

# RESPONSE TO PETITION

Petition No. 21 of 2021

House of Assembly



The petitioners ask the House to:

“Consider more practical and immediate solutions to solve Hobart’s traffic congestions including:

- the immediate re-design and re-construction of the intersections of the Southern Outlet, Macquarie and Davey Streets;
- the immediate commencement of more effective clearway rules for the whole of Davey and Macquarie Streets and removing the present hindrances to that;
- the immediate introduction of alternative traffic demand mitigation strategies at their disposal, noting the SOS Hobart residents group has already recommended a number of practical alternative solutions; and
- immediately cease any plans or attempts to compulsorily acquire land and homes in Dynnyrne”

## GOVERNMENT POSITION:

## RESPONSE:

In addressing the first two points of this petition, the Government can again confirm that as part of the advertised integrated Southern Projects, the intersection of the Southern Outlet and Macquarie and Davey Streets will be redesigned and an extra lane will be created through the intersection and into Macquarie Street through the development of a clearway.

This redesign of the intersection and establishment of clearways have always been features of the project and was detailed in the design that went out for public consultation in September 2021.

This is demonstrated from the following links to information from the State Roads website: [https://www.transport.tas.gov.au/\\_\\_data/assets/pdf\\_file/0020/306722/2021-08-SouthernProjects-ConceptDesignPlans-MacquarieDavey.pdf](https://www.transport.tas.gov.au/__data/assets/pdf_file/0020/306722/2021-08-SouthernProjects-ConceptDesignPlans-MacquarieDavey.pdf)

and

[https://www.transport.tas.gov.au/\\_\\_data/assets/pdf\\_file/0019/306721/2021-08-SouthernProjects-ConceptDesignPlans-SouthernOutlet.pdf](https://www.transport.tas.gov.au/__data/assets/pdf_file/0019/306721/2021-08-SouthernProjects-ConceptDesignPlans-SouthernOutlet.pdf)

It is important to understand that the Southern Outlet Transit Lane is part of an integrated strategy to address the growth in private vehicle traffic between the Kingborough and the city. It is not a standalone project.

Contrary to the misinformation spread by political opponents, the Southern Outlet Transit Lane is one element of a suite of projects that will establish infrastructure and services to prioritise extra road space for vehicles with the greatest person-carrying capacity. That means buses and multiple-occupant private vehicles (three or more occupants).

Complementary initiatives under the Southern Projects include park and ride facilities at Kingborough, bus priority improvements on Macquarie and Davey Streets and a large increase in additional bus services – about 70 extra per day between Kingston and the Hobart CBD.

The Southern Outlet Transit Lane will run from Olinda Grove to Macquarie Street. In future stages, it is intended that it extend back to Kingston. That means a new, extra lane giving priority to buses and high occupancy vehicles between Kingston and the Hobart CBD.

The Southern Projects aim to make bus travel an attractive alternative to private car travel. However, commuters will only be tempted to take a bus where they see a reliable travel time saving. There is no current incentive as buses compete for space in the same lane as private vehicles. That is why an extra transit lane is needed.

The Government agrees that public transport will play an important role in reducing traffic congestion in Hobart but we are realistic that infrastructure investment is required to make it possible.

It is not correct to assert that the transit lane will funnel vehicles into gridlock at Macquarie Street. As explained earlier, the extra lane continues through the intersection. As well, there will be new and extended clearways to improve traffic flow on Macquarie Street.

Some parking will be removed or restricted to accommodate the clearways. The Department of State Growth has been engaging with affected residents, businesses and schools to develop solutions to balance their needs with those of the travelling public.

While many houses were acquired in the late 1960s to build the Southern Outlet, the Government does not take the decision to acquire property lightly and in all cases has endeavoured to minimise the impact on homes and land.

However, the Department of State Growth has been talking with as many individual property owners on Dynnyrne Road as relevant about the impact to their property and will continue to do so. The details of these conversations must remain confidential and to maintain privacy. It is currently anticipated that the number of whole properties to be

wholly acquired may be as few as four. The Government has requested the Department to approach relevant owners with a view to negotiating sale/purchase agreements.

The Government has been consistent in its objective to minimise property acquisitions for the transit lane, including where residents have requested that their properties be acquired.

The Department continues to work with engineering consultants who have provided a design that minimises the need for property acquisition, while balancing the travel needs of a growing Greater Hobart population.

The petition asks that the Government explore alternative traffic demand mitigation strategies suggested by the SOS Hobart residents' group. This work has been done. Each of the group's suggestions have either been considered and discounted, or have in fact been included in broader transport strategies and in the Southern Projects package itself.

Besides the park and ride facilities, additional bus services, clearways and removal of parking, the Department also investigated a contraflow lane on the Southern Outlet, such as used on the Tasman Bridge. This idea was discounted due to the increasing southbound traffic being reduced to a single lane. This meant a high potential of slow-moving vehicles causing traffic queuing back through central Hobart and the inability to reach breakdowns.

The SOS Hobart group suggested a ban on heavy vehicle movements during peak travel times. The government works closely with heavy vehicle operators to ensure they use our roads safely and productively. Freight transport is a key part of the Tasmanian economy and heavy vehicles provide many essential services to Tasmanians. Many heavy vehicles must operate to set schedules given the supply chain logistics involved, so a ban during morning peak hours is not possible or desirable.

The SOS Hobart group also suggested the Government require different working hours for its public servants. The Government supports flexible working arrangements, and since the global pandemic, has seen a large contingent of public servants working in different ways, including staggered hours and working from home.

The Government acknowledges that behavioural change is critical to managing congestion and population growth in the southern suburbs and will work with local government to reduce parking capacity and increase parking charges to better reflect the economic value and opportunity cost of a car space in the CBD.



