# Hobart Transport Strategy 2024

## Delivering transport choice for Hobart



May 2024

City of HOBART

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Image credits: Bicycle Network Tasmania, Brand Tasmania, Jaime Parsons and Metro Tasmania.

# Acknowledgement of Country

In recognition of the deep history and culture of nipaluna (Hobart), we acknowledge the palawa (Tasmanian Aboriginal people), their elders past and present as the Traditional Custodians of the skies, land and waterways of lutruwita (Tasmania). We recognise that palawa have made journeys across lutruwita and nipaluna for many thousands of years. We acknowledge the determination and resilience of the palawa people who have survived invasion and dispossession and continue to maintain their identity, culture and rights.

We also acknowledge all Aboriginal and Torres Strait Islander people who live on the country of the palawa, here in nipaluna (Hobart), lutruwita Tasmania.



# Key Terms

| Term | Definition |
|---|---|
| BRT | Bus rapid transit |
| CBD | Central Business District |
| $CO_2$ | Carbon dioxide is a heat-trapping gas, also known as a greenhouse gas, that comes from the extraction and burning of fossil fuels like coal. |
| DSG | Department of State Growth |
| Healthy Streets | A framework and toolkit consisting of ten indicators to assess streets as being inclusive and healthy environments. |
| Last mile freight | The last stage of the journey to supply deliveries to shops and businesses via delivery processes, technologies, people and vehicles. |
| LGA | Local Government Area |
| Micromobility | The transportation over short distances by lightweight, usually single-person vehicles such as bicycles and scooters. |
| Movement and Place | A framework for planning, designing and managing the transport network, which recognises that streets are not just for moving people and goods, but that they are also places for people to live, work and spend time. |
| NSTC | The Northern Suburbs Transit Corridor is a partnership project between the Tasmanian Government, Glenorchy City Council and City of Hobart to provide additional public transport capacity between Hobart and Glenorchy. |
| Street greening | Street greening is incorporating green elements, like trees and vegetation, in urban infrastructure solutions to improve environmental, social, health and economic outcomes. |

| Term | Definition |
| --- | --- |
| TNOP | The Inner Hobart Transport Network Operations Plan is a partnership project between the Tasmanian Government and the City of Hobart to guide and manage competing priorities on the road network, and to ensure that the operation of the network is aligned with the strategic objectives of the City. |
| UTAS | University of Tasmania |
| Wayfinding | The process or activity of determining one's position and planning and following a route. Urban wayfinding systems are designed to orient people and help them navigate around a city, and typically include a range of devices from physical signage to digital applications. |





# Introduction

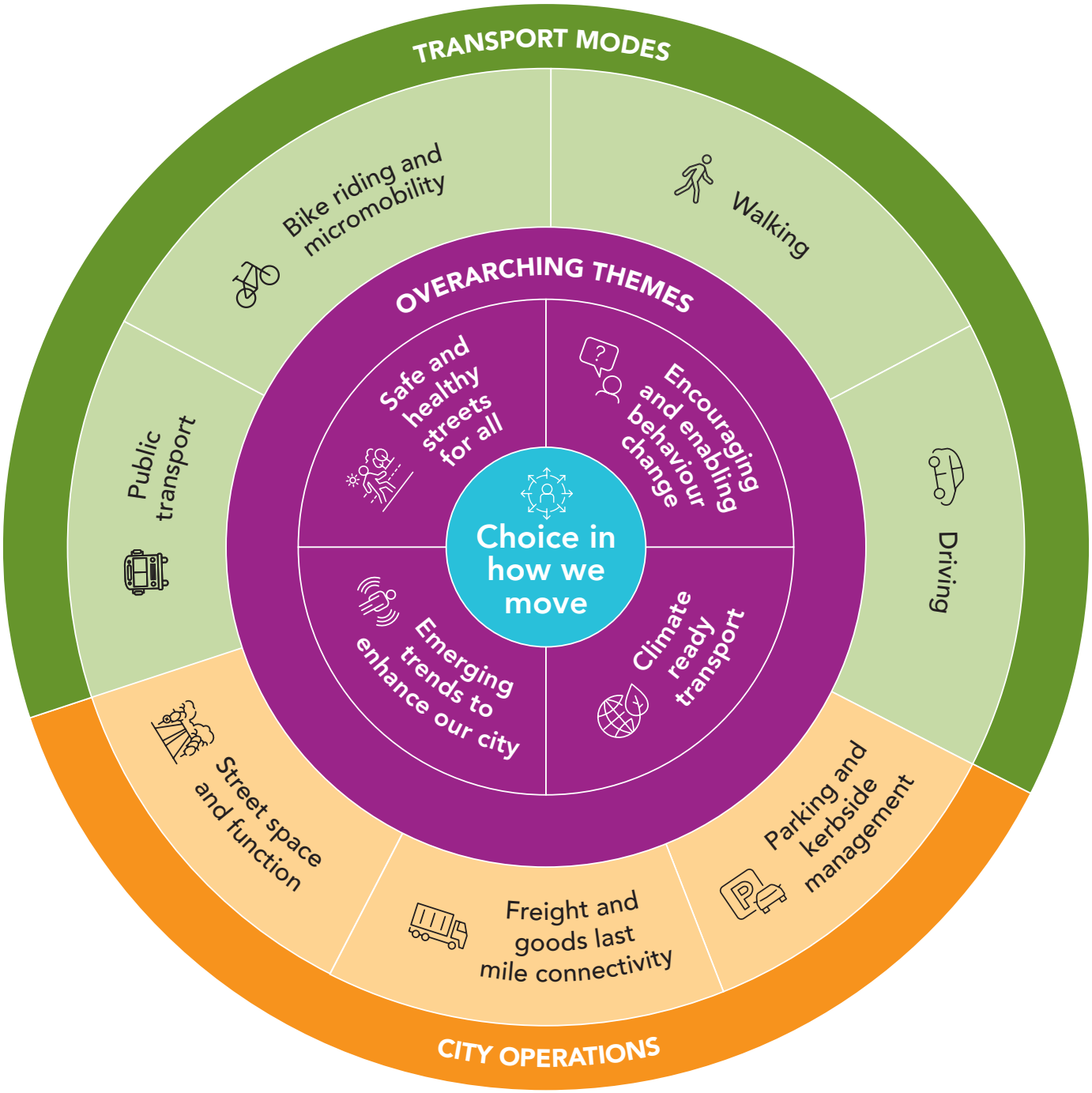


# A vision for Hobart's transport network

The Hobart Transport Strategy 2024 contributes to achieving the City of Hobart's community vision. The vision for Hobart's transport network over the next ten years aligns with Pillar 5, Movement and Connectivity, from our community 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.**

The vision is action-orientated and identifies the City's goals for the future transport network of Hobart. The themes of the transport strategy respond to this vision, focusing on transport choice:



# Context

## Current travel patterns

The movement network of Greater Hobart is mostly car-based, with private motor vehicle travel representing the majority of all trips taken: 77% of weekday trips and 84% of work trips[1]. On average, there are 1.8 cars per household in Greater Hobart. The high mode-share of cars in Greater Hobart and within the City of Hobart Local Government Area has impacts on our streets and movement network.

Many people choose to walk to work within the City of Hobart – the highest rate of all Australian capital cities: 27% in the City of Adelaide, 18% in the City of Perth, 14% in the City of Melbourne, 11% in the City of Sydney, 6% for Canberra and 3% in Brisbane[2].

## Transport Modes



### Walking

**28%**
of weekday trips

Compared to:

**16.1%**
in Greater Hobart

and

**3.2%**
in Australian capital cities



### Bike riding and micromobility

**2%**
of weekday trips

Compared to:

**0.8%**
in Greater Hobart

and

**1.1%**
in Australian capital cities



### Public transport

**4%**
of weekday trips

Compared to:

**4.7%**
in Greater Hobart

and

**15%**
in Australian capital cities



### Driving

**63%**
of weekday trips

Compared to:

**77%**
in Greater Hobart

and

**63%**
in Australian capital cities

1. Greater Hobart Household Travel Survey, 2019
2. Australian Bureau of Statistics, Census of Population and Housing, 2021

## Hobart's population and forecast growth

Understanding the future population growth of our city is necessary to guide future land use decision-making and movement network planning. As our population grows, more people will need to move through, to and around our city – we need a plan that means our city and street network can manage this growth.

A population growth target was set by the Tasmanian Government in 2015 to increase the state's population to 650 000 people by 2050 and reduce the impacts of an aging population. We saw the 2030 interim target of 570 000 people being exceeded in the year ending June 2022. Continuing to attract and retain young people is essential to this target.

The Australian Bureau of Statistics estimated that Greater Hobart's total population grew by 16% in the decade from 2011-2021[3].

The latest population projections from the Australian Bureau of Statistics project that Greater Hobart will increase its share of the Tasmanian population from 44% in 2022 to between 45% and 46% in 2032 to more than 279 000 people (medium range)[4].

The population of the Hobart Local Government Area is predicted to increase from almost 56 000 to 60 400 by 2031 or 7.5%, at an average growth rate of 0.70%[5].

To manage this expected population growth, land use strategies are being put in place in Greater Hobart. We as the City of Hobart have a role to play in this growth, with 70% of the growth required in established suburbs through infill development, and the other 30% in greenfield developments. For our municipality, this represents over 2000 new homes by 2031 based on the City of Hobart's population forecast and over 5200 by 2046[6].

Tasmania's population is the oldest in the country. The national average age is 38.5 years. The state's average age is four years older at 42 years, with a quarter of our state's population aged over 65 years[7]. By contrast, Hobart's median age is 37 years, highlighting that the city is a key area for younger Tasmanians.

Our transport network infrastructure and services play an important role in supporting the future population and land use of our city, connecting people from their homes (producers of trips) to their workplaces, schools, and places of recreation (trip attractors) with options that provide freedom, reliability and flexibility.

## Who are our people?

**42**
median age of Tasmanians

**37**
median age of people in the City of Hobart

**25%**
of Tasmania's population is aged over 65 years

3. Regional population, 2021-22 financial year | Australian Bureau of Statistics (abs.gov.au)
4. Population Projections, Australia, 2022 (base) - 2071 | Australian Bureau of Statistics (abs.gov.au)
5. Population and household forecasts, 2021 to 2046, prepared by .id (informed decisions), January 2024
6. Population and household forecasts, 2021 to 2046, prepared by .id (informed decisions), January 2024
7. Australian Bureau of Statistics, 2021

# Strategic context

The Hobart Transport Strategy 2024 aims to support the development and implementation of an integrated, climate ready and efficient transport and land use system for Hobart. The strategy supports the objectives of existing Tasmanian Government, Greater Hobart and City of Hobart strategies, and in turn, will give effect to supporting plans and projects in the future.

Our transport network sits across a legislative, regulatory, policy and funding landscape between national, state and local governments and responsibility for transport is shared across governments.

## Integrated transport and land use planning

'Land use' is how we use the land around us – whether it be for agricultural, residential, recreational, commercial, industrial or transportation purposes. Land use decisions of the past have influenced how Hobart has developed, as has the fact that Hobart is located between a mountain and a river. The City of Hobart recognises the challenges the community faces when getting around: if we live far from friends, family, school and work opportunities, we have less options and rely more on motorised public or private transport to go about our daily activities.

A diverse mix of land use and higher residential densities in key locations brings people closer to the places they need to go and gives them more choice in how to travel. The City of Hobart is committed to supporting a more diverse land use mix and residential density to enable genuine transport choices. Integrated transport and land use planning is a key element to an effective transport network, and to the best social, environmental and economic outcomes for our city.

The Southern Tasmanian Regional Land Use Strategy 2010-2035 (currently under review) established an urban growth boundary for Hobart and set a target of 50/50 ratio of infill to greenfield development. The 30-Year Greater Hobart Plan for growth and change, released in 2022, identified that growth is best placed in areas that are readily accessible with high amenities and set out a revised infill to greenfield development ratio of 70/30 for Greater Hobart. For the City of Hobart, this means our population growth must occur in established suburbs along established transit corridors.

In response to these growth pressures, the City of Hobart has developed a neighbourhood plan (structure plan) for Central Hobart and is also developing plans for North Hobart, Mount Nelson and Sandy Bay and the Inner North-East. These evidence-based, future-focused plans consider how a local area should develop and improve over time. They consider things like existing and future housing needs, infrastructure, services, as well as existing and future road and transport network requirements.

Creating choice in how people move is a key objective of this strategy. In neighbourhoods where significant land use growth or change is anticipated, the City of Hobart will continue to develop neighbourhood plans (structure plans) to guide land use and transport outcomes and will work to ensure the transport strategy objectives and neighbourhood plans are aligned. For other neighbourhoods, the City will continue to develop Local Area Mobility Plans to support travel choice between key destinations within local neighbourhoods.



# Strategy development



## Why are we developing a new transport strategy?

In 2018, the City of Hobart endorsed the themes and position statements from its Draft Transport Strategy. Despite the challenges of the past five years, including COVID-19, the City completed a number of projects to support Hobartians to move around our capital city and connect with each other. School crossing improvements, improved bus interchange facilities, renewal of Hobart's waterfront, lower speed limits in the CBD and our retail precincts, additional bicycle lanes and facilities across Hobart are just some of the projects we've delivered.

Now, in 2024, the City's transport network is shaped by a number of challenges and opportunities (see challenges and opportunities for Hobart), and by our broader regional context. The Tasmanian Government is committed to supporting greater mode choice through its Keeping Hobart Moving plan, and with a new transport strategy we are set to work collaboratively with the Tasmanian Government and our City Deal partners to support choice and connectivity in our region.

The time is right for a new strategy to guide our decision-making over the next ten years in this critical period of change and growth for our city and transport network.

# What is included in the Hobart Transport Strategy 2024?



Mode choice is a key aspiration for our city in the future: having reliable and efficient transport choices is an overarching theme of this 2024 Transport Strategy.



The 2024 Transport Strategy responds to challenges and opportunities, and guides actions to achieve our vision.



It explains why transport and access are crucial to creating a city that is environmentally sustainable, inclusive and economically productive: ensuring Hobart's liveability.

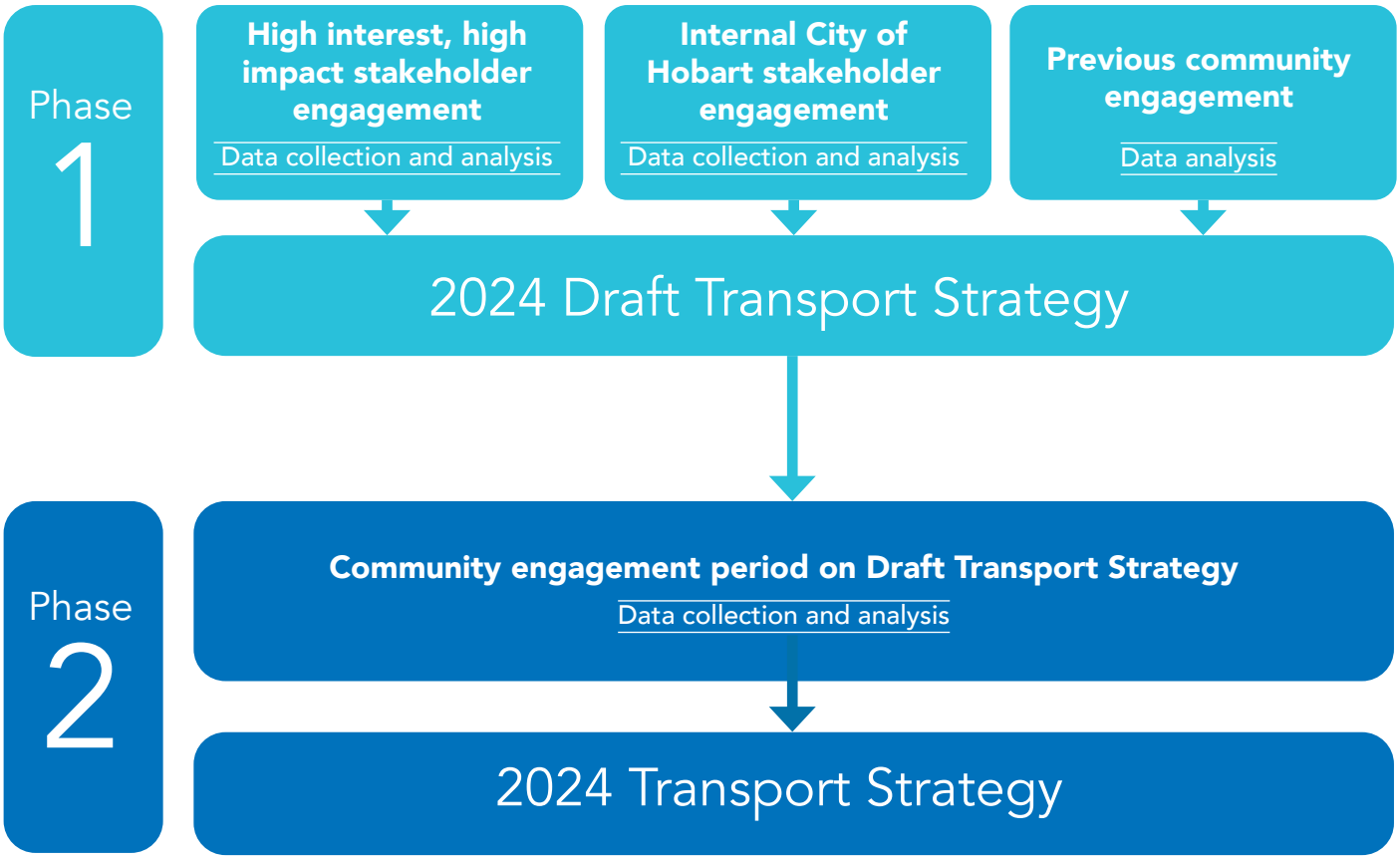


An Implementation Plan supports the 2024 Transport Strategy to guide the delivery of actions over the next ten years to achieve our vision. The actions outlined will be undertaken by both the City of Hobart directly and in partnership with other stakeholders.

