



12 April 2021

Dear Candidate

### **Greater Hobart Strategic Partnership - State Election 2021 - Greater Hobart deserves better**

Greater Hobart, Tasmania's capital and largest population centre deserves a better public and active transport system.

The Hobart City Deal aims to tackle the issues of traffic congestion on our roads. While it has been a good start, we need to focus on reliable, sustainable and effective public and active transport as a top priority.

Our city needs an integrated commuter public and active transport system that makes it advantageous to get the residents of Clark and Franklin out of cars and onto buses and cycle ways to commute to and from work.

The geographic constraints of Greater Hobart make a modal shift from private cars to public transport an important response to the growth challenges around our City. It will reduce road congestion and the need for city parking as well as improving walkability and city amenity.

As the Mayors of Greater Hobart representing constituents in Clark and Franklin, we call on you to pledge to invest in a better public and active transport system for Greater Hobart through the following key commitments:

- 1. Delivering the Hobart Transit Centre**
- 2. Allocating the \$25 million Urban Congestion Fund commitment in the Hobart City Deal to light rail on the Northern Suburbs Transit Corridor**
- 3. Delivering a network of commuter cycle ways across Greater Hobart**

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#### **1. Hobart Transit Centre**

The Hobart City Deal Implementation Plan states that a feasibility study report of the Hobart Bus Transit Centre in the CBD was to be delivered in 2019. We are now two years into implementing the Hobart City Deal and we have had no clear commitment to deliver a Hobart Transit Centre – the key pillar in the entire integrated public transport system for Greater Hobart.

While a study has been undertaken, it has not been publicly released, and there is no funding or timeframe committed to this project. We call on you to commit to delivering this essential infrastructure project for Greater Hobart.

In addition to investing in the Hobart Transit Centre, the Greater Hobart Strategic Partnership calls upon you to commit to invest in increasing bus services to deliver an effective public transport network. An increased investment requires a plan that sets a strategic direction for public transport development in the Greater Hobart region over the next 10 years. This will serve to increase capacity building in services and the providers of those services; and in infrastructure that encourages and enables an uplift in public transport use across the whole Greater Hobart region. Along with more bus services, government investment is also required in enhancing user experiences to encourage the uptake of public transport. Better information, marketing and communication of transport options (e.g. real time travel information), better bus shelters and a single ticketing system will also increase the uptake of public transport as a regular and primary transport choice. The public transport system needs to be agile, easy to use and above all else, cost effective for users.

Feedback from residents and public transport users in Greater Hobart indicates that increasing the attractiveness of public transport requires more buses, running more reliably and frequently as well a different product mix, with bus priority measures and more direct services.

Families across the Greater Hobart region are also telling us that more school buses are required to ensure that no young person experiences transport disadvantage.

**The Greater Hobart Strategic Partnership calls upon you to commit to investing in the Hobart Transit Centre and an increased investment in buses to deliver the public transport system that the residents of Clark and Franklin deserve.**

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## **2. Allocating the \$25 million Urban Congestion Fund commitment in the Hobart City Deal to light rail on the Northern Suburbs Transit Corridor**

The Hobart City Deal commitment that “City Deal Partners will activate the Northern Suburbs Transit Corridor through transit oriented development that prioritises urban renewal and improves housing supply, affordability and diversity (Hobart City Deal 2019 p20)” has completely stalled.

The Greater Hobart Councils want to ensure this key action is progressed as soon as possible.

To progress this commitment within the remaining eight years of the Hobart City Deal, the Greater Hobart Councils propose that City Deal Partners should act on the findings of the *PWC NSTC Transport Mode Study: Options Assessment Report July 2020 (the PWC report)* commissioned under the Hobart City Deal.

*The PWC report* indicates with no uncertainty that the light rail mode option provides the largest impact on city shaping outcomes, with light rail acting as a significant catalyst for urban renewal.

*The PWC report* found that the light rail option had the largest land use response across the mode options and the most significant change to land value uplift. A copy of the report is available at [https://www.hobartcitydeal.com.au/activating\\_the\\_northern\\_suburbs\\_transit\\_corridor](https://www.hobartcitydeal.com.au/activating_the_northern_suburbs_transit_corridor).

To best expend the \$25 million Australian Government Urban Congestion Funding we propose that you commit to undertake a Light Rail Concept & Engineering Design; and Track Refurbishment Plan for passenger light rail, to assess the feasibility of the light rail mode option.