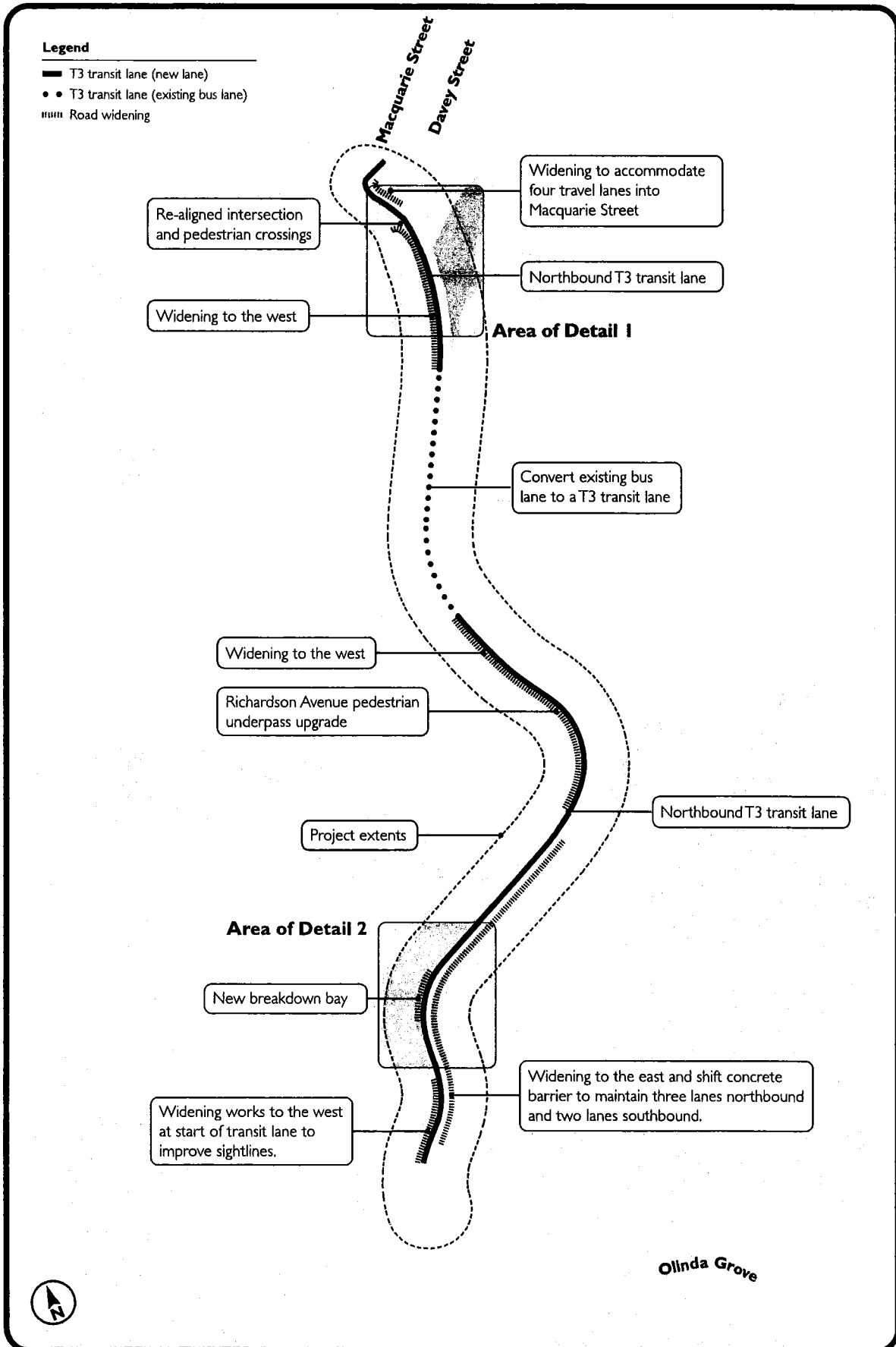
The Hon Michael Ferguson MP  
Minister for Infrastructure and Transport