# What we heard

Over several years, we've heard from our community on values, needs and behaviours when it comes to transport. This includes feedback on the 2018 Draft Transport Strategy, as well as the Central Hobart Plan and Capital City Strategic Plan review (2023). We've used this information to develop the overarching themes and focus areas to align with the strategy vision.

In preparing this strategy, we also reached out directly to key stakeholders to better understand key challenges, opportunities and priorities for our city.



## What we heard:



Need for greater mode choice



Balance public space between people / places and cars



Role of sustainable transport in achieving net zero emissions



Provision of safe, connected active transport infrastructure



Improved public transport to be a viable alternative to private vehicles: reliable, efficient, connected



Balance of trends with the liveability of Hobart



Management and balance of parking to support access to Hobart



Provision of safe, connected active transport infrastructure

# Challenges and opportunities for Hobart



**Transport in the City of Hobart is part of a regional transport network**



**Our reliance on cars**



**Different streets for different modes**



**Our transport choices can reduce emissions and help us respond to climate change**



**Ensuring Hobart is accessible for people of all ages and abilities**



**How we travel influences our health**



**Economic benefits and costs of how we travel**



**The relationship between parking, transport and our economy**



**Increasing density within our city will help increase sustainable transport use**

## Transport in the City of Hobart is part of a regional transport network

The streets and movement network of the City of Hobart are part of a broader transport network outside of our Local Government Area. We recognise that people use multiple modes of transport and for different purposes to travel across Hobart each day, and that journeys may be to or from the City of Hobart, within the City of Hobart, or through the City of Hobart.

As the capital city, we are a major employment and recreational centre, with many people travelling from surrounding suburbs within Greater Hobart, as well as visitors from across the state, interstate and overseas. For example, 34.9% of people working in the City of Hobart travel from within the City of Hobart, and 65.1% travel from outside the City to come to work each day[8].

The City of Hobart movement network also accommodates a through traffic function, catering for vehicle journeys to neighbouring local government areas. For example, trucks travelling from Tasmania's southern forests to the industrial area in Brighton, or cars travelling between Glenorchy, Clarence and Kingborough.

All these journey types contribute to how our transport network functions. We must consider this when planning for the future of our streets and movement network, and work collaboratively with our neighbouring Local Government Areas and the Tasmanian Government.




8. ProfileID,2021

## Our reliance on cars

Greater Hobart has the highest rate of vehicle trips by car of all Australian capital cities (per capita), and almost 90% of Greater Hobart households have one or more registered vehicle[9]. There is a 1.5% to 2% increase in car ownership each year[10], with each household expected to own two cars in the next 30 years – an additional 30 000 vehicles on Tasmanian roads[11].

We know that cars, motorcycles and rideshare will continue to be important modes of travel for people in Hobart. This strategy focuses on creating additional choice in how we travel to support those who can or could change their travel behaviour to reduce reliance on private vehicles.

**90%**
of Hobart households have one or more registered cars

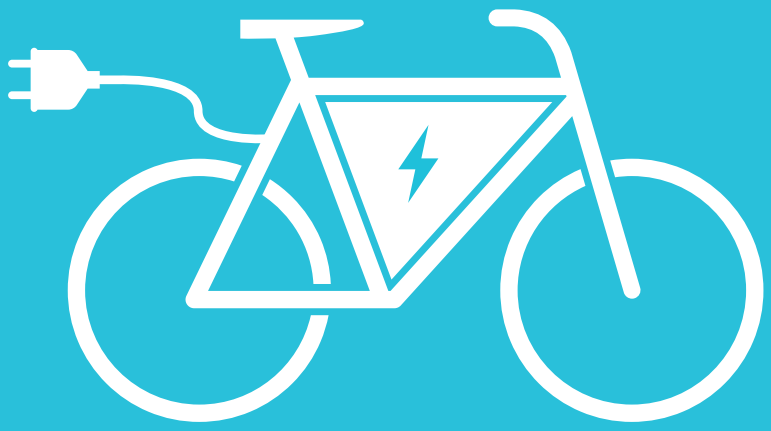
**1.5 - 2%**
increase in car ownership each year

**2**
expected number of cars per household in Tasmania in 30 years

**30 000**
additional vehicles on Tasmanian roads in 30 years

## – Case Study

### Changing modes: Carolyn



Carolyn lives in Mount Stuart and works in the CBD. For the last five years, Carolyn drove her car to work and would leave early to beat the traffic and secure a parking spot close to work. Carolyn recently bought an e-bike using the Tasmanian Government's e-bike rebate and now rides to work. Having an e-bike means Carolyn can get to and from work without working up a sweat on the hills around home.

9. Australian Bureau of Statistics, 2016-2018
10. RACT, 2019
11. Deloitte Access Economics, 2019

## Different streets for different modes

Allocating our street space to support a range of users or travel modes is key to achieving our vision of a city where everyone has effective, safe, healthy and environmentally friendly ways to move and connect.

Based on historic land use decisions and street space allocation, our city has been built for access by car. However, as our population has grown and so too the demand for transport, our network has come under pressure. Private vehicles require the most amount of space per person of all modes and are the least space efficient mode of transport, whereas walking is the most space efficient.[12]

Over a number of years, the City of Hobart has worked to increase street space for other modes, to support better access and activation. This includes installing bicycle lanes and more space for pedestrians in our local retail precincts, to connect more people and help these places thrive.

We recognise that some routes will continue to be important for private vehicle travel as a key component of the transport network. The City has worked with the Department of State Growth on an Inner Hobart Transport Network Operations Plan to support Movement and Place outcomes and prioritise different modes across the central city area.

### Salamanca Place and Hobart waterfront upgrades

We have been upgrading the Salamanca Place precinct, connecting it to Hobart's waterfront and making it a place for people. The precinct is home to major hospitality and retail activity, including the Salamanca Market, which sees Salamanca Place closed to vehicle traffic for one day of the week.

Staged upgrades to the precinct focused on reallocating space for pedestrians in this landmark destination on the Hobart waterfront, improving connectivity along the waterfront towards Salamanca Place. This included a "road diet", where two lanes of traffic were reduced to a single lane, and additional space has been created for people movement. New street furniture, plants, kerb-free areas and lighting create an accessible, attractive precinct with high amenity.

Source: City of Hobart, 2023




12. City of Melbourne, 2019

We need to provide convenient, reliable, and attractive ways for people to travel. To move people efficiently, safely and comfortably, we will continue to allocate more space for walking, bike riding and public transport within the City of Hobart. Why? Cities with streets like this have healthier populations and are more equitable. By adopting a Movement and Place approach to street space allocation and function, we can return space to people in key locations, attract greater investment and promote economic, social and cultural growth.



## Our transport choices can reduce emissions and help us respond to climate change

We are living in a global climate and biodiversity emergency. The year 2023 was the hottest on record. Global heating is already resulting in massive destabilisation with catastrophic bushfires, floods, and heatwaves devastating communities around the world at a continually unprecedented frequency and intensity. Every fraction of a degree of additional warming puts our lives at risk. What we do now matters, we all need to do what we can to curb catastrophic impacts.

Half of Hobart's community emissions come from road transport (50.1%). Tasmanians own the oldest vehicles, the most vehicles per person and Tasmania is the second most car dependent state in Australia. Meaning that we have a lot of cars, that some them are the most polluting in the nation and contribute to poor local air quality, diseases and a reduction in our life expectancy.

We need to act with urgency to reduce greenhouse gas emissions from transport

### What is Movement and Place?

Movement and Place is a framework for planning, designing and managing the transport network.

The approach recognises that streets are not just for moving people and goods, but that they are also places for people to live, work and spend time. Streets are key areas of people's activity and support economic, social and cultural value.

Movement and Place provides a cohesive approach to aligning integrated and efficient movement of people and goods with amenity and quality of places.

Movement and Place can be utilised to get the right mix of transport in the right locations. There are varying approaches to Movement and Place that are being implemented around the world, with no one framework in place for Australia. They all include the recognition of different road or street environments typologies depending on the combination of movement function and place value.

By recognising the different types of street environments that arise from the combination of Movement and Place functions, we can make more informed decisions to support a variety of users and uses of a particular section of road or street. We can identify corridors that have a high movement function and cater for private vehicle movement. We can identify places where lingering should be encouraged to support the economic, social and cultural function of our city. We acknowledge that not every street can serve every function for every user.

Using the principles of Movement and Place, supported by key documents like the Inner Hobart Transport Network Operations Plan, which outlines key corridors by mode, will help to achieve the vision for the future of Hobart and our movement network.



to zero as rapidly and cost effectively as possible.

Choosing to walk, cycle or scooter is the best way to get to zero emissions. We can also choose to use public transport or shift to an electric vehicle. We can encourage our businesses and organisations to choose zero emissions ways of moving around.

In doing this, we can achieve zero emissions transport to reduce air pollution, improve health and reduce fuel costs.

## Ensuring Hobart is accessible for people of all ages and abilities

The City of Hobart has an Equal Access Commitment and aims to support and enhance everyone's ability to participate fully in community life. Being able to move around our neighbourhood independently, to connect with friends, family, the wider community and with services is critical to positive aging.

As our population ages, the demand for facilities such as public transport services and assisted mobility will increase. More mobility options are required by people who are aging or have differences in physical, sensory and cognitive abilities, and their use will continue to increase over time. To support positive aging and ensure Hobart is accessible for people of all ages and abilities, we must create streets that are safe and welcoming for all transport modes.

Allocating more of our public space for people creates safer environments for people of all ages and abilities. Progressive design principles, such as the Healthy Streets Framework, will help guide us to inclusive design.

The topography of the City of Hobart, including the River Derwent and its coves, the Hobart Rivulet and kunanyi / Mount Wellington, is distinctive and a significant feature of our city. However, a number of streets are affected by grade changes created by this topography. This can be a barrier for accessibility, particularly for people using active transport modes. Providing greater choice in using micromobility modes such as e-bikes and public transport modes like buses will help address this challenge.

## How we travel influences our health

Tasmanians experience some of the worst health outcomes in Australia, with high rates of chronic disease and health risk factors like obesity, poor nutrition and low physical activity levels – 31% of Tasmanians are overweight or obese, compared to the Australian average of 27.5%[13] and 58.5% of Tasmanians are not getting enough exercise[14].

Shifting vehicle trips to walking, bike riding and/or public transport results in additional incidental physical activity leading to improved public health – an Australian study found adults who used public transport were 3.5 times more likely to meet the recommended 10 000 steps per day compared with car drivers[15].

How we travel also contributes to social connectedness and mental wellbeing. Walking, riding a bike or catching public transport offers us more opportunity to connect with others. This can improve the mental health of people of all ages by boosting happiness and self-esteem, and reducing stress levels and the risk of anxiety and depression[16].

The design of safe and healthy public environments such as streets contributes to building a sense of social connectivity. For example, one study found that in more walkable communities with 2000 vehicles per day residents were more likely to have three times more friends as compared to an area with 16 000 vehicles per day.[17]

This strategy is aligned with the Tasmania Statement, the Tasmanian Government's recognition of the need to plan in a way that



13. Australian Health Performance Framework: Overweight & Obesity, Australian Institute of Health & Welfare, 2021
14. Australian Health Performance Framework: Physical Activity, Australian Institute of Health & Welfare, 2021
15. Villanueva K., Giles-Corti B., McCormack G. Achieving 10,000 steps: A comparison of public transport users and drivers in a university setting. Prev. Med. 2008;47:338–341. doi: 10.1016/j.ypmed.2008.03.005
16. Healthy Minds, Walking for Health, 2018
17. Tactical Urbanism: Short-term Action for Long-term Change, Lydon, M., Garcia, A., & Duany, A., 2015

creates healthy, liveable and connected spaces, and the commitment in 2021 to make decisions that benefit the health and wellbeing of our community now and into the future.[18]

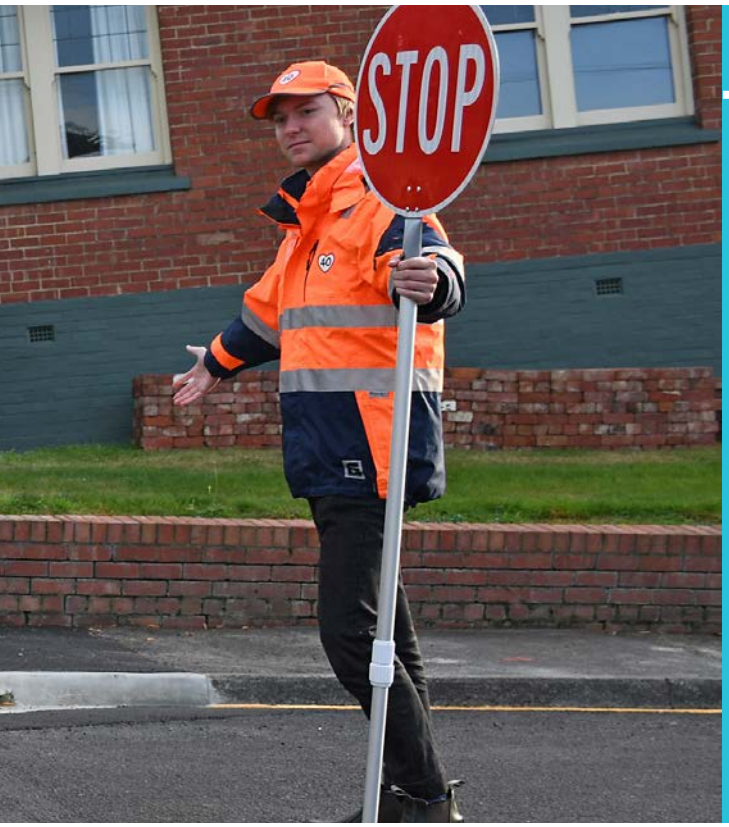
## Economic benefits and costs of how we travel

How we travel can have a significant impact on household budgets. An average household in Hobart spends $408.55 on transport per week, and Hobartians are paying the greatest proportion of their household income towards transport of any major Australian city[19]. The majority of transport costs are associated with owning and running a car or motorcycle – fuel, licensing and registration, loan repayments, insurance, servicing and roadside assistance.

Choosing to ride, catch public transport or use car share for those extra trips, and avoiding a second car can make a big difference to household budgets. This strategy aims to deliver more diverse, reliable and affordable transport options to reduce transport costs.

How we choose to travel also has impacts on the city's economy and vibrancy. People spend money, meet others and interact with our city when they are outside of their car. So although it may seem counterintuitive, the more parking provided on our streets, the less money our economy makes, and the more it costs society.[20]

For every kilometre driven in a car, there is a 58 cent cost to society[21]. This cost is in the form of pollution, noise, traffic congestion, accidents, reduced health outcomes from sedentary behaviour, land use costs and ongoing road maintenance and investment.




# – Case Study

## Multi-modal travel: a young family

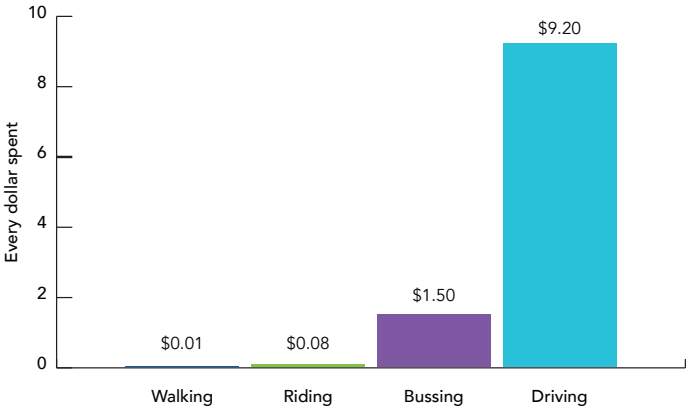
Sam, Alex and their two kids live in Sandy Bay. Sam and Alex would both drive to work, and rotate dropping their kids off at school during the week. Recently, they have sold their second car.

Now the family use public transport when travelling to and from the CBD and their bikes for local trips. Since selling their second car, Sam, Alex and their kids are more aware about how they use their car, which has reduced the amount of money they spend on transport.

18. Tasmania Statement, 2021
19. Transport Affordability Index, Q2 2023, Australian Automobile Association
20. Streets as Shared Spaces Program, Urbis, 2020
21. Divorcing growth from the car, Deloitte, 2018




And for every dollar spent on respective modes by governments, we see the following costs[22]:




Through engagement with our community, we know that improved access to centres with more space for people, shade, trees, seating, and safer crossings would encourage you to visit more often and to stay for longer. This finding was noted by residents, visitors and workers commuting to the City of Hobart. We have an opportunity to provide more spaces for people and make simple changes to our streets to make them more comfortable and safer, and encourage people to stay for longer, generating greater engagement and economic activity.

Congested roads, limited walking and bike riding infrastructure, and low public transport usage create transport inequity across Greater Hobart. High proportions of incomes are spent on cars and transport by people living in areas poorly serviced by public transport and without active transport options[23].

We also know that about 10% of Greater Hobart households do not have access to cars[24] and as such rely on public transport and active transport for trips.

Providing transport options suitable for everyone in our community, including more active and public transport, supports a more equitable city.

22. The Comprehensive Costs of Transportation and Metro Vancouver, George Poulos, 2015
23. City of Melbourne, 2019
24. Australian Bureau of Statistics, 2016-2018

## The relationship between parking, transport and our economy

There is a strong relationship between providing parking, its availability and price, and the use of public transport and other modes.

Car parking availability and price is a significant determining factor for how often we use our cars. If cheap and convenient parking can be accessed at our destination, we're more likely to drive. Therefore, the plentiful, free or low-cost parking we have in Hobart contributes to high car use as it reduces the overall trip cost. This directly competes with public transport. Additionally, the allocation of street space to car parking reduces the effectiveness and performance of other modes of transport (bike riding, public transport) that need that space to function. Car parking is one of the largest users of space in the city.