It is only through the development of a Concept Design & Engineering Design that we can most accurately assess the capital, deliverability and operating costs of the light rail option. The Concept Design would include a condition report, track refurbishment plan and assess land tenure.

Based on the feasibility of light rail as an effective transport solution, the delivery of the Track Refurbishment Plan will make the Northern Suburbs Transit Corridor shovel ready for future investment in light rail. A detailed Business Case will be developed whilst the Track Refurbishment Plan is undertaken to progress this transport solution.

We believe the Concept Design and Track Refurbishment Plan will show that light rail will be the cost effective transport solution on the Northern Suburbs Transit Corridor.

**We call on you to commit to progressing light rail on the Northern Suburbs transit Corridor to deliver the best urban renewal outcomes and to improve housing supply, affordability and diversity for all of Greater Hobart.**

## **3. Investing in commuter cycle way infrastructure**

To achieve a coordinated and long term switch to active transport, the Greater Hobart councils propose to create a network of interconnected active transport routes for safer commuting across the Greater Hobart region.

Currently, there is no up-to-date strategic plan to create a coordinated network of commuter cycling infrastructure across Clark and Franklin. This network of cycling routes would ideally be in, or near, existing major transport corridors to further focus commuter utilisation of those corridors and minimise impact on ancillary roads and pathways.

The Greater Hobart Councils propose to build on the foundation of the Hobart Regional Arterial Bicycle Network Plan (2009) and the Hobart Principal Urban Cycle Network to develop a ***Greater Hobart Active Transport Network Plan*** to prioritise the design and construction of a network of strategic routes across the Greater Hobart area.

It is proposed that the *Greater Hobart Active Transport Network Plan* would connect activity centres and major destinations, create active transport corridors, and link to transit nodes (including ferries across the Derwent) and Park and Ride facilities across Greater Hobart.

The Plan would also incorporate contemporary standards and service levels ensure the network is suitable for e-bikes, e-scooters and the future of personal mobility options.

The Greater Hobart councils call on you to commit co-funding the development of *Greater Hobart Active Transport Network Plan* in 2021. Once developed, the proposed *Greater Hobart Active Transport Network Plan* will enable councils and the state government to prioritise the design and construction of cycle way projects in an ongoing coordinated and strategic way.

We believe the *Greater Hobart Active Transport Network Plan* will establish cycling as a broadly accepted, integrated active transport option across the Greater Hobart region.

To implement the *Greater Hobart Active Transport Network Plan*, we are seeking a pipeline of capital investment from the state government. The Greater Hobart councils estimate the capital cost to construct the commuter network across Greater Hobart to be approximately \$40 million.

The Greater Hobart councils request that you commit to a funded program of \$7 million capital funding each year over the next term of government to design, construct and deliver the *Greater Hobart Active Transport Network*.

Greater Hobart Councils will also co-invest capital funds on an annual basis over the life of the Hobart City Deal to implement the *Greater Hobart Active Transport Network Plan*.

The Greater Hobart councils have already committed \$18.75 million in improvements to, and the extension of cycle ways; and in linkages and access for cyclists over the life of the Hobart City Deal. The Greater Hobart councils will target these funds to jointly implement the *Greater Hobart Active Transport Network*.

The Greater Hobart councils welcome the opportunity to discuss how we can co-fund the development of the *Greater Hobart Active Transport Network Plan*, to align our cycling infrastructure investments in a networked and coordinated approach across the whole of Greater Hobart.

**The Greater Hobart Strategic Partnership calls upon you to commit to funding the proposed *Greater Hobart Active Transport Network Plan*, and a pipeline of cycling infrastructure to encourage a long term switch to active transport across Clark and Franklin.**

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On behalf of the Greater Hobart councils representing the constituents of Clark and Franklin, we call on you to commit to these initiatives to deliver the public and active transport system that our residents deserve.

We would appreciate your written response to these priorities by Friday 23 April so that we can provide a summary of responses publicly prior to the 1 May election.

We welcome the opportunity to discuss any of these initiatives further.

Yours sincerely





Lord Mayor of Hobart  
Cr Anna Reynolds

Mayor of Clarence  
Ald Doug Chipman



A/Mayor of Glenorchy  
Ald Bec Thomas

A/Mayor of Kingborough  
Cr Jo Westwood