Date: 20/5/22

# Hobart Southern Projects

## Concept Design – Southern Outlet Transit lane

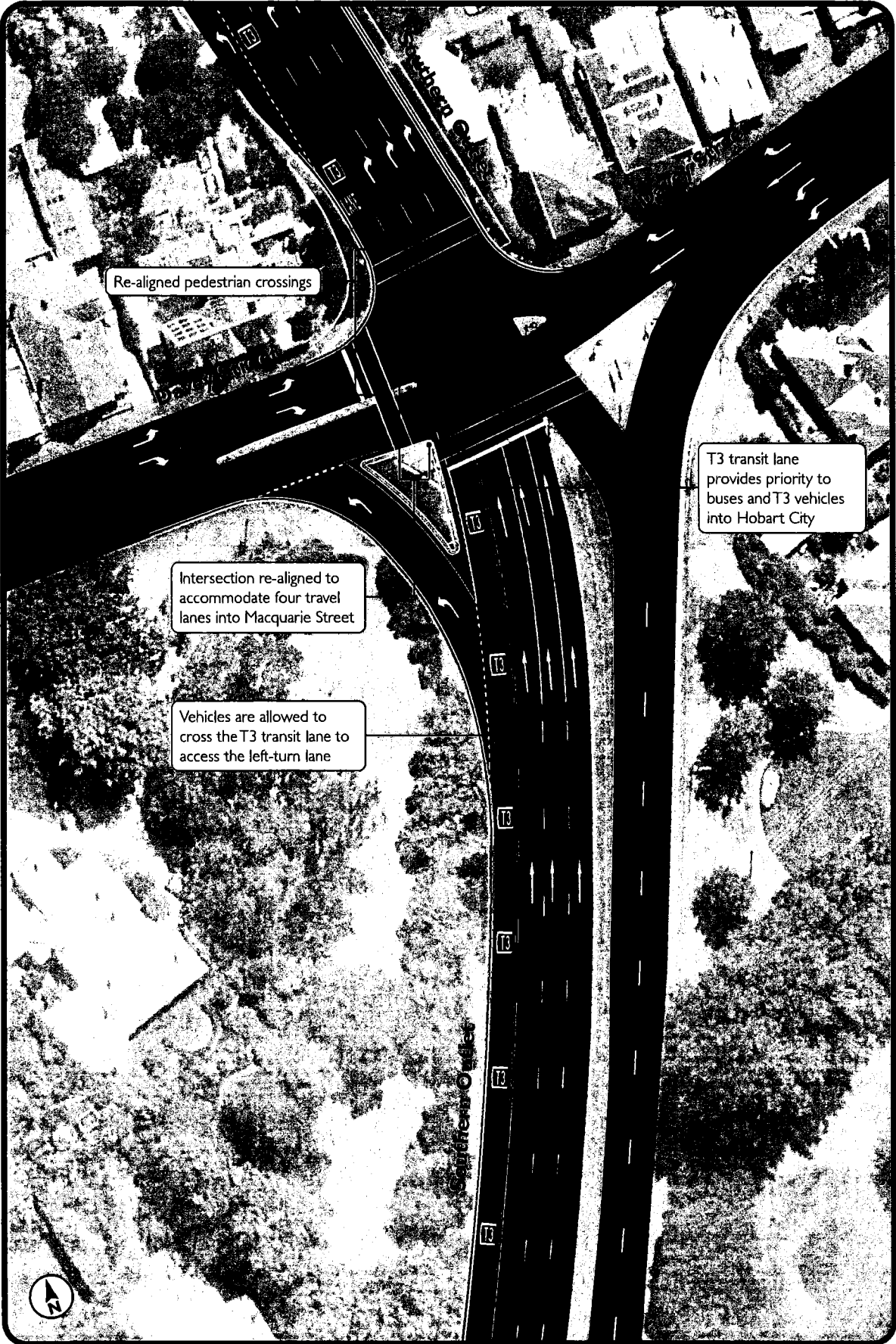
OVERVIEW



# Hobart Southern Projects

Concept Design – Southern Outlet Transit lane

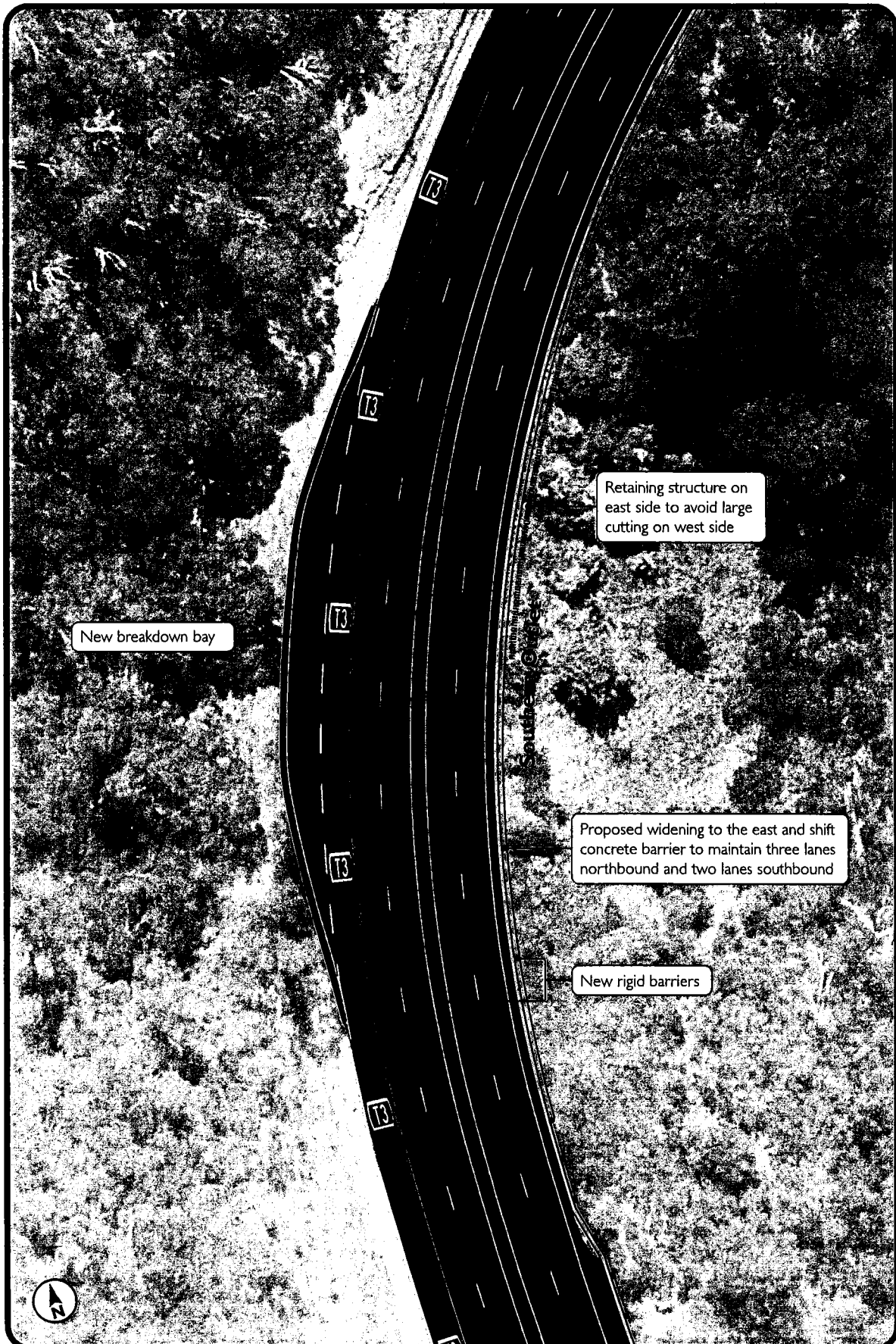
AREA OF DETAIL I



# Hobart Southern Projects

Concept Design – Southern Outlet Transit lane

AREA OF DETAIL 2

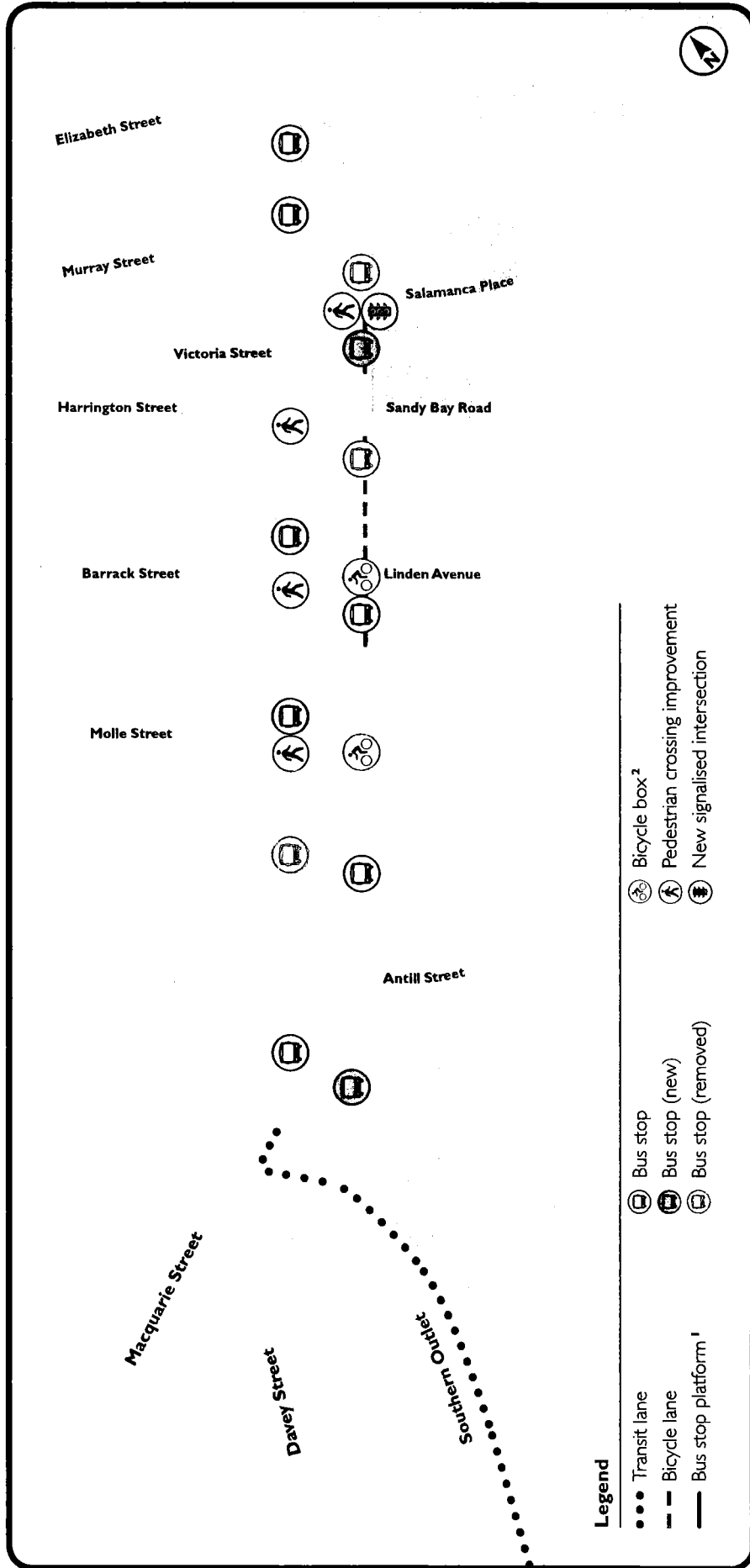


# Hobart Southern Projects

Concept Design – Macquarie Street and Davey Street Bus Priority