Car parking across our city is currently provided to users at relatively low cost, with on-street parking highly accessible and within walking distance to major destinations and centres. Ensuring that parking pricing and availability settings are balanced with other modes can ensure more equitable access for everyone.

The management of parking is also a key strategy to supporting economic sustainability, with cities that have lower car use seeing greater economic benefits[25,26]. By managing parking more efficiently we can encourage use of public transport and active transport while also prioritising limited space for people who do need to drive and reducing traffic congestion. This will increase liveability and boost locally owned small businesses and our city's financial sustainability.

It is important to note that the benefits of car parking management are only realised if attractive options that provide a genuine alternative to private car use are provided. This strategy prioritises choice in how we move to support this transition.

## Increasing density within our city will help to increase sustainable transport use

The integration of transport planning with land use planning is a key strategy to support the sustainable population growth of our city without creating greater dependency on cars. By better utilising land, we can facilitate economic growth through encouraging more medium density housing in close proximity to services and public transport.

25. Reducing Car Dependence Has Economic, Environmental, and Social Benefits, Susan Handy, 2020
26. What are the economic benefits of car-free cities?, Geraldine Herbert, 2023



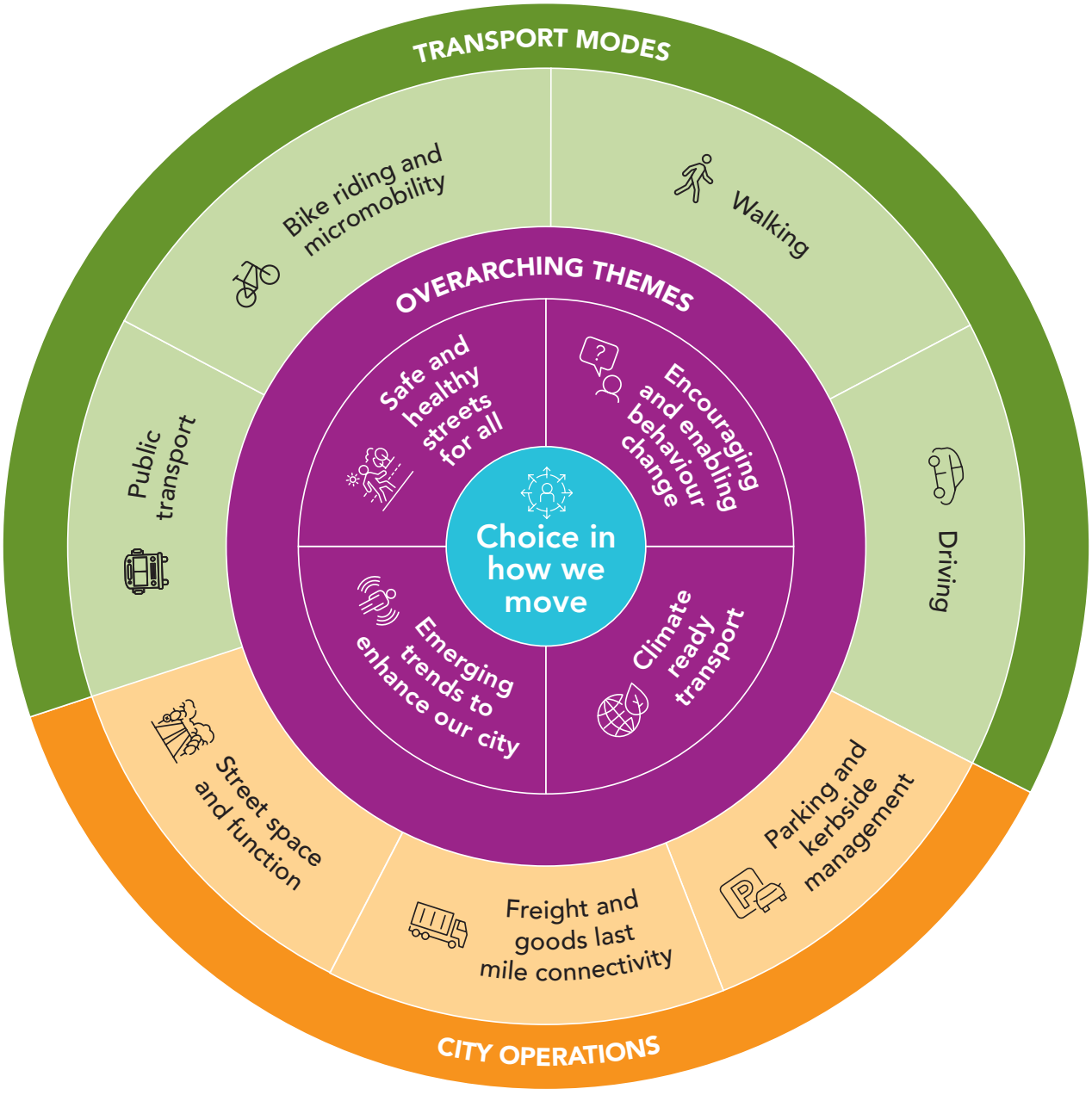
# Transport strategy structure

Providing transport choice is a key objective of this strategy, with Choice in How We Move the central theme underpinning all themes and implementation actions. Three areas of focus have been developed to support Choice in How We Move:

**1. Overarching Strategy Themes:** Represent core values to underpin this strategy and guide our work towards the Cityof Hobart vision.

**2. Transport Modes:** Represent the main ways we move around the city and help to organise initiatives for particular transport modes.

**3. City Operations:** Represent how key aspects of the transport system support the city's economy, environment and liveability and contribute to our vision.



## Choice in how we move



Providing choice in how the City of Hobart's residents, workers and visitors travel underpins all themes and implementation actions of this strategy. People will be able to choose the travel mode that best suits the trip they are taking for their circumstances by making it easier and convenient to choose from a range of different transport options.

# Overarching strategy themes

### Encouraging and enabling behaviour change

Supporting and encouraging people to use sustainable transport modes like walking, riding and public transport to move around the city. We will educate, provide information and communicate messages that enable people to explore new ways of travelling.

### Safe and healthy streets for all

Making the City of Hobart safe, accessible, healthy and connected to places people want to go to. Streets will be attractive places where people feel safe, protected from the weather, can walk or ride freely, and connect with their neighbours and local businesses.

### Climate ready transport

Moving the City of Hobart towards zero emissions. Road transport is the largest contributor in Hobart's community emissions at 50.1%[27]. Increasing our use of active and public transport is an important way we can contribute to meeting our zero-emissions goal. The emergence of new fuel technologies for cars and other vehicles is a trend that will continue into the future and will further support our vision for zero emissions from transport.

### Emerging trends to enhance our city

Valuing our city and recognising that emerging trends and technology can support or hamper what makes Hobart special. New technology can, and has already, supported the delivery, operation and implementation of our transport system. We will take a strategic view to new trends and technology in Hobart to make sure it is fit-for-purpose and location.




# Transport modes

## Walking

Walking, or using a wheelchair, is the most fundamental mode of transport for all of us, every day. Whether it's walking from the bus stop or car park to the shops, to school or for exercise. Hobart has the highest per capita walking of all Australian capital cities – it's a mode of choice for many, for many trips. We will support safe and enjoyable walking trips through and to our city. Walking is a focus for the Transport Strategy as a priority in our planning, design and management of the city.

## Bike riding and micromobility

Ensuring short and medium trips can easily be made by bicycle, e-bikes and e-scooters. We will build a connected network of safe and comfortable paths, separated from traffic, and streets in Hobart to enable people of all ages and abilities to choose to ride for more trips.

## **Transport modes** (Continued)



### Public transport

Enabling customer focused public transport that is convenient, connected, fast and safe can provide a real travel choice. We will work with the Tasmanian Government to improve our public transport connectivity and services. Engagement findings showed that public transport is a high priority for our community.



### Driving

Recognising that some trips around Hobart must be made by car or motorcycle. They are made to or from places that are hard to serve by other modes, and they are sometimes complicated and occur at awkward times. Cars, motorcycles and other private motor vehicles will continue to be another way people move around our city. These types of trips are ideal for places that are not well-serviced by other modes, include multiple stops, or occur at awkward times. When we choose to travel by car or motorcycle, these trips should be safe and convenient. The movement system must provide for these trips equitably, affordably and safely.

## City operations



### Street space, function and management

Creating better space for people and places in Hobart. This means that we need to be more efficient in the use of our street spaces and their function. This includes considering the role and value of our footpath space in creating places for people. We will use frameworks like Movement and Place to inform our decisions.



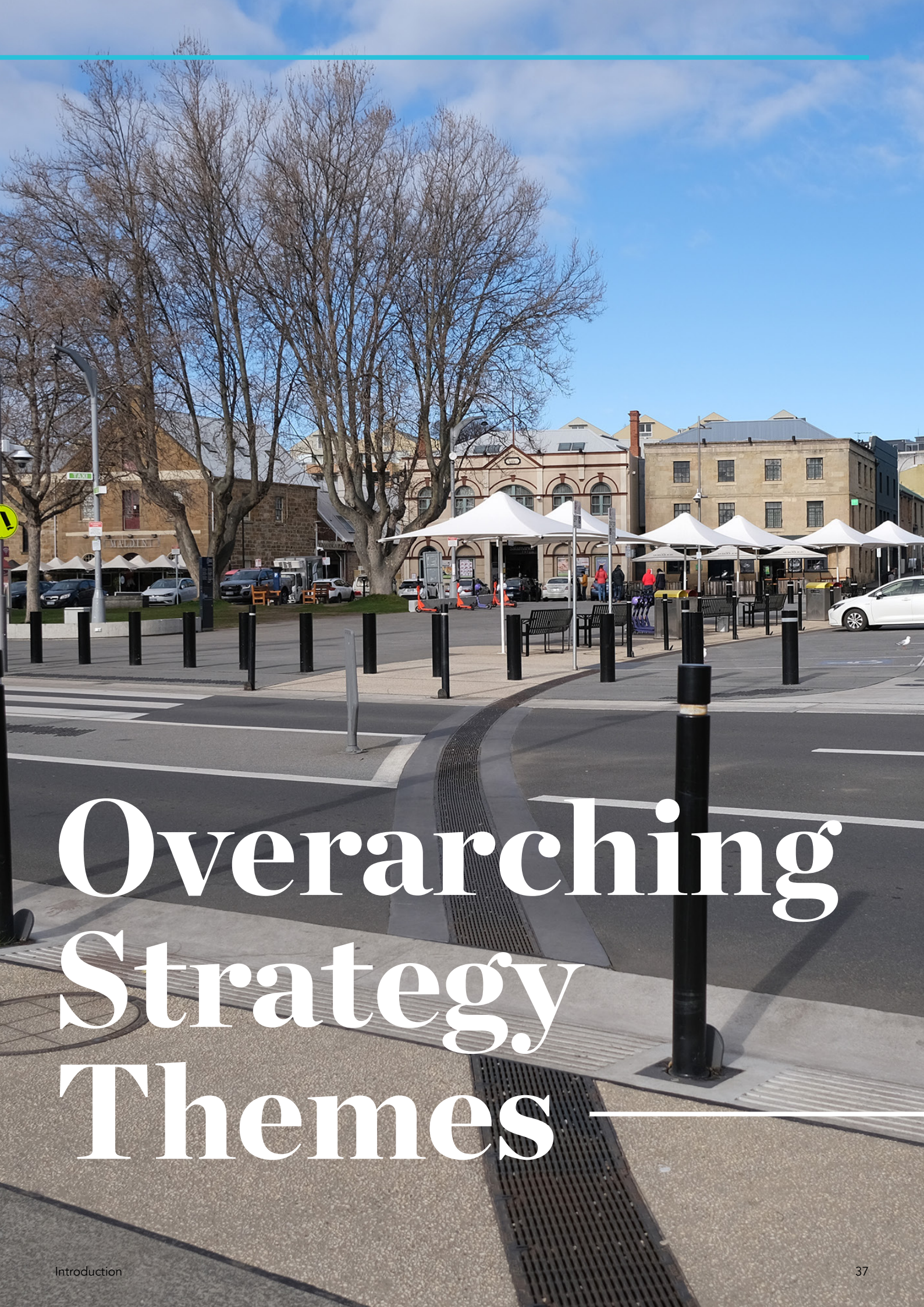
### Freight and goods last mile connectivity

Facilitating deliveries is important for the economy of the city – retail, hospitality and other city functions rely on the availability of stock and supplies. We want our last kilometre freight delivery to be efficient, environmentally sustainable and supportive of local business needs.



### Parking and kerbside management

Kerbside space is important for the transfer of people and goods into and out of the city and for the economy of Hobart. Managing kerbside space for many purposes such as loading zones for delivery and passenger drop offs and pick ups, bus stops, storage for cars, motorcycles and bikes, and for other important city functions such as on-street dining, tree planting and waste collection. Kerbside space is limited so we need to balance and be efficient with our allocation of this space.



# Overarching Strategy Themes




# Hobart does better when more people have more choice.

# Choice in how we move

Transport is an important aspect of liveability and people's ability to access the places, services and activities necessary during their everyday lives. Every time we leave our homes we make a decision, conscious or otherwise, about how we will travel to the places we need to go. For some people this decision is from a wider range of options than others, but for the vast majority of people these choices vary from driving to walking, riding a bike, or catching public transport.

## We all use different modes of transport

People are multi-modal and regularly use different modes of transport across any given journey, day, week or month. This varies in both the short and long term as people's needs and priorities change.

At different times of the day people can choose to travel differently depending on the weather, to travel with others, or for other reasons. At various stages of life, people use some forms of transport more or less than others, due to their life circumstances. For example, the very young and very old are unable to drive cars, similarly, others are unable to walk or cycle for the trips they need to make.

One common factor is that people with more transport options available will use them more often, giving them greater access to goods, services and activities. People who live in places with fewer travel options will have less opportunities overall.

A highly liveable, prosperous and resilient city is one where people have a range of transport choices available to them each day and at each stage of their lives to undertake different activities. It is the aim of this strategy to improve the variety of transport modes available to the most people to increase the accessibility and liveability of Hobart.

## Mode choice and transport equity

Transport equity means working towards a fair, inclusive, and sustainable transport system that allows all people to access everything that Hobart has to offer. For many people, the cost of transportation is a significant factor. A transport system considers affordability, ensuring that transport options are equitably available and accessible to all.

Similarly, access to transport is a key factor in accessing economic opportunities. When transport options are equitable, individuals from all backgrounds have equal access to jobs and services, contributing to economic growth and reducing social disparities.

## Integrated transport and land use planning supports mode choice

Settlement patterns and how we use land influences how we move. Having an integrated mix of residential (at different densities), business, community, and educational land uses creates higher concentrations of activity and movement and better-serviced communities. Areas that are well-serviced by transport infrastructure provide more capacity for people to move and connect, and become more desirable areas to live, socialise and do business.

A good integrated transport system is one where all modes of transport are balanced and integrated and support adjacent land uses to increase the liveability of the city. Public transport and walking are highly correlated modes of transport and city streets are where this integration is the most important. Motor vehicles such as cars and motorcycles need to support essential trips in the city without causing undue adverse impacts on the operation and utility of walking, bike riding or public transport networks. These networks will help prevent streets and roads becoming overloaded with traffic and operating less efficiently.

**The implementation actions of this strategy work towards creating greater Choice in How We Move:**





Private motor vehicle travel representing the majority of all trips taken:

**77% of weekday trips and 84% of work trips.**



# Encouraging and enabling behaviour change

Our transport network will need to be managed more effectively as our population changes to ensure we enhance the liveability and productivity of Hobart. For this, active and public transport need to be modes of choice.

The decisions behind how we decide to travel are complex. What are we capable of? What does our environment enable us to do? How motivated are we? These factors play an important role in whether we decide to walk, ride, catch public transport or drive. Growing our capabilities, environment and motivations related to sustainable transport options will help to encourage greater mode choice.

We know that behaviour change is driven by three factors: our ability to participate, our environment and our motivation to change[28]. So, understanding how and why people make their transport decisions, including what barriers they face, is fundamental to designing effective methods to influence behavioural shifts.

The City of Hobart will encourage travel behaviour change in partnership with all levels of government and private sector organisations and in conjunction with delivery of infrastructure to support transport choice.

For greatest impact, travel behaviour change programs are best tailored to specific behaviours, contexts and audiences, and can include:

- **Supporting community:** Delivering community education campaigns to improve awareness about sustainable travel options; increasing capability through upskilling community programs such as with active transport confidence workshops, engaging with community through activations.
- **Supporting growth and development within Hobart:** Delivering community campaigns alongside the opening of new infrastructure such as protected bike lanes, changes to key transport routes and the release of policies.
- **Targeting congested precincts and network disruptions:** Assessing the impact of congestion and disruptions, supporting precinct level change when the environment or external factors require changes to behaviour to occur.
- **Partnering with workplaces:** Supporting organisational level change through green travel plans, which encourage sustainable travel through behavioural insights and practical initiatives, incentives and interventions.

28. COM-B, Susan Michie, 2011

- **Activate Hobart through major events:** Working with venue managers and event organisers to encourage the use of public transport and active transport to major events and integrating transport choices into event planning and promotion.
- **Focusing on travel to and from school and supporting students and families:** Offering schools a range of free resources, tools and incentives to enable students, parents, carers, staff and visitors to leave the car at home and actively travel to school to encourage healthier, more active lifestyles for students and families, increase road safety awareness, provide safer streets and help tackle traffic congestion.

Travel behaviour change initiatives need to occur alongside improvements to infrastructure and services to ensure their success – having a positive experience when using a new transport mode makes us more likely to repeat the behaviour and make it part of our routine. Behaviour change in tandem with infrastructure investment will be necessary to provide mode choice, and supporting more sustainable travel within Hobart. An example of this was the delivery of pop-up bike riding infrastructure by Transport for NSW in Sydney during 2020, in association with the COVIDSafe Travel Choices communications campaign to highlight the choices available.




