region has traditionally concentrated on facilitating car trips, but making some changes to allow more public transport choices is achievable, and will contribute to greater transport choice and equity.

Our role:

The city's public transport network, including buses and ferries, is operated by the Tasmanian Government. While not directly responsible for the public transport network, the City of Hobart is committed to working with the Tasmanian Government, and advocating on behalf of our community, to improve public transport and make it a genuine mode choice for more people.

In principle, our city can better support public transport by making some relatively simple changes that have been made in other similar sized cities quite quickly and easily:

- Support density in development along the identified rapid transit bus corridors.
- Support the growth of local village hubs including South Hobart and North Hobart to allow residential growth without increasing vehicle use, and allow for better bus access to the edge of our city.
- Allow for bus use of kerbside space on the city centre fringe for the proposed rapid transit bus corridors.
- Collaborate with other local governments to support the State in communicating the benefits of public transport travel, including the pattern of high frequency rapid routes being supported by local routes feeding into key hubs on the edge of the CBD.

Advocacy and partnership:

We will continue to work with the Tasmanian Government, and advocate on behalf of our community for a better public transport network:

- Higher service frequency, supporting greater patronage
- Local hubs and local routes to service our community
- Bus services that touch the edge of the City centre
- Optimising our bus network
- Ferries as a genuine transport choice
- A city-shaping Bus Rapid Transit Network

Our priority actions to support public transport:

We will partner with the Tasmanian Government on:

Allocating street space on key public transport routes for bus prioritisation lanes and infrastructure.

Delivering bus priority through traffic signals and infrastructure.

Working with key stakeholders to understand attitudes towards public transport use and develop promotional/educational material and programs for behaviour change to encourage public transport use.

We will advocate to the Tasmanian Government for:

A comprehensive review of public transport in Greater Hobart.

An integrated bus rapid transit system that aligns with the objective of this strategy and the City's vision.



Driving

What is this theme?

The movement network of Greater Hobart is predominantly road based, with private motor vehicle travel (private cars as a driver or passenger including taxis / ride share services, and motorcycles) representing the majority of all trips taken and Greater Hobart having the highest amount of car commuting of Australian capital cities (per capita).

We know people rely on their car throughout their work day. However, we know that 61.5% of professions in the City of Hobart, such as education and training, hospitality, public administration, and other professionals, do not typically use a car during their work day. The actions throughout this Strategy to support transport choice, will encourage more people to explore their transport options, reducing reliance on private vehicles.

At the same time, we're working on ways to improve vehicle trips, on key routes through and to our city.

What is the Transport Network Operations Plan?

The Inner Hobart Transport Network Operating Plan outlines the strategic, connecting and local road and street classifications for different users of the network, including general traffic and freight. Corridors which have been identified as roads with priority for vehicles include Macquarie Street, Davey Street, Liverpool Street / Tasman Highway and Brooker Avenue. We will continue to improve driver experience on these key important routes.

To cater for more transport choice and the number of bus movements, bike riders and pedestrians, traffic capacity on certain roads and streets may be impacted. This does not mean that there will automatically be more congestion. People will have much more choice to take other modes and have the freedom to move around the city and not sit in traffic.

What is car share?

Car sharing is the short-term use of cars made available to members by the hour, and is increasingly popular in other Australian and New Zealand cities. Car share means people can make any necessary car trips without the financial burden of car ownership.

Supporting the introduction of car sharing will allow people to maximise the benefit of being able to use a car when it's needed, at a much more affordable price. It is well known that users who sign up to car sharing instead of private car ownership tend to drive less and are more likely to use other modes of transport (car sharing is different from private hire vehicle ride sharing e.g. taxis, Uber.).

Our priority actions to support driving:



Implement signage to improve wayfinding for drivers and support movement through and ingress/egress to/from the city.



Continue to work with the Department of State Growth to deliver on the objectives of the Network Operating Plan.



Instigate a car sharing scheme in conjunction with a suitable provider by 2026.



Support children's active travel to school and manage the impact of driving trips to school, reduce their impact on the network so that necessary car trips can be made safely and efficiently.



Continue to develop Local Area Mobility Plans to manage local trips so that the car trips that are needed can be made safely and efficiently.



Parking and Kerbside Management

What is this theme?

Parking is a key part of the transport network – whether we travel by car, by bike, by scooter or motorcycle, at the end of our journey we need somewhere to safely store our vehicle. The space required for storing vehicles is significant, and depending on who we are and why we're travelling, we have different access needs for parking and kerbside space:

People with accessibility needs

DDA compliant bays (if possible) that are near to destinations.

Enough time to be useful for the destination.

Deliveries

Reliable access for shorter term parking to make or collect deliveries to nearby destinations.

Car share users and operators

Locations that are useful and accessible to support efficient car share services.

Vehicles available in locations where and when people need to use them.