Key Features Diagram



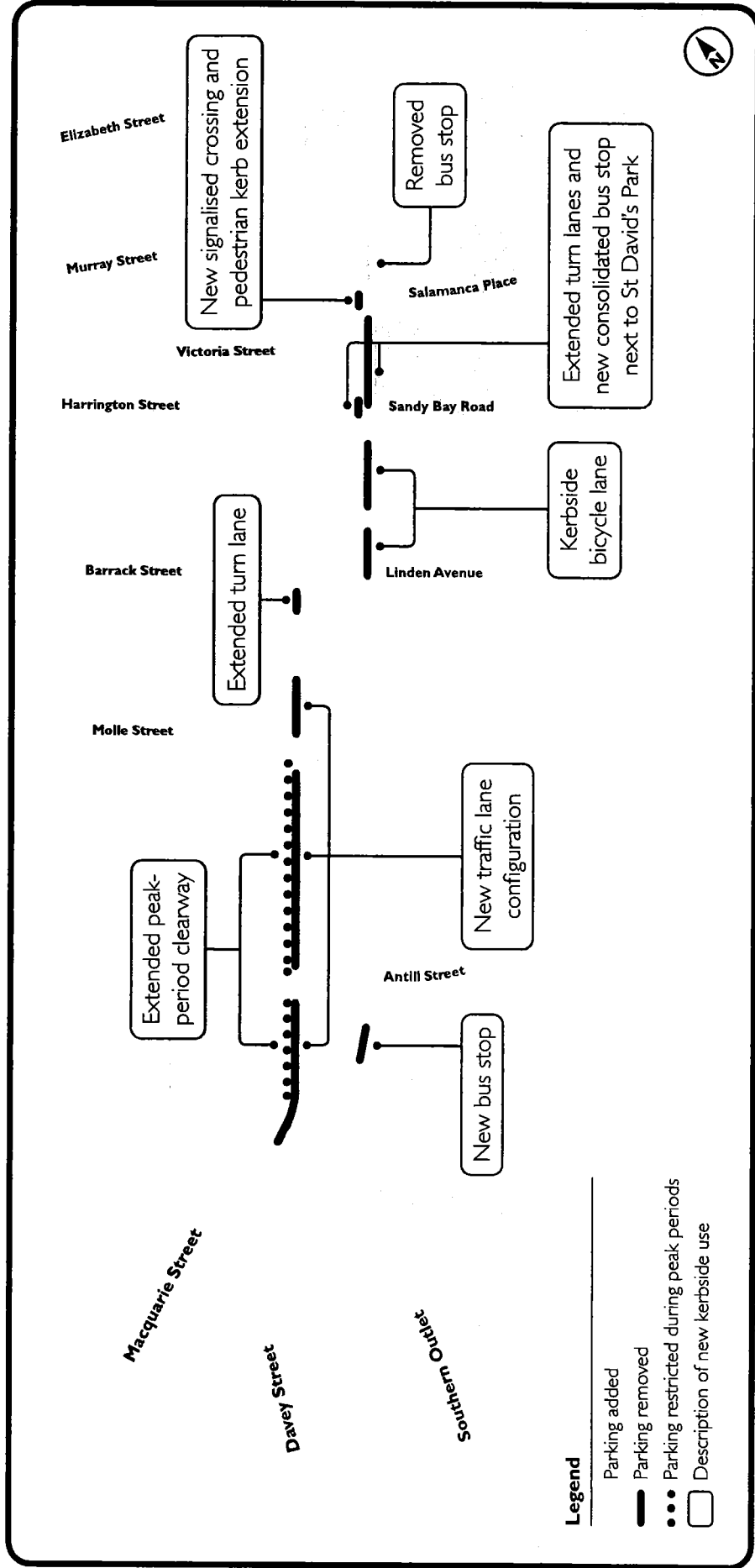
<sup>1</sup> A bus stop platform is where the footpath is widened at a bus stop. It provides more space for waiting passengers and allow buses to pull up to the kerb without leaving the traffic lane.  
<sup>2</sup> A bicycle box is a designated area at the head of a traffic lane at a signalised intersection that allows cyclists to move ahead of traffic, improving safety and visibility.