# – Case Study

## Cycling Works Campaign: London, UK

Employers in London established the Cycling Works campaign to advocate to government agencies to deliver improved bike riding facilities: providing protected bike routes for their staff.

The employers recognised the health and environmental benefits: fitting exercise into a daily commute makes for healthier, more productive teams, reduces air and noise pollution and congestion on roads. The benefit of active transport to local retailers was also a key determinant in the campaign, with people riding and walking spending more money than people driving: supporting small businesses and the city's economy.

Some of the protected bike lanes delivered following the campaign now move five times as many people as the vehicle lanes next to them.



## Encouraging and enabling behaviour change – Implementation Plan

To encourage and enable behaviour change, the City of Hobart will:



Work with our community to raise awareness and seek opportunities for travel behaviour change.



Work to implement travel demand initiatives within the City of Hobart, demonstrating leadership as an organisation.



Work with the Tasmanian Government and other stakeholders on behaviour change initiatives, including to improve public transport uptake, travel demand management for planned disruptions, alignment with infrastructure investment, partnerships with local governments, schools and workplaces for travel planning.

Delivering the following actions will encourage greater use of active and public transport and complements investment in infrastructure.

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **City of Hobart leading on travel behaviour change** | | | | |
| 1.1 | A.1 | **Develop a Strategic Communications Plan** for Transport, to ensure a cohesive, city-wide approach to communicating the City's projects, policies and programs for transport and events that are aligned with overarching strategy themes. | Deliver Project | |
| 1.1 | A.2 | Establish an internal **Transport Strategy Steering Group** to enable strategy objectives to be supported organisation-wide. | Deliver Program | |
| 1.1 | A.3 | Create a **travel behaviour change program** with dedicated officer resourcing to lead and coordinate the delivery of behaviour change actions within this strategy. | Deliver Program | |
| 1.1 | A.4 | Refresh the **City's workplace travel plan** to support staff behaviour change. | Deliver Project | |
| 1.1 | A.5 | Identify opportunities to promote active transport and collaborate with community and stakeholders through public events and activations (e.g. ride to work day, car-free day). | Deliver Policy | |
| 1.1 | A.6 | Prioritise **travel demand management** for events and ensure that disruption to transport networks is well-managed and aligned to the overarching themes of the strategy. | Deliver Policy | |
| 1.1 | A.7 | Support **behaviour change initiatives** with schools through School Access Travel Plans. | Partner | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Enabling our community** | | | | |
| 1.2 | A.8 | Support the formation of active transport and public transport advocacy community groups for ongoing collaboration with the City of Hobart. | Partner | |
| 1.2 | A.9 | Publish journey to work data as part of the City's 'State of the City' Data Dashboard. | Deliver Project | |
| 1.2 | A.10 | Empower our community to develop knowledge and capability in transport. | Deliver Project | |
| **Working with stakeholders and advocating for behaviour change to support transport choice** | | | | |
| 1.3 | A.11 | Partner with the Tasmanian Government and other stakeholders on behaviour change initiatives, including to improve public transport uptake, travel demand management for planned disruptions, alignment with infrastructure investment, partnerships with local governments, schools and workplaces for travel planning. | Partner | |
| 1.3 | A.12 | Partner with the Tasmanian Government to undertake a baseline assessment to understand the existing barriers to transport related behaviour change to inform subsequent travel demand management strategies and approaches. | Partner | |
| 1.3 | A.13 | Partner with the Tasmanian Government to monitor and evaluate Behaviour Change programs | Partner | |
| 1.3 | A.14 | Advocate to the Tasmanian Government for a comprehensive behaviour change program to support public and active transport uptake and complement infrastructure investment. | Advocate | |

# Safe and healthy streets

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.

Creating these types of streets encourages people to stay and spend more time with their friends and neighbours, and spend more money with local businesses. Safer streets and places are ones where it is easy to cross, even if you are a child or have a disability, feel safe during the day and at night, and therefore encourage people of all ages, abilities and cultures to participate in city life. They are also attractive with shade and seating to make journeys and experiences comfortable.


MARKET
JACK&JONES
Superior

We know that barriers such as lack of crossings, high traffic speeds, uneven paths, lack of weather protection or lack of access to sun in winter, and no seating or places to rest, deter people from walking and participating in their community.

We want to ensure that these aspects are considered so we can build safe and healthy streets. Our aim is to create streets that encourage people to move around freely, comfortably and safely to where they want to go, particularly if walking and riding bikes. We want these streets to be 'sticky', with a design and activities that encourage people to stay to shop, socialise and relax. In some locations this may mean that allocation of space may need to be re-balanced to be more comfortable and safe for people walking and riding bikes. This could also include reducing speed limits and planting street trees.

## What is Healthy Streets?

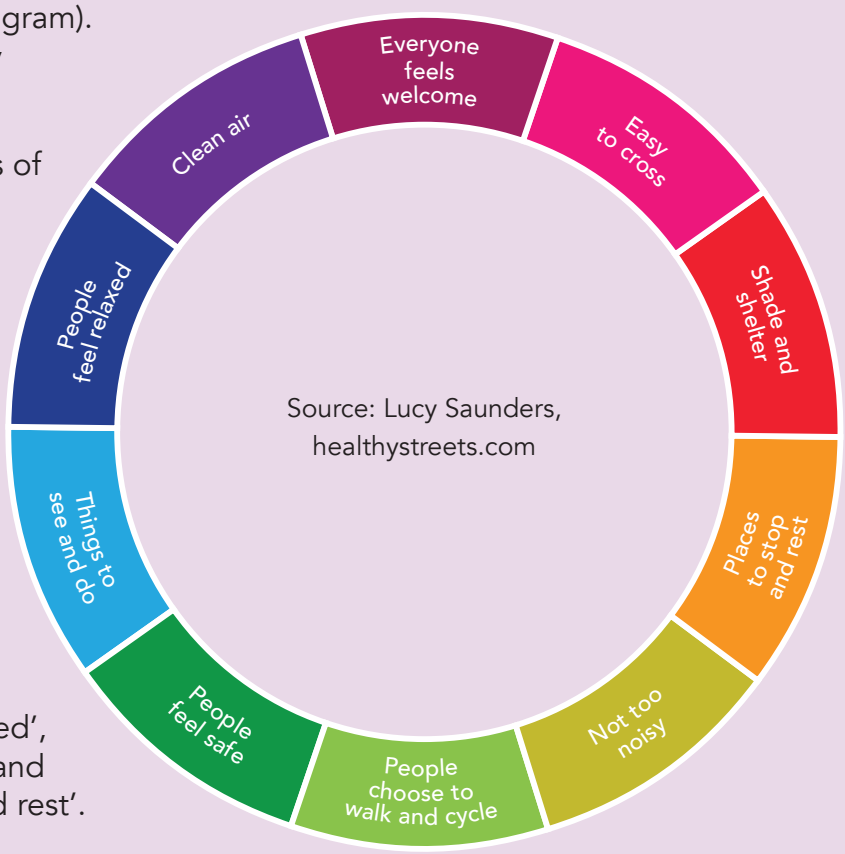
Healthy Streets is a framework which is not just about changing the whole street but the whole system.

A healthy street is one where people feel welcome, relaxed and safe, where people can choose to walk and ride their bike and spend time.

There are ten Healthy Street Indicators to assess streets as being inclusive and healthy environments (refer to diagram). The key principles around healthy streets are:

- Address the big health impacts of urban transport by striving for 'clean air', 'not too noisy' and safety by making it 'easy to cross' and 'people feel safe'.
- Everyone needs an accessible environment to be active every day by designing our streets so 'everyone feels welcome' and 'people choose to walk and cycle'.
- The environment needs to be pleasant by addressing the indicators of 'people feel relaxed', 'things to see and do', 'shade and shelter' and 'places to stop and rest'.

There are a number of tools that can make Healthy Streets easier to implement – the Healthy Streets Design Check, which assesses existing streets and proposed designs, the Healthy Streets Index, which measures how streets look and function within a region, and Healthy Streets community survey tools, which measure what people think of their streets.



## What are the benefits of street greening?

Street greening is a way to deliver Healthy Streets in Hobart. There are a number of benefits in strategically placing trees and vegetation along streets throughout the city:

**Improved amenity of streets creates more enjoyable environments for people to spend time in, calms traffic and leads to increased walking and bike riding activity along streets generating greater economic activity.**

**Improved physical and mental wellbeing.**

**Enhanced plant diversity, urban biodiversity and air quality within the City of Hobart.**

**Increased shade and shelter from street trees supports the cooling of the environment, helping to mitigate the effects of climate change.**

Street greening aligns with the City of Hobart Street Tree Strategy and associated targets.





Integration of Healthy Streets principles in the concept plan for Maylands Town Centre, Western Australia.
Source: ASPECT Studios

The **Hobart Transport Strategy 2024** will deliver Healthy Streets by:

**Prioritising urban greening to create safer and greener streets for active and public transport.**

**Ensuring all road and street projects consider Healthy Streets principles:**

- **Rethinking traffic management options to consider user priority, changes to the width of the street and use or phasing of traffic light signals[29].**
- **Redesign the street – align with objectives and character to redesign the street, using principles such as Healthy Streets and Safe Systems, following consultation.**

**Ensuring the Parking and Kerbside Management Plan is informed by Healthy Streets Design Check.**

## Towards Zero: Tasmanian Road Safety Strategy

The City of Hobart supports the Towards Zero Strategy. The strategy outlines a short-term target of reducing the number of annual serious injuries and fatalities on Tasmania's roads to fewer than 200 by the year 2026. To achieve this goal and to move towards the ultimate vision of zero serious injuries and fatalities on Tasmanian roads, the Safe Systems Approach to road safety is used.

The Safe Systems Approach is a belief that all road related serious injuries and deaths are preventable and therefore no loss of life is acceptable. It views human life and health paramount to all else and is the first and foremost consideration when designing a road network. People are at the centre of this approach, so that mistakes don't cost lives.

The following principles underpin Safe Systems: we will make mistakes, our bodies are fragile, we need to create a more forgiving road system and road safety is everybody's responsibility.



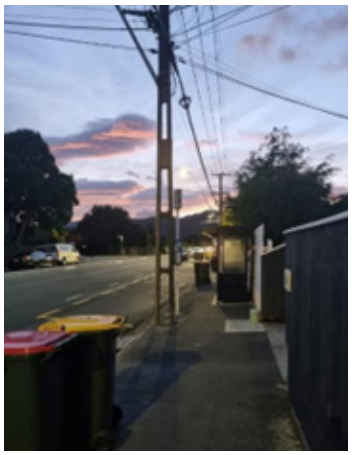

29. Better Streets Delivered, Transport for London, 2013

## We will manage clutter on our footpaths

Have you experienced footpath obstacles when walking? Perhaps a bench, pole, hoarding signs on footpaths, phone box, dining tables and chairs, uneven pavement or bike or e-scooter parking. Some obstacles are temporary while others may be fixed in place. These obstacles can be frustrating but can often present a safety hazard for footpath users. Visual clutter designed to improve the environment can also reduce the amenity of our streets.

We know that these small obstacles can impact the experience of walking or riding around the city. Visual and physical obstacles at intersections can also create unsafe situations for motorcycles. To manage this, the City of Hobart will adopt a strategic approach to footpath objects: ensuring the flow and safety of people while balancing the amenities within our public spaces. Decluttering streets creates opportunities for further improvements such as street greening, improved amenity and more space for people walking. This will also make it easier for people to move around our city with mobility devices such as wheelchairs, mobility scooters and prams. We will aim for smooth paths with defined areas that are free of clutter.

There are some simple actions we can do quickly to improve comfort and safety. We will make sure our maintenance systems prioritise footpath hazards and our local laws enforce our clutter free zones on footpaths. We will also define, and enforce using geo-fencing technology, places for share scheme e-scooters to park so they don't block the path of travel. In locations where there is limited footpath space, it may include investigating on-street locations for e-scooter and bike parking.



Footpath clutter in Wellington, NZ
Source: Craig Stansfield

The **Safe System Approach for Tasmania** has four essential and intersecting elements:

**Safe Road Users – encouraging safe behaviour through education, enforcement and regulation.**

**Safe Roads and Roadsides – designing and maintaining roads to reduce the risk and severity of crashes.**

**Safe Speeds – establishing speed limits that are more appropriate to the safety features of individual roads.**

**Safe Vehicles – designing vehicles that protect occupants, lessen the likelihood of a crash and simplify the driving task.**

## Safe and healthy streets: Implementation Plan

To encourage and enable behaviour change, the City of Hobart will:



Create places where all people, regardless of age, gender, ability and culture can, move around is important to the City of Hobart. We know that accessibility barriers such as uneven footpaths, narrow or blocked footpaths and non-compliant kerb ramps that make it hard to access the footpath or cross the road can disadvantage people moving around their city.



We will ensure principles of universal access for people of all ages and abilities are incorporated into everything we build so that all people can move around the city freely and safely, including people in wheelchairs and mobility devices, using a blind cane, walking frame or pushing a pram.



Deliver the following actions, further detailed in the Implementation Plan, will help to create healthy, liveable and connected spaces to positively influence the future of our communities to meet the Tasmania Statement. We will adopt Movement and Place and Healthy Streets principles and deliver safe roads in accordance with the Towards Zero Tasmanian Road Safety Strategy.

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Principles for speed limit management** | | | | |
| 2.1 | A.15 | Develop a Speed Limit Reduction Policy, including a review of existing lower speed limits, which establishes principles for where and why speed limit modifications will be considered and sought. | Deliver Policy | |
| **Micromobility programs in Hobart** | | | | |
| 2.2 | A.16 | Continue to work with our operator on the management of e-scooters to prioritise pedestrian safety. | Partner | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Deliver Healthy Streets** | | | | |
| 2.3 | A.17 | Ensure City of Hobart policy for trees and bike lanes is adhered to in greening in streetscape improvements as standard. | Deliver Policy | |
| 2.3 | A.18 | Ensure new plantings are located to support active transport and amenity objectives. | Deliver Policy | |
| 2.3 | A.19 | Prioritise active transport routes and public transport stops for new street plantings. | Deliver Policy | |
| 2.3 | A.20 | Create clear and well-designed universally accessible pedestrian routes with incidental green spaces for sitting, information provision and weather protection. | Deliver Program | |
| 2.3 | A.21 | Integrate Healthy Streets design principles in street design. | Deliver Policy | |
| **Prioritising vulnerable road users** | | | | |
| 2.4 | A.22 | Continue to enhance vulnerable road user safety through improved infrastructure. | Deliver | |
| 2.4 | A.23 | Continue to develop traffic management improvements to improve pedestrian accessibility within the City of Hobart CBD, schools and key retail precincts. | Deliver | |
| **Advocacy for safe and healthy streets** | | | | |
| 2.5 | A.24 | Advocate for baseline data collection and road safety and usage data hub for use by local governments. | Advocate | |



# Climate ready transport

Transport has a key role to play 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.

We achieve climate ready transport by urgently reducing transport emissions to zero, building resilience to adapt to climate change, being prepared for increasing extreme events such as bushfires, heat and floods, and by restoring nature by creating green active transport corridors.

Hobart is experiencing more extreme and severe events such as bushfires, heatwaves, floods as well as coastal inundation as a result of climate change. Climate change is principally caused through emissions of greenhouse gases that come from burning of fossil fuels – petrol and diesel.

Transport currently contributes to half of the Hobart community's emissions (50.1%). Reducing these emissions will require an integrated approach, working with our community and key stakeholders.

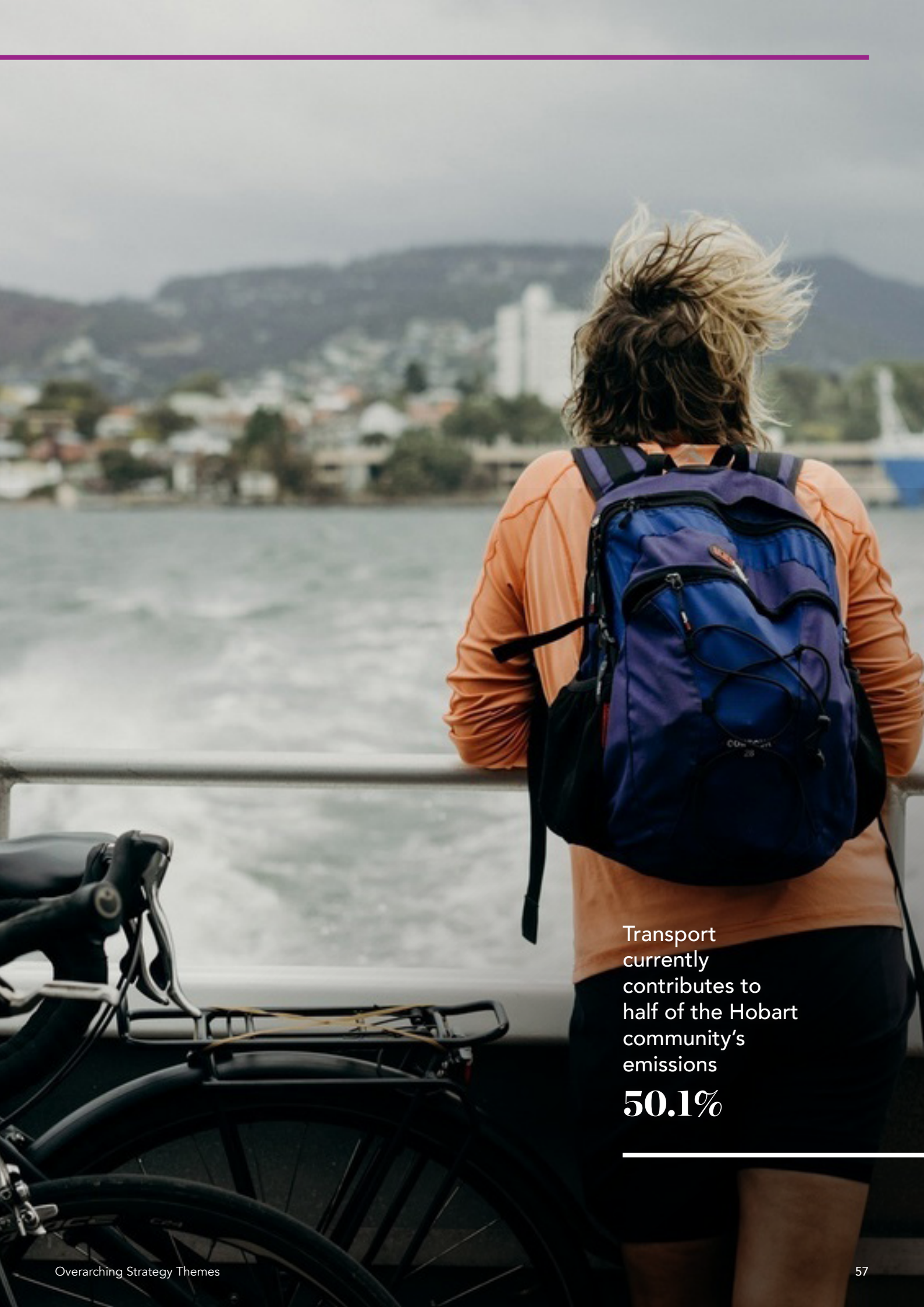
The biggest impact we can make collectively to reduce transport emissions, and to support the vision of this strategy, is to support a shift to walking, bike riding and public transport use.