Public transport

Stops that are regularly located and support the efficient operation of services.

People riding bicycles

Parking that is conveniently located with opportunities to lock bicycles to racks.

Emergency vehicles

Unimpeded access to space across the city to meet operational needs.

Local businesses

Access for goods to be delivered or collected.

Customer access for parking, drop off, pickup etc.

Option to use kerbside space to support businesses in other ways (e.g., seating, displays, events, street activation).

Trades and services

Useful access for longer periods than deliveries would require, e.g., vehicles and specialist equipment to service climate control, elevators and machinery or undertake construction activity, planned or emergency.

Local residents

Space to park vehicles in inner city areas.

Access for visitors who need to drive.

Option to use kerbside space in other ways (e.g., local events).

Private car drivers

Spaces that are easy to identify, access and appropriate for the circumstances such as location, time of day etc.

Signage and payment systems that are fair and easy to understand.

People riding motorcycles

Parking that is flat and level and easy to access protected from fast moving vehicles.

Taxis, app booked ride services and chartered buses etc.

Space that is easy and safe to access in appropriate locations aligned to demand.



Parking and Kerbside Management

Parking: all on- and off-street space for the storage of vehicles, including cars, delivery vehicles, micromobility devices, scooters, motorbikes and bikes.

Kerbside space: the space between the footpath and the traffic lane. Kerbside space is frequently used for parking and storage of cars, trucks, bikes and motorbikes, and these are generally the most convenient and popular parking spaces. Kerbside space can also be used for other important city functions such as on-street dining, tree planting, public transport infrastructure and to meet other transport or city planning objectives.

The Parking and Kerbside Management Plan is an accompanying document to the Hobart Transport Strategy 2024. The Plan supports the vision of the Transport Strategy, and guides decisions related to parking supply, demand management and optimisation of this important but limited space.

The following principles set the strategic direction for the future of parking and kerbside space in Hobart:



Transport Choice



Value of Parking and Kerbside Access



Reliability and Availability



Demand



Transport User and Customer Experience



Efficiency and Equity

Our priority actions for Parking and Kerbside Management:

The Parking and Kerbside Management Plan includes a long list of more than 40 actions across the following areas:

- Balancing **kerbside access** for all transport modes and to enhance our city streets.
- Improving the **transport user experience** through clear and effective communication with our parking customers.
- **Managing on- and off-street parking**, making it easier to find a suitable place to park within 200m-300m of my destination.
- Managing **parking finance**, including fees and permits to support transparent costs and benefits.
- Use a **data-led, strategic approach** to making changes to kerbside space and controls in consultation with our community.

We are seeking feedback from our community on these elements. Have your say on the priority actions to support the Hobart Transport Strategy 2024.



Street space and function

What is this theme?

Providing street space for the most economically important and space efficient users, especially people walking, cycling and on public transport, and allowing space for people, is critical to a thriving city. Especially as Hobart grows, we need to allocate our high-value street space to the modes of transport which support vibrant city life.

Our transport network has a number of competing demands, and these needs can vary according to the hour, day and even time of year. Currently, our street network is primarily focused on efficient car access and journeys ahead of walking, bike riding and public transport. This is reflected through the allocation of our public street space.

Space efficient transport for a growing city

9.2

car (average occupancy)



1.9

motorcycle



1.5

bicycle and e-scooter



0.6

bus



0.5

walk



Space per person (m²) for different modes of transport
Adapted from City of Melbourne

Key principles:



Distribution of space encourages mode choice



Different transport modes occupy different amounts of our public space



Footpaths are critical public space for a range of activities that support city life

Our priority actions:

- Develop a footpath width hierarchy according to street type based on movement and place principles.
- Work with the Tasmanian Government to review traffic signals across Hobart to ensure that they deliver on the Transport Network Operations Plan, Movement and Place and Healthy Streets for Hobarts streets
- Work with the Tasmanian Government to expand Transport Network Operations planning to additional areas.



Freight and last mile deliveries

What is this theme?

The term “last mile freight” refers to the last stage of the journey to supply deliveries to shops and businesses via delivery processes, technologies, people and vehicles. Last mile freight is crucial to the functioning of the economy of the City of Hobart. It is the last leg of the long journey of all of the supplies and stock that are required for Hobart to prosper. This is important for both retail destinations, hospitality venues and other economic sectors. This section outlines the City of Hobart policy and role in relation to last mile freight.

Efficient delivery of the things that we need improves the economy, the environment, and the liveability of Hobart. Planning for freight and deliveries must balance priorities and ensure the central city is able to function efficiently as well as remain a great place to live and work.

Our priority actions:



Investigate opportunities where localised freight consolidation may deliver benefits (last-kilometre delivery) – cargo hubs and active transport.



Improve laneway amenity and modernise loading docks with clear design guidelines.



Review loading zone availability and operation across the City in collaboration with key stakeholders.