# Hobart Southern Projects

Concept Design – Macquarie Street and Davey Street Bus Priority

Parking Changes Diagram

2



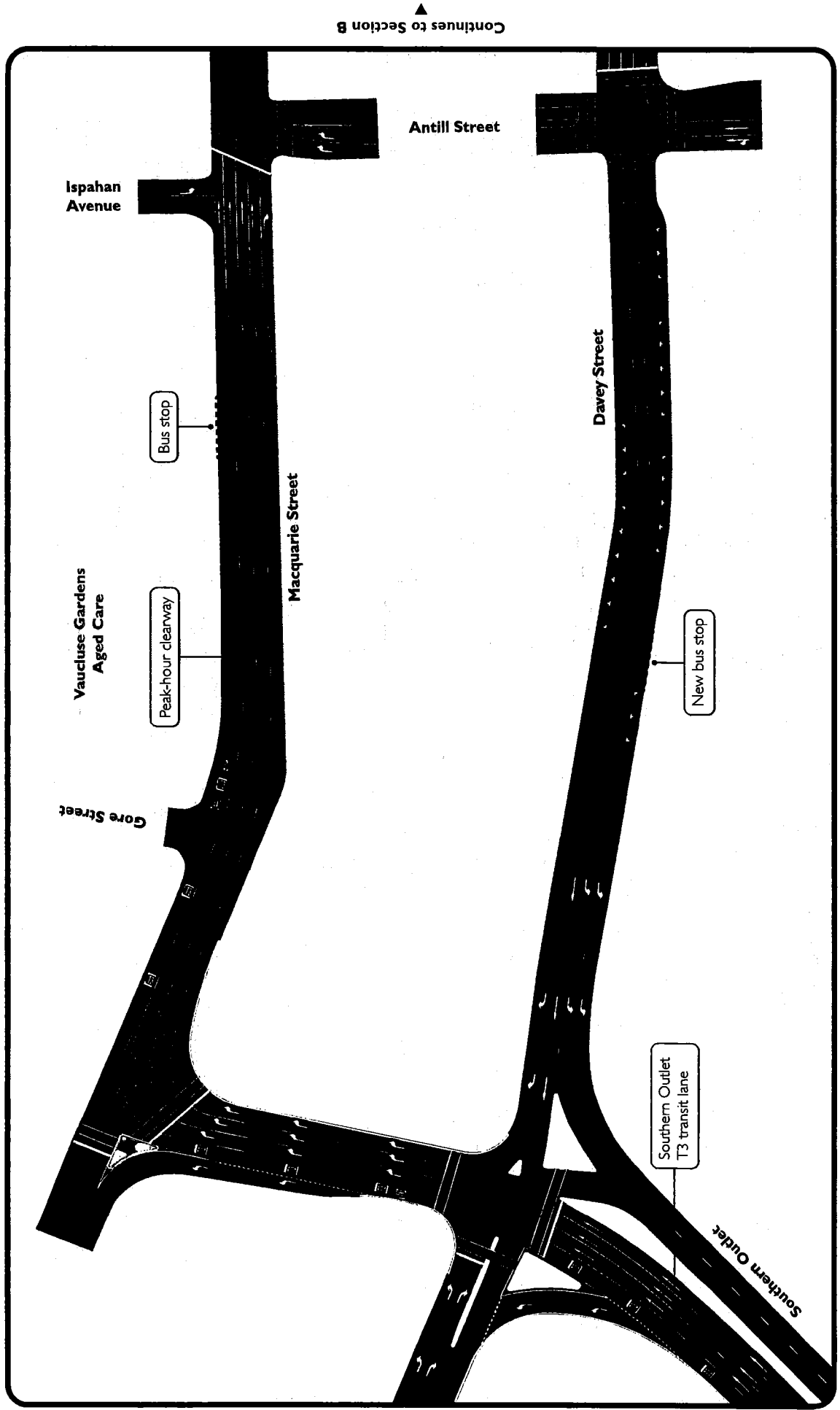


# Hobart Southern Projects

Concept Design – Macquarie Street and Davey Street Bus Priority