Walking and bike riding are the most climate-friendly and sustainable modes of transport. These modes reduce local air pollution: with each kilometre shifted from a car to walking and bike riding, there is a reduction of approximately 177g of $CO_2$ emissions and a reduction of up to 162g of $CO_2$ emissions for trips on public transport.

Where we can, replacing car trips with active and public transport trips is an immediate way we can reduce emissions. This mode shift 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 the transition of our own vehicle fleet, will make our passenger system climate ready. We will support and advocate for this transition.

We recognise that while advances in vehicle technology can support our shift to zero emissions transport, if we make electric cars comparatively more attractive than public transport, walking or bike riding, we will end up with a congested, car-centric city. This raises equity considerations, with the cost of one transport mode being subsidised over others. There is the opportunity to electrify transport services and fleets that are used by a significant number of people. This includes City of Hobart fleet vehicles, buses servicing the city centre and key routes, delivery and service vehicles, and point to point services like taxis.



Transport currently contributes to half of the Hobart community's emissions

**50.1%**

## Climate ready transport – Implementation Plan

We will create a zero emissions and climate ready transport by:



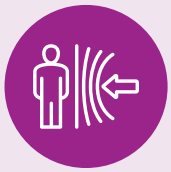
Creating a city for walking, bike riding and public transport.




Supporting the transition to zero emissions vehicles.



Transitioning the City of Hobart fleet to zero emissions vehicles.



Building resilience to adapt to climate change and being prepared for increasing extreme events such as bushfires, heat and floods.

Delivering the following actions ensures that the future direction for transport in our city is governed by our sustainable vision where we prioritise zero emissions and energy efficient transport to improve liveability.

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Increasing active and public transport choice** | | | | |
| 3.1 | A.25 | Create a city for walking, cycling and public transport. | Deliver Policy | |
| 3.1 | A.26 | Advocate for zero emissions public transport | Advocate | |
| **New fuel technologies** | | | | |
| 3.2 | A.27 | Develop a policy and clarify community expectations around future fuels and infrastructure for all transport modes, clearly defining the City of Hobart's role, broader strategy objectives and vision. | Deliver Policy | |
| 3.2 | A.28 | 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. | Deliver Program | |


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# Emerging trends to enhance our city

New technology is constantly evolving, changing the way we live and move. The boundaries of what is possible are expanding and many factors that kept the balance between accessibility and liveability are now shifting. Fuel efficiency and comfort in cars allows us to drive further, and battery technology is revolutionising cars, bicycles, scooters, motorcycles and other modes of transport.

Technological disruptions are occurring across numerous industries and sectors, from the media we consume to 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.

Some of these influences are enabled by new technology, other trends are driven by market forces or gaps in regulation. The increasing size of private motor vehicles is one such trend that is likely to present challenges for this strategy, particularly in how we allocate street space and in parking and kerbside management.

New technologies and ideas often create inflated expectations early in the process. The full range of impacts and unforeseen consequences can take time to eventuate.

## Balancing risks and opportunities

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 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.

The challenge in this case is to 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

## Legislation and regulation

Laws and regulations are based on years of collective experience but have difficulty regulating new innovations that were previously impossible. Some new inventions that are commonplace now were recently unimaginable and this trend is not likely to slow down.

New regulations may be required to ensure technologies that arrive in Hobart have a positive impact and that negative effects are well managed.

There is also already an array of existing powers that governments have in dealing with new actors, however these will need to be assessed for their suitability and risk before proceeding with trials or widespread adoption.

## Standards and governance

There are many examples in history of mis-matched standards adopted by different jurisdictions leading to poor outcomes overall. When standards are developed for new transport technology they should be developed in the context of broader objectives and owned by the right level of government. For example:

- Making all car parking spaces larger because new cars are larger, resulting in fewer car parking spaces overall.
- Setting regulations for electric car charging or allowing the market to decide on charger and plug types.
- Allowing electric chargers to only be used by cars or allowing for use by other electric vehicle types such as buses, delivery vehicles, bicycles and scooters.

## What is City of Hobart'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. This includes 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.

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

The City of Hobart should approach new transport interventions and technology with an optimistic but sensible approach. This would involve assessing new initiatives not covered by this strategy in alignment with the principles, policies and targets set by this strategy. This needs to be done with awareness of potential adverse outcomes to the objectives of this strategy and the liveability of Hobart.

It is also possible that any new initiative may touch several areas of the Tasmanian Government or other authorities with regards to adjacent regulation such as air services, noise pollution or otherwise.

Opportunities where the use of technology can help us to solve challenges on our transport network and deliver lasting benefits:



**Providing greater choice in public and active transport use to help reduce car ownership.**



**Providing alternative options to private vehicle ownership through the shared economy.**



**Improving road safety.**



**Improving driver awareness of pedestrians bicycles and motorcycles.**



**Freeing on-road public transport from traffic congestion.**



**Increasing vehicle occupancy and the sharing of cars for existing trips.**



**Managing demand for road space across different modes to move more people more efficiently.**



**Managing the provision and use of our kerb space.**



**Providing agile information to help people choose the best travel options for respective trips.**



**Capturing and sharing movement data, particularly for people walking, bike riding and using public transport to allow for better planning by individuals and agencies.**



**Expanding the catchment of our public transport network through first / last mile connectivity.**

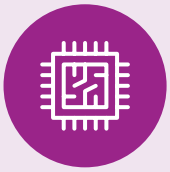


**Supporting the transition to climate ready transport.**

How we respond to emerging trends, technology and other disruptors and changes, further detailed in the Implementation Plan, will contribute to our overarching objectives for our streets and movement network.

## Emerging trends and technology – Implementation Plan

The City of Hobart will:



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.

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Emerging trends to enhance our city** | | | | |
| 4.1 | A.29 | Continue to monitor the 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 our economy, environment and people, is it equitable etc. | Deliver Policy | |
| 4.1 | A.30 | Use data to inform decision-making for new and emerging technologies that can support the objectives of this strategy. | Deliver Policy | |


FOLLOW THE
AMBER GLOW TO
THE DARK LARK
SINGLE MALT




# Transport Modes




The greater the number of trips by walking, bike riding, micromobility and public transport the fewer cars on our roads and reduced congestion. Best practice modal hierarchies from around the world are consistent in placing walking, riding bikes and micromobility modes, and public transport, as the three most important modes to a successful and sustainable city. This is followed by local freight services (deliveries and servicing), point to point transport such as taxis, and then general/ private traffic, including associated on-street parking.

People are multi-modal and regularly use different modes of transport across any given journey – day, week or month. This varies in both the short and long term as people's needs and priorities change. At different times of the day people can choose to travel differently depending on the weather, to travel with others, or for other reasons. At various stages of life, people use some forms of transport more or less than others, due to their life circumstances. Choice in how we move is important to providing an integrated and inclusive transport network.

Adopting Movement and Place principles and supporting greater multi-modal transport choice within the City of Hobart will help us achieve the vision for the future of Hobart and our movement network.



# Walking

We recognise that people use multiple modes of transport and for different purposes across Hobart each day. This represents travel to/from, within, and through the city.

Currently, the primary mode of travel by City of Hobart residents to their workplace is by private vehicle, with active transport representing a high proportion of mode share for an Australian city[30].

Walking is sustainable, space efficient, zero emission and low cost. Walking is integral to Hobart. Everyone walks or uses a personal mobility device: it is the main way people experience the City of Hobart and connect with each other. We have heard from our community 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 health care system while promoting local community engagement.

Walking encourages people to linger for

**63%**
of City of Hobart residents drive to work

**30%**
of City of Hobart residents walk or ride to work

**4%**
of City of Hobart residents catch public transport to work

30. Greater Hobart Household Survey of Travel, 2019

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.[31]

In the City of Hobart, 31% of people walk for weekday trips[32]. The proportion of people walking is considerably higher in residential areas closer to the CBD, indicating central Hobart is a walkable city.

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.

Walking is an important mode of transport for local trips, including journeys to and from school. Walking to school promotes better health outcomes through physical activity from a young age, and engagement with the local environment supports children's educational development[33]. Within Hobart, the average trip distance for active travel by residents to and from education is 1.2km, which represents 28% of trips[34].

Walking requires the least space of any mode of transport. We have heard from our community and know that the provision of seats, trees, safer crossings and more space for people are key factors that would encourage people to visit more frequently and for longer. By widening footpaths, we can create comfortable space for people and allow space for amenities like these.

31. Active Transport Strategy, Transport for NSW, 2022
32. Greater Hobart Household Survey of Travel, 2019
33. Benefits of walking: benefits for children, Victoria Walks, 2024
34. Greater Hobart Household Survey of Travel, 2019


FINDEX


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## Walking – Implementation Plan

The City of Hobart will:



Make walking faster, more convenient and easier.



Make walking more inviting and interesting.



Make walking safer and more comfortable.



Embed a walking culture within our city.

Enabling actions to achieve this include reallocating space from vehicles to people, increasing connectivity at intersections by providing crossing opportunities at the right locations and along desired lines, reducing crossing distances and wait times, and introducing traffic calming measures and slower speeds to reduce the risk of pedestrian injury by encouraging safer behaviours.

Making some of these changes may have an impact on traffic capacity in some locations. However, it will increase the safety of our streets, provide more travel choice and the capacity to move people. In our activity centres these actions can encourage people to stay, spend money and support local businesses.

This approach will be guided by the road user hierarchy, the Transport Network Operations Plan and frameworks such as Movement and Place. We know that local traffic access for residents, services and deliveries are important to supporting businesses and communities, and these will be maintained.

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Local Area Mobility** | | | | |
| 5.1 | A.31 | 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. | Deliver Plan | |
| 5.1 | A.32 | Support children's active travel to school through development of School Active Travel Plans. | Partner | |
| **Walkable city centre** | | | | |
| 5.2 | A.33 | Deliver on the actions of the Central Hobart Plan to support a walkable city centre. | Deliver Project | |
| 5.2 | A.34 | Assess network operations for key walking routes against the Transport Network Operations Plan and work with the Department of State Growth to further pedestrian priority. | Deliver Partner | |
| 5.2 | A.35 | Undertake a complete audit of the streets and pedestrian crossings in Central Hobart, prioritising accessibility and pedestrian safety upgrades using Walkability of the Elizabeth Street/New Town Road Corridor report methodology. | Deliver Program | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Walkable Hobart** | | | | |
| 5.2 | A.36 | Ensure that planned disruptions and works such as events or construction activities do not unduly impact footpaths in ways that are inconsistent with the directions of this strategy. | Deliver Policy | |
| 5.2 | A.37 | Continue to improve wayfinding and directional signage to, from and within Hobart. | Deliver Project | |
| 5.2 | A.19 | Prioritise active transport routes and public transport stops for new street plantings. | Deliver Policy | |
| 5.2 | A.20 | Create clear and well-designed, universally accessible pedestrian routes, with incidental green spaces for sitting, information provision and weather protection. | Deliver Program | |
| 5.2 | A.38 | Work with the Tasmanian Government to develop a Hobart Walking Plan. | Partner | |

# Bike riding and micromobility

The importance of bike riding and micromobility for short and medium trips has been recognised globally, with a recent acceleration in providing safe and connected infrastructure in other Australian and international cities leading to more people across ages and demographics choosing to ride.

Increasing the use of bike riding and micromobility as a mode of transport will support a healthy, sustainable, equitable and inclusive city. 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.

As a form of active travel, bike riding is quick and convenient, and also benefits our physical and mental wellbeing. Trips by bike are also valuable to our economy, with a $2.25 benefit to our economy for each kilometre travelled by a person riding[35], with a $14 return on every dollar spent on bicycle infrastructure[36].

You have told us that when riding you have safety concerns due to the limited network, insufficient space on streets and poor car driver behaviour. Concern for personal safety is a primary barrier that prevents people from riding. The type of infrastructure provided for people riding is proven to improve safety outcomes.

Research shows that potential bike riders feel most confident using physically separated infrastructure[37]. 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 gaps in a network, both within the City of Hobart and connecting to adjacent local government areas by continuing to deliver on the Greater Hobart Cycling Plan will improve conditions and help make bike riding the mode of choice for more people of all ages and abilities.

## Private e-bikes and e-scooters (micromobility)

E-bikes are growing in popularity and have the potential to deliver significant benefits for a city such as Hobart, with topography presenting challenges to some riding traditional bikes. E-bikes allow people to travel further, carry more items, travel uphill more easily and continue to ride as they age. This significantly increases the utility of the bicycle as a mode of transport when it is an e-bike.

35. Active Transport Strategy, Transport for NSW, 2022
36. PricewaterhouseCoopers, 2008
37. City of Melbourne, 2019


40

Private e-scooter ownership and use is increasing significantly across Australia. While there are safety and regulatory issues that are being addressed, the popularity of these vehicles is growing and they have the potential to expand the type of people using space efficient and low emission transport, especially on the bicycle network.

## Shared e-scooter and e-bike schemes (micromobility)

E-scooters have joined bicycles in Hobart as space efficient, accessible and low impact transport, especially for short trips. Evidence is emerging that people who would otherwise not be confident enough to ride are trying e-scooters for short trips. The shared e-scooter scheme is adjacent to both public transport and bike riding and adds another mode choice for people in Hobart. E-scooters have the potential to grow the proportion of people who are able to use the ever-expanding bicycle network of protected lanes and paths, in turn freeing up footpath space for pedestrians.

Currently e-scooter scheme use is cost comparable to taxis and app-based ride sharing services, and limited geographically. These factors limit accessibility for some sections of the community. In future, consideration should be given to expanding and supporting shared e-scooter schemes financially in the same way that public transport is funded, starting with equity-based access schemes in certain areas.

Data shows that there is an increase in bike riding and micromobility participation, especially concentrated to the provision of bike riding infrastructure[38]. We have an opportunity to leverage this growth and the future provision of bike riding infrastructure through targeted travel behaviour change campaigns to boost people's riding skills and confidence, raise the profile of bike riding as a safe mode of travel, and educate users of our streets on respectful behaviours. We also recognise the role of e-bikes and how pedal assistance can increase the trip range by bike.

# – Case Study

## Equity-based access: Denver, Colorado

E-scooters have been operating in Denver since 2018 when the city launched the Dockless Mobility Pilot Program. Through the pilot program, the Department of Transportation and Infrastructure determined that shared micromobility represented an opportunity to reduce single occupancy vehicle trips and enhance transit connectivity.

In 2021, new licencing agreements were developed between Denver City Council and operators Lyft and Lime aimed at developing a transparent public-private partnership.

As part of this agreement, e-scooter operators do not pay fees to the City of Hobart but are required to contribute a portion of revenue to support infrastructure improvements, maintenance and community initiatives.

Operators are also required to offer free opportunity and subsidising passes to Denver residents in need-based programs. This equates to an investment of nearly US $15 million in free and subsidised rides. The agreement also outlines opportunity areas: places of low vehicle ownership and high transit ridership. Operators are to improve their equitable access to e-sooters and e-bikes with a requirement of 30% of the fleet to operate in the opportunity areas.

Source: Denver City Council, 2023

38. Australian Bureau of Statistics, 2016

# – Case Study

## Cycling Safety Ordinance: Cambridge, USA

Protected bicycle lanes were mandated by the City Council in Cambridge, Massachusetts US, in 2019. The mandate requires the construction of separated bike lanes during a street redesign to deliver the Bicycle Network Vision. This mandate will add a 25-mile network to the city by 2026.

**What are the impacts of the protected and connected bike lanes so far?**

- There has been an 80% growth in the provision of protected bike lanes, which corresponds with 80% fewer bike riders using the footpaths – reducing accidents with pedestrians.
- Accidents between bikes and cars have reduced by 50% since 2012, with the severity of the crashes significantly reduced.
- Now 37% of residents either walk or ride their bike to work and 25% of people visiting the Cambridge business district arrive by bike.
- The number of children on bikes has increased by 3.5 times.

**What does the implementation look like?**

There are clear targets for the City of Cambridge to deliver each year to reach the 2026 goal. With the clear strategy, residents know that the protected bike lanes are going to be delivered. With events now focused on the design of the bike lane rather than a question of whether it is happening or not.

The use of clear design guidance and implementation goals throughout the program has streamlined the delivery of protected bike lanes in Cambridge. The provision of protected bike lanes shows a significant increase in use while supporting greater safety outcomes: decreasing accidents with both pedestrians on footpaths and cars on roads.

