



RESPONSE TO PETITION

Petition Nos 1 and 3 of 2024

House of Assembly

The petition of the undersigned Residents of Tasmania draws to the attention of the House that in 2023 the state government plans to spend \$65 million on the Southern Outlet's 5th lane, and on a bypass road around Huonville for traffic between Cygnet and Kingston/Hobart, despite all evidence showing extra and bigger roads ultimately make little difference to traffic congestion.

The RACT shows people in Hobart spend nearly 20% of income on transport and running private cars. The Southern Integrated Transport Plan 2010 proposed better use of current infrastructure and services, reducing car dependency and shifting to other transport types.

State Government policies support increasing public and active transport:

- Tasmanian Walking and Cycling for Active Transport Strategy 2010.
- Our Infrastructure Future 2019.
- Transport Access Strategy 2014.

Your Petitioners therefore request the House to call on the Minister for Transport to review and update the Southern Integrated Transport Plan 2010 and implement a fair transport system for all southern region residents with:

- affordable and convenient public transport, given priority on roads
- walking and cycling path networks, car-pooling and on-demand vehicles
- a network accessible to people with disabilities
- linked timetables, transferable ticketing, and simple route-planning for travellers.

GOVERNMENT POSITION:

The Tasmanian Government has undertaken and is currently implementing a wide range of initiatives to further implement an improved transport system in southern Tasmania, and as result, an updated Southern Integrated Transport Plan is not needed at this time.

RESPONSE:

The Tasmanian Government acknowledges the importance of the Southern Integrated Transport Plan at the time of its development in 2010. However, the Tasmanian Government has since undertaken and is currently progressing a wide range of initiatives to further implement an improved and integrated transport system in southern Tasmania.

- In particular, the Tasmanian Government has recently completed and is progressing a number of significant road projects in the region, which provide for more integrated transport, including:
 - park and ride facilities at Firthside, Huntingfield, Claremont, Midway Point and Rokeby.
 - extension of the existing transit lane on the Southern Outlet between Olinda Grove, including the transit lane connector between Davey and Macquarie Streets. The lane will be used by buses to improve public transport reliability, plus taxis, vehicles with three or more people, motorbikes and emergency service vehicles .
 - Davey and Macquarie Street bus and bicycle improvement measures.
 - the Kingston Bypass duplication and Algona Main Road interchange upgrades.
 - the Huonville bypass, which will reduce unnecessary traffic travelling through Huonville, making it a more pleasant environment for people walking, wheeling and riding.
 - speed limits that have been changed in many areas throughout southern Tasmania to improve safety for all road users. Many of the changes improve the safety of pedestrians, including school children, and are along routes popular with cyclists.
- In addition to these road projects, strategic planning and other project work has been occurring to help improve southern Tasmania's transport system. These include:
 - the *draft Keeping Hobart Moving – Transport Solutions for Our Future* plan.
 - The draft plan was released for public comment in October 2023, and can be found at: keepinghobartmoving.tas.gov.au
 - The draft plan looks at improving transport choices in Greater Hobart and beyond, whether this is by road, river, walking, wheeling or bike riding.

- It focuses on investing in active and public transport infrastructure and services, and outlines how over the next 10+ years, existing and future projects can deliver a transport system that creates an accessible, people-focused and future-ready city that enables economic prosperity and liveability.
 - A final plan incorporating feedback, where relevant, will be released in the near future.
- The department has also developed corridor plans for the Channel Highway between Algona Road and Sandfly Road, and for the Huon Highway between Kingston and Southport, which identify improvement opportunities for these roads, including improved connections to active and public transport.
- The department is also currently reviewing the *Tasmanian Walking and Cycling for Active Transport Strategy 2010* and the *Positive Provision Policy for Cycling Infrastructure 2013*.
 - The updates of these documents will ensure a contemporary view of walking, wheeling and riding is considered when undertaking planning and design work for new transport infrastructure.
- The Greater Hobart Cycling Plan has been developed in collaboration with Clarence, Glenorchy, Hobart and Kingborough councils, to help reduce congestion by encouraging increased use of cycling.
- The Government has established two Grant Programs and committed over \$10 million to fund and assist Local Councils across the State invest in active transport infrastructure.
- The Kingborough Council and State Government have funded a feasibility study to identify a future route for a proposed shared pathway between Margate and Huntingfield, to improve access and connection with existing off-road paths, increase safety, and encourage more walking, wheeling and riding on this section of the Channel Highway.
- The Greater Hobart bus network is currently under review, with a focus on improving reliability and restoring services. Over \$110 million is invested each year in public and school bus services.
- The Tasmanian Government has also committed up to \$10 million over four years to provide all-access, all-weather bus stops at priority locations.
 - This commitment recognises the importance of bus stop upgrades to improve access for people with disability.

- This funding will deliver a significant improvement to bus stop infrastructure across the state, increasing compliance with disability standards and enhancing the passenger experience.
- This will contribute to the aim of reducing traffic congestion by encouraging greater public transport patronage.
- Further to these improvements to the existing bus network, the department is currently preparing a business case for the potential future rollout of a rapid bus network across Greater Hobart, including the Northern Suburbs Transit Corridor, for assessment by Infrastructure Australia. Subject to the outcome of the business case, the state will be eligible to receive funding from the Australian Government to design and deliver this new system.
- In addition to buses, a River Derwent Ferry Service Masterplan has been drafted, which will guide the expansion of ferry services on the River Derwent. The draft masterplan proposes potential new ferry sites and potential services and will be used to guide the \$20 million committed by the Tasmanian Government to help develop infrastructure to support an expanded ferry service.
- Furthermore, the State Planning Office is working with the southern councils to develop an updated Southern Tasmania Regional Land Use Strategy, which will identify various mobility and connectivity challenges and opportunities.

The Tasmanian Government is committed to an improved and integrated transport system in southern Tasmania, as demonstrated by the numerous existing and planned projects, and by the various studies and strategies underway to inform further activities. In this context, the Government does not see the need to update the Southern Integrated Transport Plan.



The Hon Eric Abetz MP
Minister for Transport

Date: 31 July 2024