Southern Outlet – Antill Street

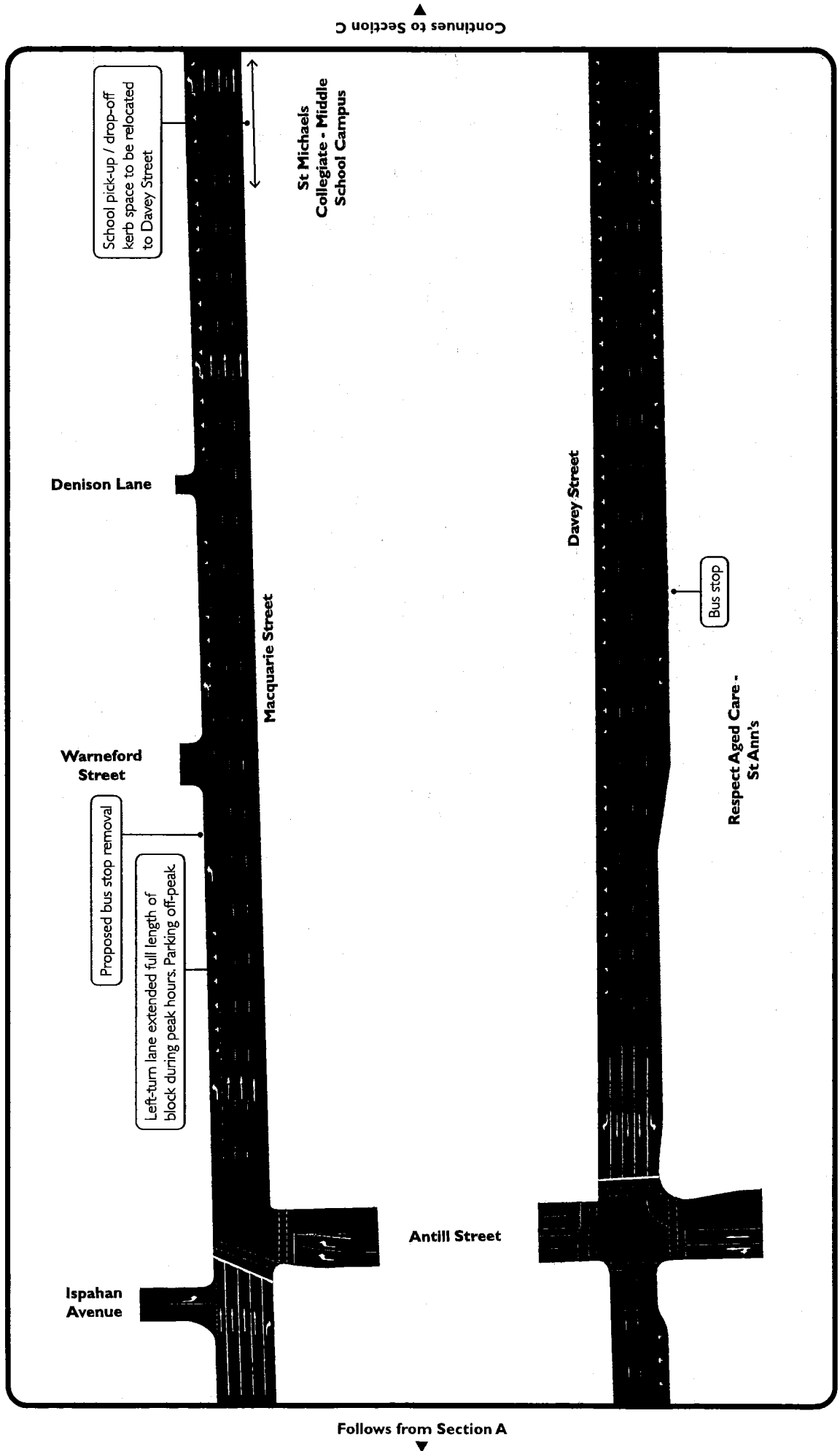


# Hobart Southern Projects

Concept Design – Macquarie Street and Davey Street Bus Priority

Antill Street - Molle Street approach