Operators are also required to offer free opportunity and subsidising passes to Denver residents in need-based programs. This equates to an investment of nearly US $15 million in free and subsidised rides. The agreement also outlines opportunity areas: places of low vehicle ownership and high transit ridership. Operators are to improve their equitable access to e-sooters and e-bikes with a requirement of 30% of the fleet to operate in the opportunity areas.

Source: City of Cambridge, Community Development Department, 2023



## Bike riding and micromobility – Implementation Plan

The City of Hobart will:



Remove barriers by making bike riding and micromobility safer and comfortable for people of all ages and abilities.



Invest in bike riding and micromobility and provide a connected network of protected infrastructure into and through the City of Hobart.



Embed a bike riding and micromobility culture within our city through behaviour change and education programs.

Alongside providing physical infrastructure for bike riding and micromobility, attitudes towards riding is a key factor in greater uptake. Our actions towards making bike riding and micromobility safe, convenient and comfortable for all trips by users of all ages and abilities will help grow this culture within Hobart.

Delivering the following actions, further detailed in the Implementation Plan, will build on existing planning and infrastructure to further promote bike riding for all user types in Hobart, and improve existing and create new connections through targeted infrastructure and policy solutions.

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Local Area Mobility** | | | | |
| 6.1 | A.31 | 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. | Deliver Plan | |
| 6.1 | A.32 | Support children's active travel to school through development of School Active Travel Plans. | Partner | |
| **Making it easier for more people to ride bikes more places** | | | | |
| 6.2 | A.39 | Progressively connect and protect the bicycle network as identified in the Greater Hobart Cycling Plan for All Ages and Abilities. | Deliver Project | |
| 6.2 | A.40 | Implement tactical/adjustable solutions to improve bike connectivity, visibility and safety. This could include protected intersections, lanes, and pop-up mobility hubs. | Deliver Project | |
| 6.2 | A.41 | Improve lighting design to enhance safety on bicycle paths. | Deliver Project | |
| 6.2 | A.42 | Support the growth of e-bikes to get more people riding. | Deliver Program | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| 6.2 | A.43 | Work with providers to expand micromobility offerings such as e-bikes and seated scooters. | Partner | |
| 6.2 | A.44 | Support expansion of shared micromobility by working with adjacent Local Government Areas to provide more mode choice and resilience and reduce scheme boundary parking clusters. | Partner | |
| 6.2 | A.45 | Ensure that planned disruptions and works such as events or construction activities do not unduly impact cycleways in ways that are inconsistent with the directions of this strategy. | Partner | |
| 6.2 | A.46 | Work with the Tasmanian Government to develop a Hobart Bike Plan. | Partner | |
| **Work with the Tasmanian Government on active transport initiatives** | | | | |
| 6.3 | A.47 | Work with the Tasmanian Government to continue to develop high quality bicycle lanes on key state managed roads. | Partner | |
| 6.3 | A.48 | Work with the Tasmanian Government to trial a protected intersection and, if successful, implement where appropriate. | Partner | |
| 6.3 | A.49 | Work with the State Government on active transport connectivity to public transport stops. | Partner | |

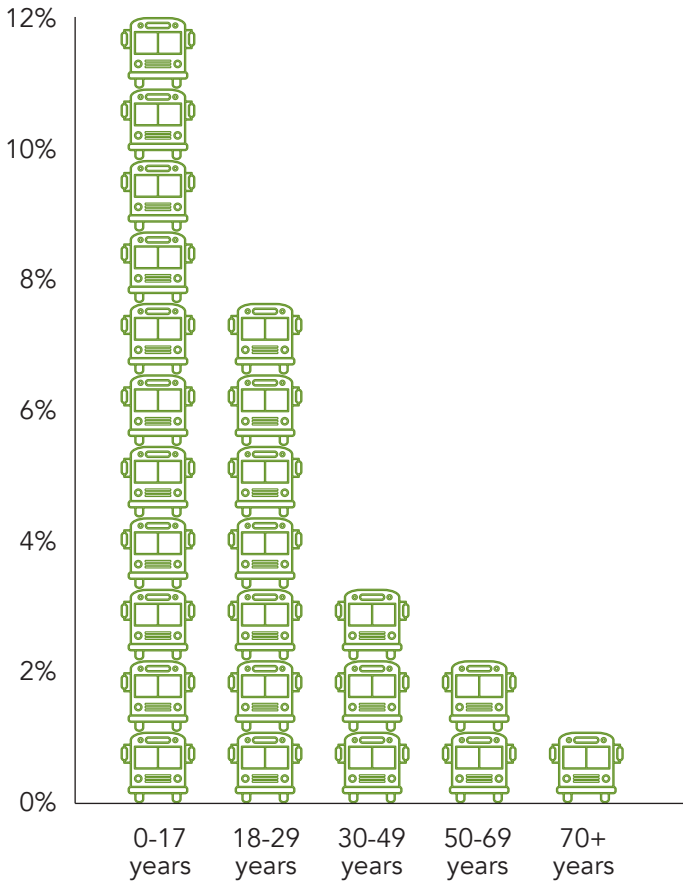

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# Public transport

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.

Buses are the most efficient and affordable form of public transport and carry big trip loads even in cities that have rail options. Hobart 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. We know that access to public transport is critical for younger people, and people without access to a car.

Bus riders **by age**




We have a strong central city with a variety of living, working and social activities serviced by only three major access routes, which means our car-based network is vulnerable to interruptions and major delays. Limited crossing points across the River Derwent adds to the complexity and creates bottlenecks on our network. We know that the city's bus network has significant overlap and can be confusing to customers. Our street space currently doesn't prioritise public transport, with bus passengers caught in the same traffic they would be in when driving a car.

To achieve our vision for the future of Hobart, there is an opportunity to develop a reliable and frequent bus network, supported by a water transport option. We know that a reliable and frequent bus network is something our community needs to facilitate more transport choice. 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.

Delivery and operation of the public transport network is the responsibility of the Tasmanian Government, however, the City of Hobart will continue to advocate for and support future investment in public transport. We will advocate to the Tasmanian Government for the following changes:

## Service frequency supporting greater patronage

Develop direct, reliable, high frequency, high-capacity routes to the city to facilitate greater patronage across the network. We know that land use will then naturally develop around these routes, providing Hobart economic growth without traffic growth.

## Local hubs and local routes

There will be land use hubs on major rapid routes. They will serve as an end to local routes. Good networks have reliable local routes servicing the hubs taking people to the rapid bus routes. They won't take small numbers of people all the way to the city, just continually feed people to the rapid transit route.

## Bus services to touch the edge of the city

City street space and kerb space is valuable. Optimal bus services should touch the edge of the central city on the way past and terminate outside of the city to turn around and restart their run. This reduces delays to the routes overall and means that the same number of vehicles can deliver more frequent services and more services per day.

Dedicated bays will be maintained for regional travel and tourism bus use at strategic access points throughout the city.

## Optimise our bus network

There is an opportunity to better serve our city by optimising the offering: consolidating the one ticket, one ride routes to get more buses working harder. By reconfiguring the network to focus on the direct, reliable, high frequency, high-capacity routes to the city with supporting local routes, we can ensure our on-road network is efficient and supports improved mode choice to sustainable modes of transport.

The City of Hobart will support the Tasmanian Government's Keeping Hobart Moving plan for network optimisation to a simple three-line frequent rapid bus service. This will connect the city centre to Glenorchy, Kingston and Rosny Park, with the option of connecting to additional centres to the east based on land use. Higher capacity services will reduce the pressure on our transport network and improve performance at pinch points, particularly the limited crossings of the River Derwent. Additional local bus routes within Glenorchy, Kingborough, Clarence and Brighton can service the rapid bus routes.

The Tasmanian Government's Keeping Hobart Moving plan for network optimisation would mean that the existing number of buses within the fleet would be better utilised while increasing services. Overall, a simplified network can increase public transport patronage and reduce traffic growth, and the associated carbon footprint of transport in Hobart.

We have the opportunity to support this contemporary style network by allocating our street and kerb space to efficient modes like buses and tailoring street design for a walkable, bikeable city, and advocating for a zero emissions fleet and an integrated ticketing system.

The City of Hobart will support ongoing monitoring of the bus network for Greater Hobart in conjunction with the Tasmanian Government by reviewing the needs of the community, the transport system and against the principles-based framework in emerging trends to enhance our city.

## Ferries support public transport choice

River transport is a unique and enjoyable way to travel. Journeys by ferry are not subject to road congestion, and, similar to walking and bike riding, give patrons a measurable improvement in wellbeing. Ferries will support future land use uplift within Hobart, particularly within walking and bike riding distance to the ferry stops. This is likely to see a growth in medium and even high-density land use. The current state strategy implies there will be future stops at Kingston, Howrah, Sandy Bay, Lindisfarne, Regatta Point and Wilkinsons Point.

To boost the efficiency of water transport options, there is an opportunity for the City of Hobart to work with the Tasmanian Government to improve connectivity to ferry stops through a safe and connected walking and bike riding network.

## The City of Hobart's role

To support the growth of public transport use within Greater Hobart, the City of Hobart will further investigate the following actions:

- 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 to 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, including bus ready streets like Argyle, Campbell, Harrington, Barrack, Macquarie and Davey streets.
- 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.

Noting the existing work the Tasmanian Government is undertaking to deliver an integrated bus rapid transit system, the City of Hobart will support a comprehensive review of public transport in Greater Hobart and the development of a system that offers people a safe, convenient, reliable and attractive mass transit option, including:

- Low or zero-emission vehicles as standard for all rapid bus network services.
- A system that seizes the opportunity to transform movement in Greater Hobart with turn up and go services during peak periods.
- High quality stations in walkable precincts – investment in great places to ensure integration of the service with existing communities for a walkable, vibrant and connected city.
- Street space allocation to reflect what's important to the Hobart community – high amenity places for people.
- Additional maintenance funding on local government roads on bus rapid transit system routes.
- Supporting travel behaviour change initiatives and campaigns to grow ridership.

Delivering the following actions, further detailed in the Implementation Plan, will support the public transport system to be a genuine alternative mode choice to cars. We will identify opportunities to advocate for and continue to work collaboratively with the Tasmanian Government and integrate public transport with active transport to improve the overall user experience.

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Service visibility and user experience** | | | | |
| 7.1 | A.50 | Improve public transport user experience through amenity and greening and active transport connectivity to public transport stops. Target key public transport routes as a priority. | Deliver Project | |
| 7.1 | A.51 | Work with the Tasmanian Government to identify further key bus facility nodes with improved user experience including by way of amenity/greening, to service land use developments and new service routes associated with the Northern Suburbs Transit Corridor. | Partner | |
| 7.1 | A.52 | Improve public transport user experience through amenity and greening and active transport connectivity to public transport stops. Target key public transport routes as a priority. | Deliver Project | |
| **Making it easier for more people to ride bikes more places** | | | | |
| 7.2 | A.53 | Allocate street space on key public transport routes for bus prioritisation lanes and infrastructure. | Partner | |
| 7.2 | A.54 | Work with the Tasmanian Government to deliver bus priority through traffic signals and infrastructure. | Partner | |
| 7.2 | A.55 | Review kerbside space allocation in line with the relevant Transport Network Operations Plan to ensure allocation of kerbside space for public transport functionality is efficient. | Partner | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **More passengers** | | | | |
| 7.3 | A.56 | Continue to promote development and intensity of activity around public transport, particularly at interchanges | Advocate | |
| 7.3 | A.57 | Work 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. | Partner | |
| **Partnership and advocacy** | | | | |
| 7.4 | A.58 | Continue to advocate for a comprehensive review of public transport in Greater Hobart. | Advocate | |
| 7.4 | A.59 | Continue to advocate for an integrated bus rapid transit system that aligns with the objective of this strategy and the City of Hobart's vision. | Advocate | |
| 7.4 | A.60 | Continue to advocate for the Tasmanian Government to take responsibility for bus stop infrastructure/shelters – Road Management Legislation Review. | Advocate | |

# Driving

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[39] and Greater Hobart having the highest amount of car commuting of Australian capital cities (per capita)[40].

Some 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. There is an opportunity to provide greater transport choice to people in these professions to help achieve more sustainable travel.

We know that there is a percentage of trips that are made around Greater Hobart that need to be made by vehicles (private car, motorcycle, rideshare/ taxis).

However, many private car trips are induced. Induced trips are the result of new transport projects and services which encourage some people to switch routes, modes or time of travel to take advantage of the improved travel times and service levels. These induced trips reduce the efficiency of the road network for traffic overall. Disproportionate investment in car infrastructure, road space and parking space, has made driving the most convenient of all modes, at the expense of all others, reducing choice for potential trips. There are also a lot of trips, short trips that could easily be made walking, bike riding or by bus, that are made by car out of habit. That is, people may not be aware of the choices that are available to them. Much of this car use is induced as planning and street space has been allocated in favour of the car over the improvement of networks for all modes of transport.

Removing some induced trips through better planning as well as diverting some short trips to other modes, will make all modes of transport more efficient, including driving, and make the city more liveable and sustainable.

39. Greater Hobart Household Travel Survey, 2019
40. Australian Bureau of Statistics, 2016-2018

Strategies to discourage unnecessary driving vary significantly from the very subtle to the radical. Managing small changes in how we allocate street space in favour of other modes is effective. Managing parking supply and parking charges can be effective. Some cities in Australasia are examining and have commenced implementing more direct strategies such as congestion charging.

In keeping with a responsible Movement and Place approach, there will be many streets that will have reduced private vehicle capacity to give people more choice in their travel decisions. Similarly, there are some routes where cars and motorcycles will continue to be prioritised along key movement corridors. However, as opposed to a 'business as usual' proposition, travel options will increase, and Hobart will be more connected, yet less reliant on the most expensive, unsafe and inefficient mode.

## Efficiency on our key routes

A number of streets within our city have been identified as strategic corridors that are routes for the movement of people and goods. Understanding the function these roads serve within our city is important to determine which transport outcomes we want to achieve and how to manage this.

The Inner Hobart Transport Network Operations Plan outlines the strategic, connecting and local road and street classifications for different users of the network, including general traffic and freight. Corridors that have been identified as roads with priority for vehicles include Macquarie Street, Davey Street, Liverpool Street, the Tasman Highway and Brooker Avenue.

To cater for the number of bus movements, bike riders and pedestrians the city needs to support to grow and prosper, traffic capacity on certain roads and streets may be impacted. These may include but not be limited to key streets identified as strategic and connecting movement corridors such as Elizabeth Street, Campbell Street, Argyle Street and Sandy Bay Road. This does not mean 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.

## Fostering car sharing in our city

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. 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).

## Targeting key intersections

As with some of our key routes, the number of alternate mode movements our key intersections will have to cater for so our city can prosper will mean they will require some redesign. Provisions such as longer pedestrian cycles, pedestrian crossing phases (scrambles), bus priority and bike priority will all be considered and delivered over time.


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## Driving – Implementation Plan

The City of Hobart will:



Create efficiency on our key routes.



Foster car sharing in our city.

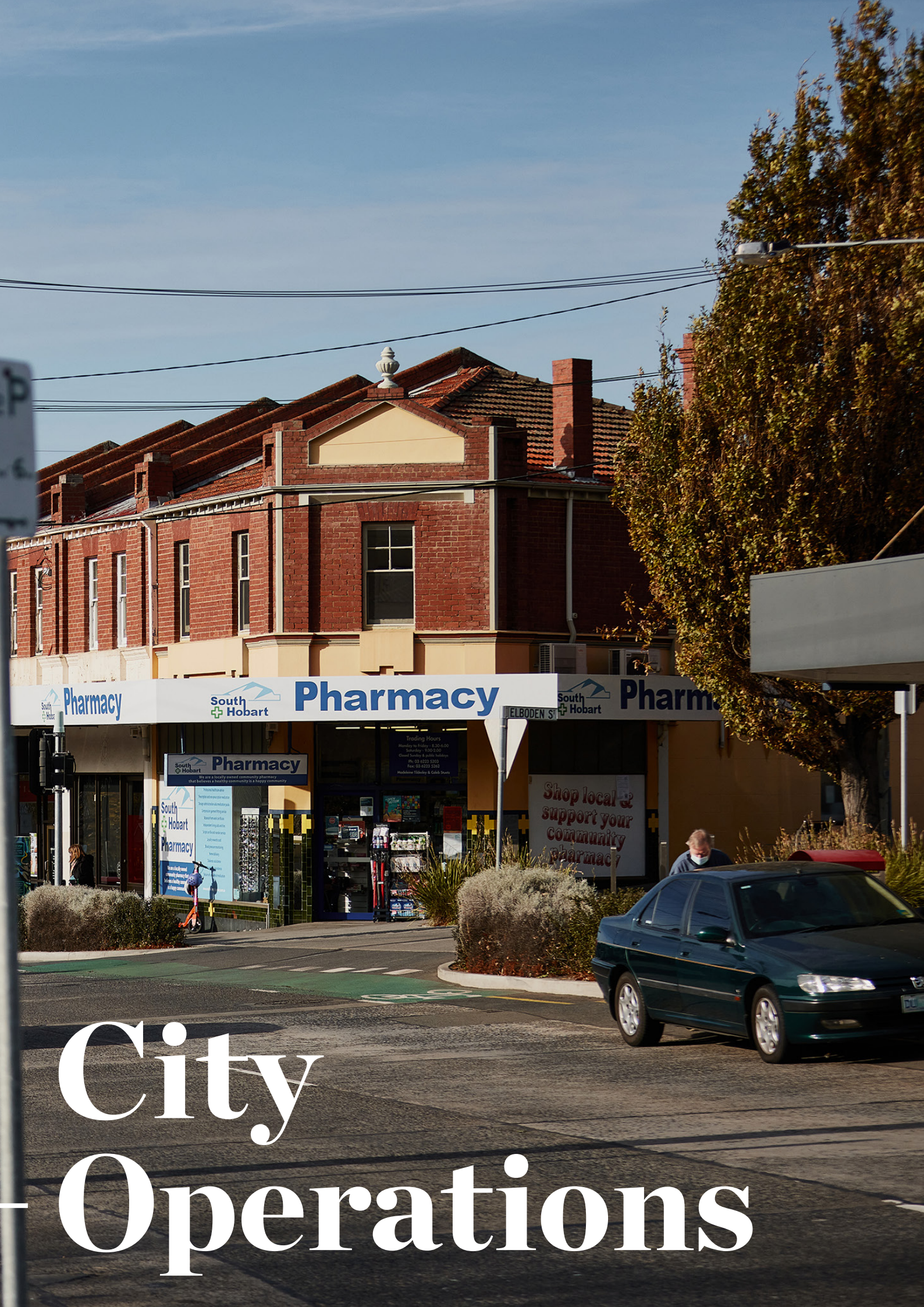


Target key intersections.

Delivering the following actions, further detailed in the Implementation Plan, will help manage car driving and improve the transport environment for all user types in Hobart.

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Driving for necessary trips** | | | | |
| 8.1 | A.61 | 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. | Partner | |
| 8.1 | A.62 | Instigate a car sharing scheme in conjunction with a suitable provider by 2026. | Partner | |
| **Management of network and movement** | | | | |
| | | Implement signage to improve wayfinding for drivers and support movement through and ingress/egress to/from the city. | | |
| 8.2 | A.63 | Continue to develop Local Area Mobility Plans to manage local trips so that car trips that are needed can be made safely and efficiently. | Deliver | |
| 8.2 | A.64 | Continue to work with the Department of State Growth to deliver on the objectives of the Transport Network Operations Plan. | Partner | |


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# City Operations

# Street space, function and management

## How the distribution of space encourages mode choice

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. As Hobart grows, we need to allocate our high-value street space to the modes of transport that 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.

Given our city's footprint is essentially geographically fixed, the future growth of the City of Hobart will result in more density. We will maximise space for the most efficient forms of movement through an integrated approach: balancing the needs of different user groups now and into the future. This means a shift away from prioritising public space for cars, because they use space very inefficiently and cause major impacts in terms of emissions, noise and injuries, and shift to more space for more sustainable modes. This will allow us to create greater space for people and places.

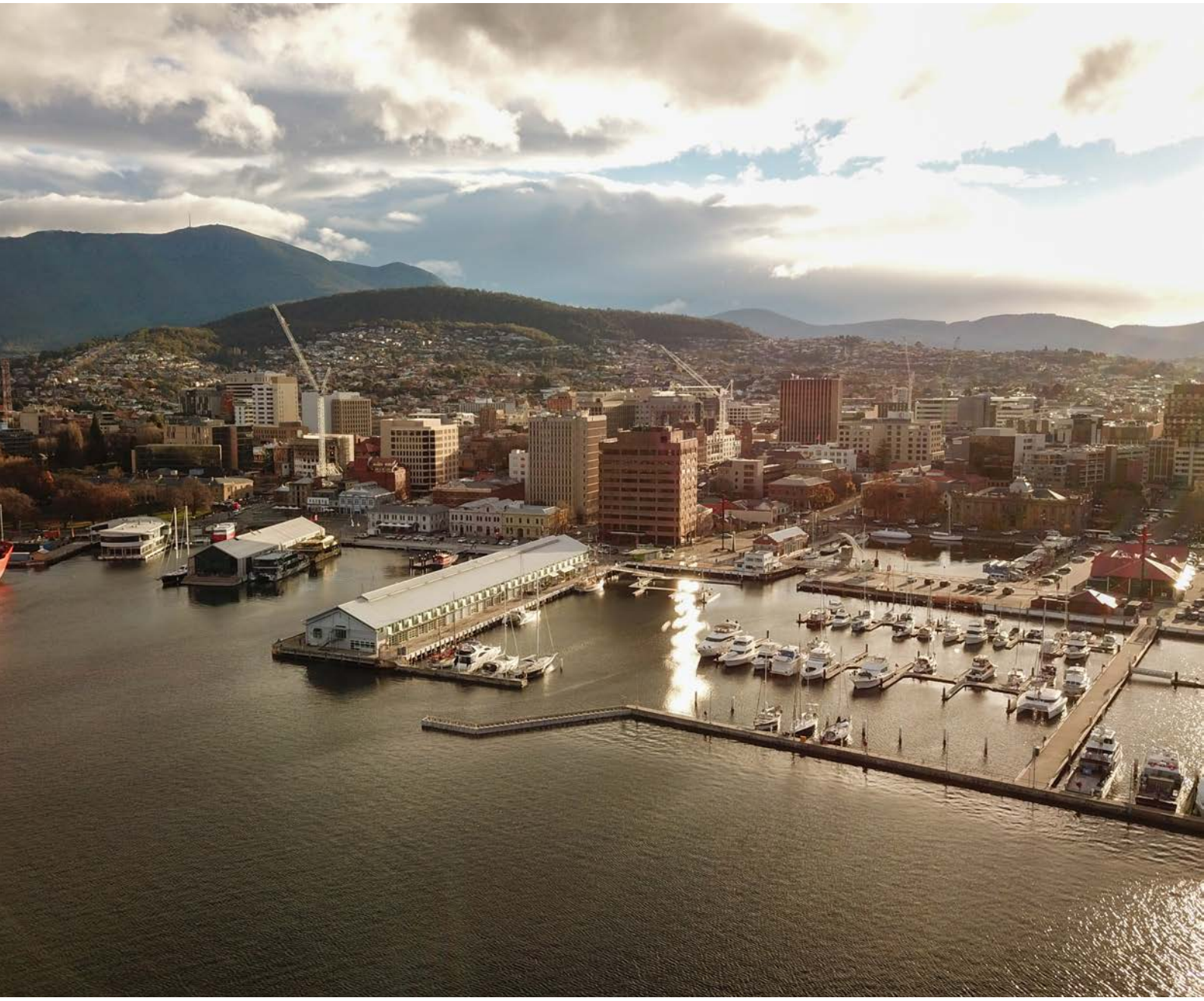
Will shifting away from prioritising space for cars worsen congestion? We know the best way to address congestion is to prioritise walking, bike riding and public transport while maintaining access for businesses – not to build more road space. This aligns with global best practice modal hierarchy.


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## Space efficiency of different transport modes

The City of Hobart has a more balanced mix of transport trips than the rest of Greater Hobart, with active transport representing a high mode share of trips at 31% compared to 7% in Kingborough and 15% in Glenorchy[41]. However, there is still room for improvement and increased space efficiency will be needed in the future as Hobart continues to grow. Each mode of transport has its own inherent costs and benefits. However, historical investment in roads and parking for cars has meant that other modes of transport do not have enough space to function effectively and carry their part of the transport task.

Most importantly, people should be able to choose from a range of convenient, attractive and appropriate transport options that suit their needs for particular trips and circumstances.



41. Greater Hobart Household Survey of Travel, 2019

## Space efficient transport for a growing city

**9.2**
car (average occupany)



**1.9**
motocycle



**1.5**
bicycle and e-scooter



**0.6**
bus



**0.5**
walk



Space per person ($m^2$) for different modes of transport.
Adapted from City of Melbourne

A number of frameworks help guide the provision of space and associated design of the streets based on function, including Movement and Place and Healthy Streets.

The adjacent land uses to our streets will be considered while assessing street space and function.

How our street space is allocated can encourage greater active transport and public transport use. By sharing street space efficiently, safely and equitably, we can provide greater choice for and uptake of sustainable modes: a key element in maintaining liveability in our city's future.

Small changes can make a big impact. Implementing Healthy Streets design principles such as continuous footpath treatment, reduced speed limits, urban greening and shortened and additional crossing opportunities, significantly help to improve conditions for people walking and bike riding. Allocating lanes on our streets to buses helps improve the efficiency of services. Increasing and improving the space allocated to people on our streets enhances safety, improves health outcomes, increases commercial activity and fosters local community engagement.

This will be balanced by maintaining car access. We will still be able to drive to and from the city centre, however, in some locations other street users will be prioritised. Our streets will remain open, but some will have fewer lanes for vehicles, wider footpaths for people walking and protected facilities for people riding. Business access to goods and services will be maintained, so too space for accessible parking.

### Footpaths as public space

It can be easy to forget, but footpaths are a fundamental part of our city. Our footpaths are more than space for people walking. They are vital forms of public space and home to a flurry of social, commercial and recreational use.

As the future growth of the City of Hobart results in more density across our city, footpaths will play a vital role in the success of streets and places. Density can also lead to more shared uses of footpaths, with planning and management central to minimising conflicts. By considering footpaths in our city planning and design, we can ensure they contribute to the quality of our city: allowing for a variety of users and interaction between people.

## Street space and function – Implementation Plan

The City of Hobart will:



Shape the distribution of space encourages mode choice.



Manage the space efficiency of different transport modes.



Elevate the role of footpaths as public space.

Delivering the following actions, further detailed in the Implementation Plan, recognises that how we allocate space on our streets shapes how our city functions. Therefore, street space allocation should respond to the user hierarchy and create healthy, safe and sustainable streets.

| Operation | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| 9.1 | A.65 | Establish the baseline of the current street space allocation throughout Hobart. | Deliver Project | |
| 9.2 | A.66 | Consider ways to align the current street space allocation to support aspirational mode share for Hobart and Movement and Place principles (until a national framework is available). Implement changes where this does not align. | Deliver Project | |
| 9.3 | A.67 | Provide and communicate an assessment of current road and city space allocation in Hobart. | Deliver Project | |
| 9.4 | A.68 | Develop a footpath width hierarchy according to street type based on movement and place principles. | Deliver Project | |
| 9.5 | A.69 | Work with the Tasmanian Government to review traffic signals across Hobart to ensure they deliver on the Transport Network Operations Plan, Movement and Place and Healthy Streets for Hobart's streets | Partner | |
| 9.6 | A.70 | Work with the Tasmanian Government to expand Transport Network Operations planning to additional areas. | Partner | |



# Freight and goods last mile connectivity

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 City of Hobart economy. It is the last leg of the long journey of all of the supplies and stock required for Hobart to prosper. This is important for 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 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.

One aspect of freight and deliveries in planning for transport in Hobart is that there are many more participants in the supply chain, including from the private sector, and each have different roles to play. The City of Hobart has a role to play in providing access to the kerbside as well as playing a coordinating and planning role for transport and the city.

Deliveries are important for the economy of the city. Retail, hospitality and other city functions rely on the availability of stock and supplies. City centre deliveries are occurring smoothly at the moment, however, planning must account for future growth in city activity including the number of deliveries and other demands on kerbside space.

There are efficiencies that can be achieved and opportunities to improve the role deliveries play as part of the broader transport system. This requires that we look at how to manage and provide space for these activities now and in the future.

Access to the kerbside is uncertain during peak demand. This causes some delivery vehicles to circulate looking for limited available spaces. This also occurs at times when the amenity of the city is most important for people walking, shopping and spending time in the city. These peaks are usually morning and evening for peak commuting times as well as lunchtime and evening for peak hospitality times. One option is to set preferred kerbside access times to ensure that peak delivery times and peak city activity times do not adversely impact each other. Another action is to transition loading and servicing activities from on-street to off-street facilities where possible as the city develops. This will free up the kerbside lane for higher-value uses such as wider footpaths, cycleways and tree plantings.

## Freight and goods last mile connectivity: Implementation Plan

The City of Hobart will:



Assess private and public sector collaboration and innovation to ensure that future developments in the freight industry are aligned with the vision and overarching themes of this strategy.



Allocate kerbside space to provide for deliveries in accordance with the transport needs outlined in this strategy.

Delivering the following actions, further detailed in the Implementation Plan, outlines Hobart's role within the wider Tasmanian freight network to improve through movement efficiency and the importance of this to the growth of our economy.

| Operation | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| 10.1 | A.71 | Investigate opportunities where localised freight consolidation may deliver benefits (last-kilometre delivery) – cargo hubs and active transport. | Partner | |
| 10.2 | A.72 | Improve laneway amenity and modernise loading docks with clear design guidelines. | Partner | |
| 10.3 | A.73 | Review loading zone availability and operation across the city in collaboration with key stakeholders. | Deliver Project | |


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# Parking and kerbside management

Kerbside space is popular and a useful part of the street that enables people or goods to be picked up or dropped off. Commonly, but not always, the edges of the roadway can also include the centre of the road or other areas depending on the street design. Kerbside space also includes the footpath side of the kerb as this is where loading and unloading of people and goods also occurs.

Kerbside space is important for the transfer of people and goods into and out of the city and for the economy of Hobart.

The kerbside is, however, also used for parking and storage of cars, trucks, bicycles and motorcycles. The kerbside often offers the most highly sought after and convenient parking spaces. There are far fewer on-street parking spaces compared to off-street parking spaces, particularly for car parking in the CBD.

The kerbside is also used for other important city functions such as on-street dining, tree planting and public transport priority to meet other city planning or transport objectives.

The kerb needs to provide access to many different city functions. As Hobart grows this space needs to be allocated to enhance the accessibility and liveability of Hobart for the most people.

Six principles guide the management of kerbside space, including the provision of parking. The principles form the basis of the Parking and Kerbside Management Plan for the City of Hobart.

The Parking and Kerbside Management Plan, an accompanying document to this transport strategy, further details the challenges and opportunities of managing kerbside space, including the balance of on-street and off-street parking, the availability and price of parking, the impact to mode choice, the cost of parking to the City of Hobart and providing for accessible parking.

## On-street and off-street parking

Parking for cars in city settings can be provided in a number of ways. The space available for car parking and other uses becomes more valuable as demand increases. As Hobart has grown, more parking for cars has been provided. In particular, parking has been provided for cars in off-street car parks as it is not possible to


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**Transport choice**



**Value of parking and kerbside access**



**Reliability and availability**



**Demand**



**Transport user and customer experience**



**Efficiency and equity**

increase the supply of car parking on-street. Car parking in off-street settings has been provided through redevelopment of land and is often made available to users in a commercial arrangement, this is regulated by the planning system. Paid off-street parking is now commonplace and in greater supply.

On-street parking, however, is not provided by the planning system; rather it is made available through traffic engineering and street design, often at the expense of other city functions. On-street parking is also often made available at a cost significantly less than the price of off-street parking[42]. Each year the City of Hobart spends a considerable amount of its budget on the infrastructure and services that revolve around providing subsidised car parking[43].

These two separate systems that provide parking for users create a range of choices for parking spaces. People are less willing to park off-street when presented with the possibility of cheaper on-street spaces, even if the chance of finding an available spot is low.

## Parking availability, price and mode choice

The City of Hobart controls pressure on the parking system by adjusting the amount of parking available, the price to the user and time limits for parking spaces. Each of these settings can be adjusted so that parking is available for those who need it, but not oversupplied or overused, too cheap or so time-unlimited that it induces driving, and generating turnover in the use of spaces.

42. Parking and Kerbside Management Plan, City of Melbourne, 2023
43. City of Hobart Annual Plan 2022-23

| Most preferred parking spaces (highest to lowest): | Parking price (highest to lowest): |
|---|---|
| On-street kerbside parking spaces | Off-street, privately owned |
| Off-street parking lot single level car park | Off-street, Council owned |
| Off-street above ground multi storey car park | Council owned |
| Off-street underground multi storey car park | On-street |

Mode choice suggests that if cheap parking is too easily available people will drive unreasonably short distances for non-essential trips, increasing traffic congestion and reducing parking availability for others. The biggest congestion issue is that the majority of people driving into the city in peak hour are doing so to park their vehicle in the CBD. The challenge is to make parking fees and public transport costs more comparable so that those who are able to can switch modes to public transport.

Parking issues are not restricted to large, publicly-accessible car parks. There are many private lots that sell parking, as well as private car parks providing employee parking – estimated to be about 12 000 spaces.

## The price and cost of parking

The City of Hobart generates parking revenue, particularly from multi-storey car parks and on-street meters – however, providing and maintaining this parking also comes at significant capital and operational cost. Additionally, space used for car parking cannot be easily used for other purposes that may benefit the community, such as for outdoor dining, pocket parks or recreation. This represents an opportunity cost borne by the City of Hobart.

Provision of cheap parking and extension of the parking provision through new, large-scale car parks or additional private parking incentivises people to drive cars into the city as their primary mode of choice.

The current approach to parking has multiple implications: major inner city car parks causing convergence of traffic in tight spaces; detrimental impact on bus journey times; and on-street parking taking up space that could be used to keep buses running more smoothly.

It is recognised that any measures that encourage less parking of cars in the city for the day must be balanced with other modes to avoid encouraging unnecessary car trips. This includes safe cycling routes and end-of-trip facilities, appropriate bus services or other initiatives like car sharing incentives.

A level of need for all-day city parking will continue as many of those who work in the city come from out of the area and some have complex journeys with multiple drop-offs, such as at childcare centres or schools, which cannot be addressed by point-to-point transport options.

## Accessible parking

Parking facilities to enable disabled access to services are essential. About 32 000 Tasmanians have full permits for disability-approved access and 60% are in the south. These are people with a physical disability who have a licence and drive. It is therefore important that careful consideration is given to the number, location and design of disability parking spaces. These are not only needed in car parks but also in key locations, such as close to medical services.

## The City of Hobart's role

The City of Hobart plays several roles in planning for parking:

- The City of Hobart is the responsible planning authority for the provision of parking in new developments.
- The City of Hobart allocates street space for kerbside parking and determines the use type, price and time limits that apply.
- The City of Hobart also owns off-street car parking spaces that are made available to use for a fee.

The City of Hobart will use the availability of parking, price controls and time limits to ensure parking utilisation is optimised. This will be done so that unnecessary driving is not induced and that other modes of transport are considered in comparison when allocating street space for parking and other modes of transport.

The Parking and Kerbside Management Plan details the actions needed to improve transport efficiency, street space and function, and local economy. These actions provide direction and priority to the allocation of kerbside areas and balance the Hobart Transport Strategy 2024 outcomes with community expectations and sustainable, long-term benefits.