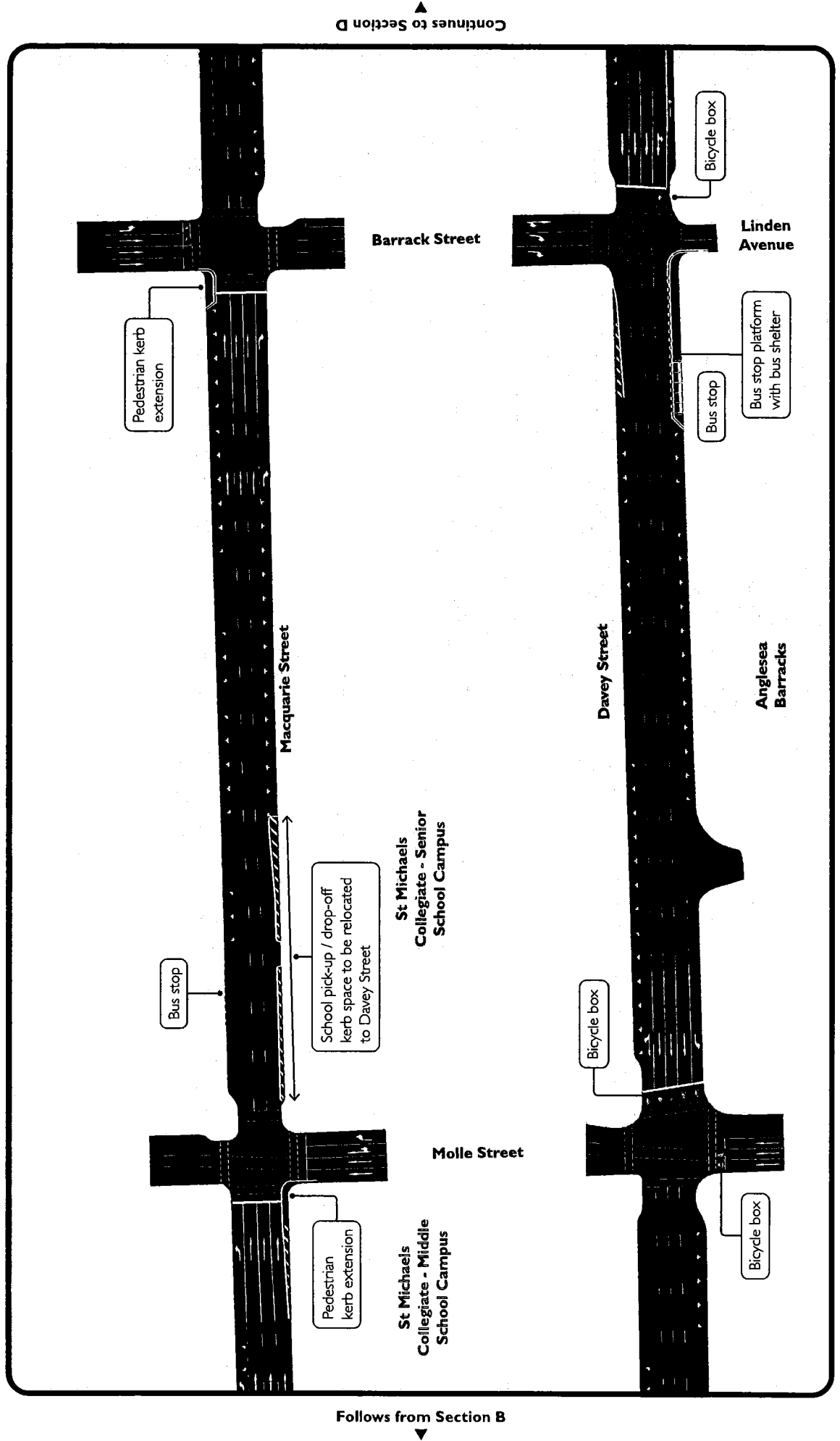
**B**



# Hobart Southern Projects

Concept Design – Macquarie Street and Davey Street Bus Priority

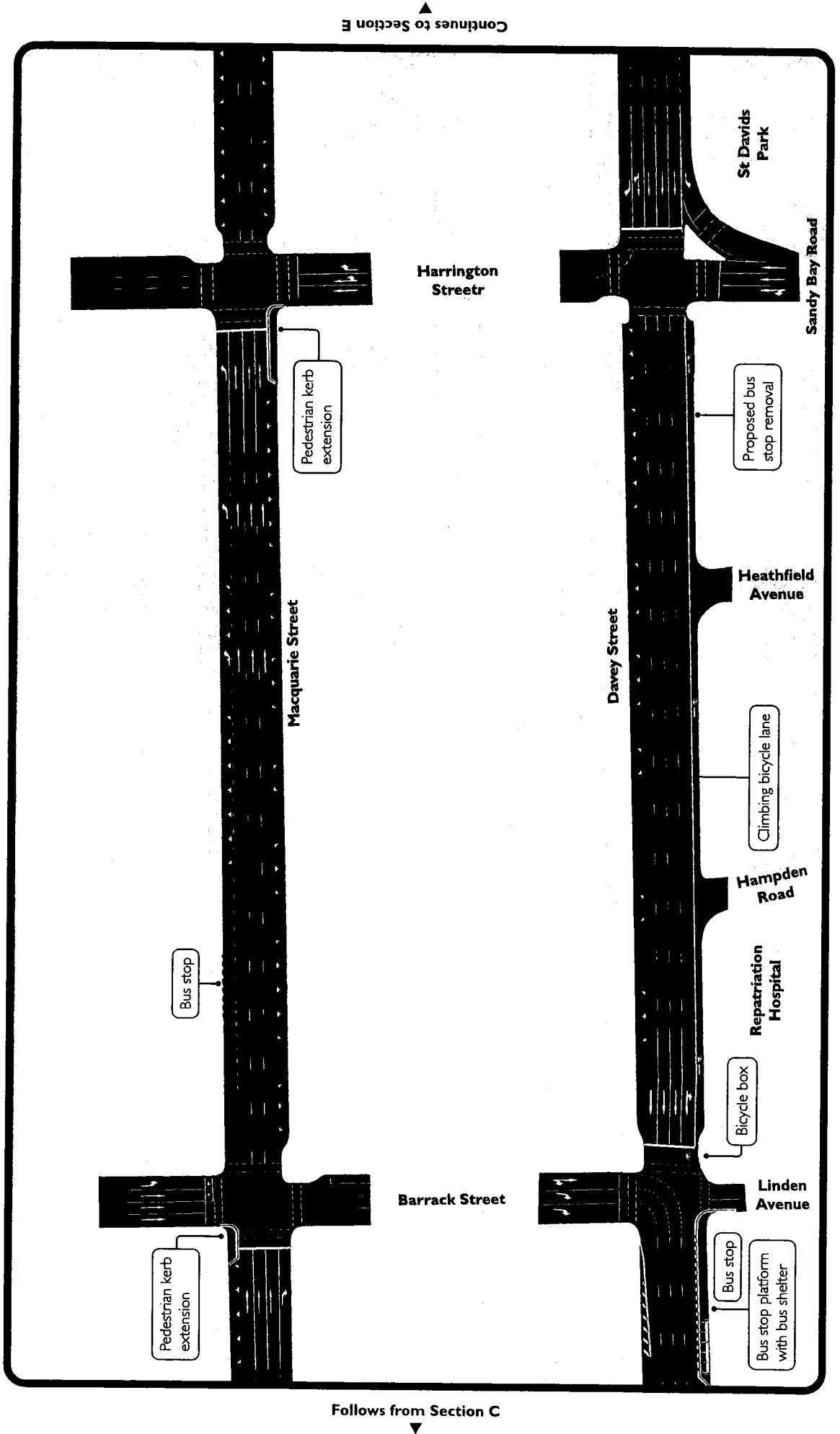
Molle Street - Barrack Street / Linden Avenue