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# Making it happen



# Making it happen: Implementation Plan

The implementation of a strategy takes many forms. It can be funded and delivered by organisations in various ways, with action types noted below in Table 1.

**Table 1 Implementation action types**

| Action Type | Description |
|---|---|
| **Deliver** | Actions the City of Hobart will administer and deliver directly. Actions will require further investigation, community input, planning and financing for delivery. Approaches to delivery can include projects, programs, policies and plans.<br><br>**Projects**<br>Projects are scoped, delivered and completed across one or multiple years with capital funding. Sometimes requires ongoing operational funding.<br><br>**Programs**<br>Programs are delivered in an ongoing way with operational funding and are designed to establish and maintain an activity such as asset renewal or travel behaviour change. Programs usually require ongoing operational funding.<br><br>**Policies**<br>Policies are positions adopted by Hobart City Council and may inform future decision making. They do not need to relate to a project. For example, future technology innovations will be assessed against their alignment with adopted City of Hobart strategy before they are supported by Council.<br><br>**Plans**<br>Plans that sit under a strategy may relate to local geographic areas or subject matter such as a mode of transport. They can require further detailed work or investigation but should align with broader objectives of higher-level strategy. |
| **Partner** | Actions the City of Hobart will deliver in conjunction with other agencies such as the Department of State Growth and key stakeholders. Funding for these actions may come from a variety of sources. |
| **Advocate** | Actions related to matters outside the remit of responsibility of the City of Hobart that impact or relate to the vision of the strategy. |

There are already a number of complementary strategies and policies adopted by the City of Hobart and the Department of State Growth that support our objectives.

For this 2024 Transport Strategy, the City of Hobart will collaborate closely with our key stakeholders and partners to deliver the actions identified to meet our transport vision.

This Implementation Plan comprises 74 actions that will ensure the City of Hobart:



**Makes immediate progress on creating a city with greater modal choice and uptake of walking, cycling and public transport.**



**Responds to the needs of the City's different areas, geographies and demographics.**



**Maximises delivery of actions and value for money, noting the limited City funding available.**



**Looks for opportunities to generate additional funding for access and transport.**

Over time, the Implementation Plan will be updated as we deliver our priorities and as new opportunities or areas of focus emerge.

## Strategy implementation timeframes

Four timeframes have been identified for the delivery of the actions outlined in the Implementation Plan. These timeframes align with complementary City of Hobart strategies to ensure consistency.

- **Immediate:** 0-1 years.
- **Short term:** 1-4 years.
- **Medium term:** 4-7 years.
- **Long term:** 7-10 years.

The actions of this Implementation Plan have been grouped by **overarching strategy themes**, **transport modes** and **city operations**.

# Overarching strategy themes

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Encouraging and enabling behaviour change**<br><br>Supporting and encouraging people to use sustainable transport like walking, riding and public transport to move around the City. We will educate, provide information and communicate messages that enable people to explore new ways of travelling. | | | | |
| **City of Hobart leading on travel behaviour change** | | | | |
| 1.1 | A.1 | Develop a strategic communications plan for transport, to ensure a cohesive, city-wide approach to communicating the City of Hobart's projects, policies and programs for transport and events that are aligned with overarching strategy themes. | Deliver Project | |
| 1.1 | A.2 | Establish an internal Transport Strategy Steering Group to enable Strategy objectives to be supported organisation-wide. | Deliver Program | |
| 1.1 | A.3 | Create a travel behaviour change program with dedicated officer resourcing to lead and coordinate the delivery of behaviour change actions within this strategy. | Deliver Program | |
| 1.1 | A.4 | Refresh the City's workplace travel plan to support staff behaviour change. | Deliver Project | |
| 1.1 | A.5 | Identify opportunities to promote active transport and collaborate with community and stakeholders through public events and activations (e.g. ride to work day, car-free day). | Deliver Policy | |
| 1.1 | A.6 | Prioritise travel demand management for events and ensure that disruption to transport networks is well-managed and aligned to the overarching themes of the strategy. | Deliver Policy | |
| 1.1 | A.7 | Support behaviour change initiatives with schools through School Access Travel Plans. | Partner | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Enabling our community** | | | | |
| 1.2 | A.8 | Support the formation of active transport and public transport advocacy community groups for ongoing collaboration with the City of Hobart. | Partner | |
| 1.2 | A.9 | Publish journey to work data as part of the City's 'State of the City' data dashboard. | Deliver Project | |
| 1.2 | A.10 | Empower our community to develop knowledge and capability in transport, expanding our open data source to include layers such as parking stations, meters, spacing, loading zones, bike infrastructure and e-scooter program data. | Deliver Project | |
| **Working with stakeholders and advocating for behaviour change to support transport choice** | | | | |
| 1.3 | A.11 | Partner with the Tasmanian Government and other stakeholders on behaviour change initiatives, including to improve public transport uptake, travel demand management for planned disruptions, alignment with infrastructure investment, partnerships with local governments, schools and workplaces for travel planning. | Partner | |
| 1.3 | A.12 | Partner with the Tasmanian Government to undertake a baseline assessment to understand the existing barriers to transport related behaviour change to inform subsequent travel demand management strategies and approaches. | Partner | |
| 1.3 | A.13 | Partner with the Tasmanian Government to monitor and evaluate behaviour change programs. | Partner | |
| 1.3 | A.14 | Advocate to the Tasmanian Government for a comprehensive behaviour change program to support public and active transport uptake and complement infrastructure investment. | Advocate | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Safe and healthy streets** | | | | |
| Making the City of Hobart safe, accessible, healthy and connected to places people want to go. Streets will be attractive places where people feel safe, protected from the weather, can walk or ride freely and connect with their neighbours and local businesses. | | | | |
| **Principles for speed limit management** | | | | |
| 2.1 | A.15 | Develop a Speed Limit Reduction Policy – including a review of existing lower speed limits – that establishes principles for where and why speed limit modifications will be considered and sought. | Deliver Policy | |
| **Micromobility programs in Hobart** | | | | |
| 2.2 | A.16 | Continue to work with our operator on the management of e-scooters to prioritise pedestrian safety. | Partner | |
| **Deliver Healthy Streets** | | | | |
| 2.3 | A.17 | Ensure policy for trees and bike lanes is adhered to in greening in streetscape improvements as standard. | Deliver Policy | |
| 2.3 | A.18 | Ensure new plantings are located to support active transport and amenity objectives. | Deliver Policy | |
| 2.3 | A.19 | Prioritise active transport routes and public transport stops for new street plantings. | Deliver Policy | |
| 2.3 | A.20 | Create clear and well-designed universally accessible pedestrian routes with incidental green spaces for sitting, information provision and weather protection. | Deliver Program | |
| 2.3 | A.21 | Integrate Healthy Streets design principles in street design. | Deliver Policy | |
| **Prioritising vulnerable road users** | | | | |
| 2.4 | A.22 | Continue to enhance vulnerable road user safety through improved infrastructure. | Deliver | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| 2.4 | A.23 | Continue to develop traffic management improvements to improve pedestrian accessibility within the City of Hobart CBD, schools and key retail precincts. | Deliver | |
| **Advocacy for safe and healthy streets** | | | | |
| 2.5 | A.24 | Advocate for baseline data collection and road safety and usage data hub for use by local governments. | Advocate | |
| **Climate ready transport**<br><br>Moving the City of Hobart towards zero emissions. Road transport is the largest contributor to Hobart's community emissions, at 50.1%. Increasing our use of active and public transport is an important way we can contribute to meeting our zero-emission goal. The emergence of new fuel technologies for cars and other vehicles is a trend that will continue into the future and will further support our vision for zero emissions from transport. | | | | |
| **Increasing active and public transport choice** | | | | |
| 3.1 | A.25 | Create a city for walking, cycling and public transport. | Deliver Policy | |
| 3.1 | A.26 | Advocate for zero emissions public transport. | Advocate | |
| **New fuel technologies** | | | | |
| 3.2 | A.27 | Develop a policy and clarify community expectations around future fuels and infrastructure for all transport modes, clearly defining the City's role, broader strategy objectives and City vision. | Deliver Policy | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| 3.2 | A.28 | 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. | Deliver Program | |
| **Emerging trends to enhance our city** | | | | |
| Valuing our city and recognising that emerging trends and technology can support or hamper what makes Hobart special. New technology can, and has already, supported the delivery, operations and implementation of our transport system. We will take a strategic view to new trends and technology in Hobart to make sure it is fit-for-purpose and location. A framework that supports positive innovations without leaving the door open to disruptive innovation that undermines Hobart's liveability. | | | | |
| **Emerging trends to enhance our city** | | | | |
| 4.1 | A.29 | Continue to monitor the 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 our economy, our environment, our people, is it equitable etc. | Deliver Policy | |
| 4.1 | A.30 | Use data to inform decision-making for new and emerging technologies that can support the objectives of this strategy. | Deliver Policy | |



# Transport modes

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Walking** | | | | |
| Walking, or using a wheelchair, is the most fundamental mode of transport for all of us, every day. Whether it is walking from the bus stop or car park to the shops, to school or for exercise. Hobart has the highest per capita walking of all Australian capital cities – it's a mode of choice for many, for many trips. We will support safe and enjoyable walking trips through and to our city. Walking is a focus for the Transport Strategy as a priority in our planning, design and management of the city. | | | | |
| **Local Area Mobility** | | | | |
| 5.1 | A.31 | Continue to develop Local Area Mobility Plans to support 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. | Deliver Plan | |
| 5.1 | A.32 | Support children's active travel to school through development of School Active Travel Plans. | Partner | |
| **Walkable city centre** | | | | |
| 5.2 | A.33 | Deliver on the actions of the Central Hobart Plan to support a walkable city centre. | Deliver Project | |
| 5.2 | A.34 | Assess network operations for key walking routes against the Transport Network Operations Plan and work with the Department of State Growth to further pedestrian priority. | Deliver Partner | |
| 5.2 | A.35 | Undertake a complete audit of the streets and pedestrian crossings in Central Hobart, prioritising accessibility and pedestrian safety upgrades using Walkability of the Elizabeth Street/New Town Road Corridor report methodology. | Deliver Program | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Walkable Hobart** | | | | |
| 5.2 | A.36 | Ensure planned disruptions and works such as events or construction activities do not unduly impact footpaths in ways that are inconsistent with the directions of this strategy. | Deliver Policy | |
| 5.2 | A.37 | Continue to improve wayfinding and directional signage to, from and within Hobart. | Deliver Project | |
| 5.2 | A.19 | Prioritise active transport routes and public transport stops for new street plantings. | Deliver Policy | |
| 5.2 | A.20 | Create clear and well-designed universally accessible pedestrian routes with incidental green spaces for sitting, information provision and weather protection. | Deliver Program | |
| 5.2 | A.38 | Work with the Tasmanian Government to develop a Hobart Walking Plan. | Partner | |
| **Bike riding and micromobility**<br><br>Ensuring short and medium trips can easily be made by bicycle, e-bikes and e-scooters. We will build a connected network of safe and comfortable paths, separated from traffic, and streets in Hobart to enable people of all ages and abilities to choose to ride for more trips. | | | | |
| **Local Area Mobility** | | | | |
| 6.1 | A.31 | Continue to develop Local Area Mobility Plans to 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. | Deliver Plan | |
| 6.1 | A.32 | Support children's active travel to school through development of School Active Travel Plans. | Partner | |
| **Making it easier for more people to ride bikes more places** | | | | |
| 6.2 | A.39 | Progressively connect and protect the bicycle network as identified in the Greater Hobart Cycling Plan for All Ages and Abilities. | Deliver Project | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| 6.2 | A.40 | Implement tactical/adjustable solutions to improve bike connectivity, visibility and safety. This could include protected intersections, lanes and pop-up mobility hubs. | Deliver Project | |
| 6.2 | A.41 | Improve lighting design to enhance safety on bicycle paths. | Deliver Project | |
| 6.2 | A.42 | Support the growth of e-bikes to get more people riding. | Deliver Program | |
| 6.2 | A.43 | Work with providers to expand micromobility offerings such as e-bikes and seated scooters. | Partner | |
| 6.2 | A.44 | Support expansion of shared micromobility by working with adjacent Local Government Areas to provide more mode choice and resilience and reduce scheme boundary parking clusters. | Partner | |
| 6.2 | A.45 | Ensure planned disruptions and works such as events or construction activities do not unduly impact cycleways in ways that are inconsistent with the directions of this strategy. | Partner | |
| 6.2 | A.46 | Work with the Tasmanian Government to develop a Hobart Bike Plan. | Partner | |
| **Work with the Tasmanian Government on active transport initiatives** | | | | |
| 6.3 | A.47 | Work with the Tasmanian Government to continue to develop high quality bicycle lanes on key state managed roads. | Partner | |
| 6.3 | A.48 | Work with the Tasmanian Government to trial a protected intersection and, if successful, implement where appropriate. | Partner | |
| 6.3 | A.49 | Work with the State Government on active transport connectivity to public transport stops. | Partner | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Public transport** | | | | |
| Enabling customer focused public transport that is convenient, connected, fast and safe can provide a real travel choice. We will work with the Tasmanian Government to improve our public transport connectivity and services. The analysis of engagement findings demonstrated that public transport is a high priority for our community. | | | | |
| **Service visibility and user experience** | | | | |
| 7.1 | A.50 | Improve public transport user experience through amenity and greening and active transport connectivity to public transport stops. Target key public transport routes as a priority. | Deliver Project | |
| 7.1 | A.51 | Work with the Tasmanian Government to identify further key bus facility nodes with improved user experience including by way of amenity/greening, to service land use developments and new service routes associated with the Northern Suburbs Transit Corridor. | Partner | |
| 7.1 | A.52 | Improve public transport user experience through amenity and greening and active transport connectivity to public transport stops. Target key public transport routes as a priority. | Deliver Project | |
| **Bus prioritisation** | | | | |
| 7.2 | A.53 | Allocate street space on key public transport routes for bus prioritisation lanes and infrastructure. | Partner | |
| 7.2 | A.54 | Work with the Tasmanian Government to deliver bus priority through traffic signals and infrastructure. | Partner | |
| 7.2 | A.55 | Review kerbside space allocation in line with the relevant Transport Network Operations Plan to ensure allocation of kerbside space for public transport functionality is efficient. | Partner | |
| **More passengers** | | | | |
| 7.3 | A.56 | Continue to promote development and intensity of activity around public transport, particularly at interchanges. | Advocate | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| 7.3 | A.57 | Work 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. | Partner | |
| **Partnership and advocacy** | | | | |
| 7.4 | A.58 | Continue to advocate for a comprehensive review of public transport in Greater Hobart. | Advocate | |
| 7.4 | A.59 | Continue to advocate for an integrated bus rapid transit system that aligns with the objective of this strategy and the City of Hobart's vision. | Advocate | |
| 7.4 | A.60 | Continue to advocate for the Tasmanian Government to take responsibility for bus stop infrastructure/shelters – Road Management Legislation Review. | Advocate | |

| Theme | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Driving** | | | | |
| Recognising that some trips in Hobart must be made by car or motorcycle. They are made to or from places that are hard to serve by other modes, and are sometimes complicated and occur at awkward times. Cars, motorcycles and other private motor vehicles will continue to be a way people move around our city. These types of trips are ideal for places that are not well-serviced by other modes, include multiple stops, or occur at awkward times. When we choose to travel by car or motorcycle, these trips should be safe and convenient. The movement system must provide for these trips equitably, affordably and safely. | | | | |
| **Driving for necessary trips** | | | | |
| 8.1 | A.61 | Support children's active travel to school and manage the impact of driving trips to school – reducing their impact on the network so that necessary car trips can be made safely and efficiently. | Partner | |
| 8.1 | A.62 | Instigate a car sharing scheme in conjunction with a suitable provider by 2026. | Partner | |
| 8.1 | A.63 | Implement signage to improve wayfinding for drivers and support movement through and ingress/egress to/from the city. | Deliver | |
| **Management of network and movement** | | | | |
| 8.2 | A.64 | 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. | Deliver | |
| 8.2 | A.65 | Continue to work with the Department of State Growth to deliver on the objectives of the Transport Network Operations Plan. | Partner | |

# City Operations

| Operation | Action | Description | Method | Timeframe |
|---|---|---|---|---|
| **Street space and function** | | | | |
| Creating better space for people and places in Hobart. This means being more efficient in the use of our street spaces and their function. This includes considering the role and value of our footpath space in creating places for people. We will use frameworks like Movement and Place to inform our decisions. | | | | |
| 9.1 | A.66 | Establish the baseline of the current street space allocation throughout the city. | Deliver Project | |
| 9.2 | A.67 | Consider ways to align the current street space allocation to support aspirational mode share for Hobart and Movement and Place principles (until a national framework is available). Implement changes where this does not align. | Deliver Project | |
| 9.3 | A.68 | Provide and communicate an assessment of current road and city space allocation in Hobart. | Deliver Project | |
| 9.4 | A.69 | Develop a footpath width hierarchy according to street type based on Movement and Place principles. | Deliver Project | |
| 9.5 | A.70 | Work with the Tasmanian Government to review traffic signals across Hobart to ensure they deliver on the Transport Network Operations Plan, Movement and Place and Healthy Streets for Hobart's streets. | Partner | |
| 9.6 | A.71 | Work with the Tasmanian Government to expand Transport Network Operations planning to additional areas. | Partner | |

**Freight and goods last mile connectivity**

Facilitating deliveries is important for the economy of the city. Retail, hospitality and other city functions rely on the availability of stock and supplies. We want our last kilometre freight delivery to be efficient, environmentally sustainable and supportive of our local businesses needs.

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|---|---|---|---|
| 10.1 | A.72 | Investigate opportunities where localised freight consolidation may deliver benefits (last-kilometre delivery) – cargo hubs and active transport. | Partner |
| 10.2 | A.73 | Improve laneway amenity and modernise loading docks with clear design guidelines. | Partner |
| 10.3 | A.74 | Review loading zone availability and operation across the city in collaboration with key stakeholders. | Deliver Project |

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