# Hobart Southern Projects

## Concept Design – Macquarie Street and Davey Street Bus Priority

Barrack Street - Harrington Street / Sandy Bay Road



Follows from Section C

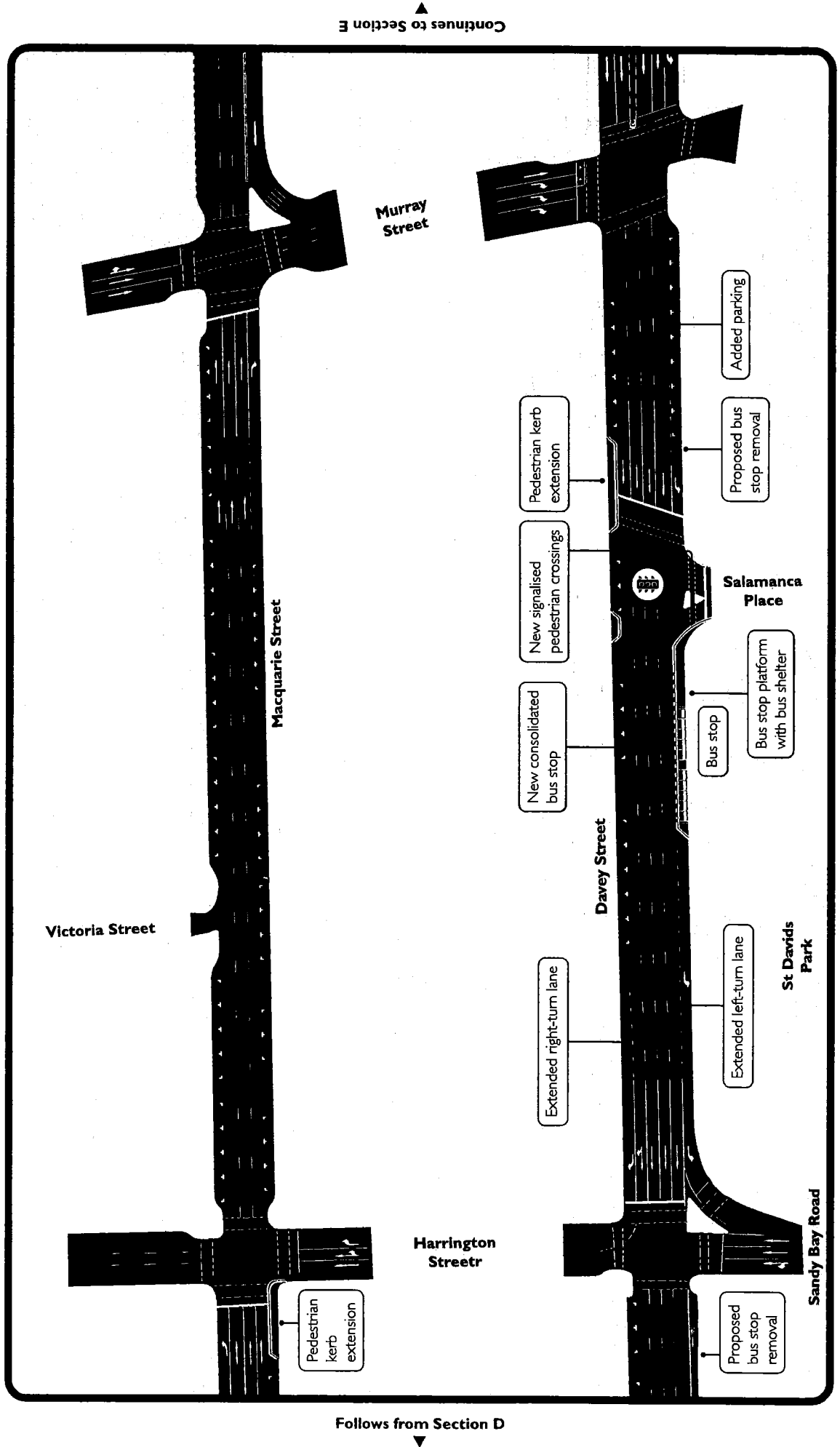
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# Hobart Southern Projects

Harrington Street / Sandy Bay Road - Murray Street

**E**

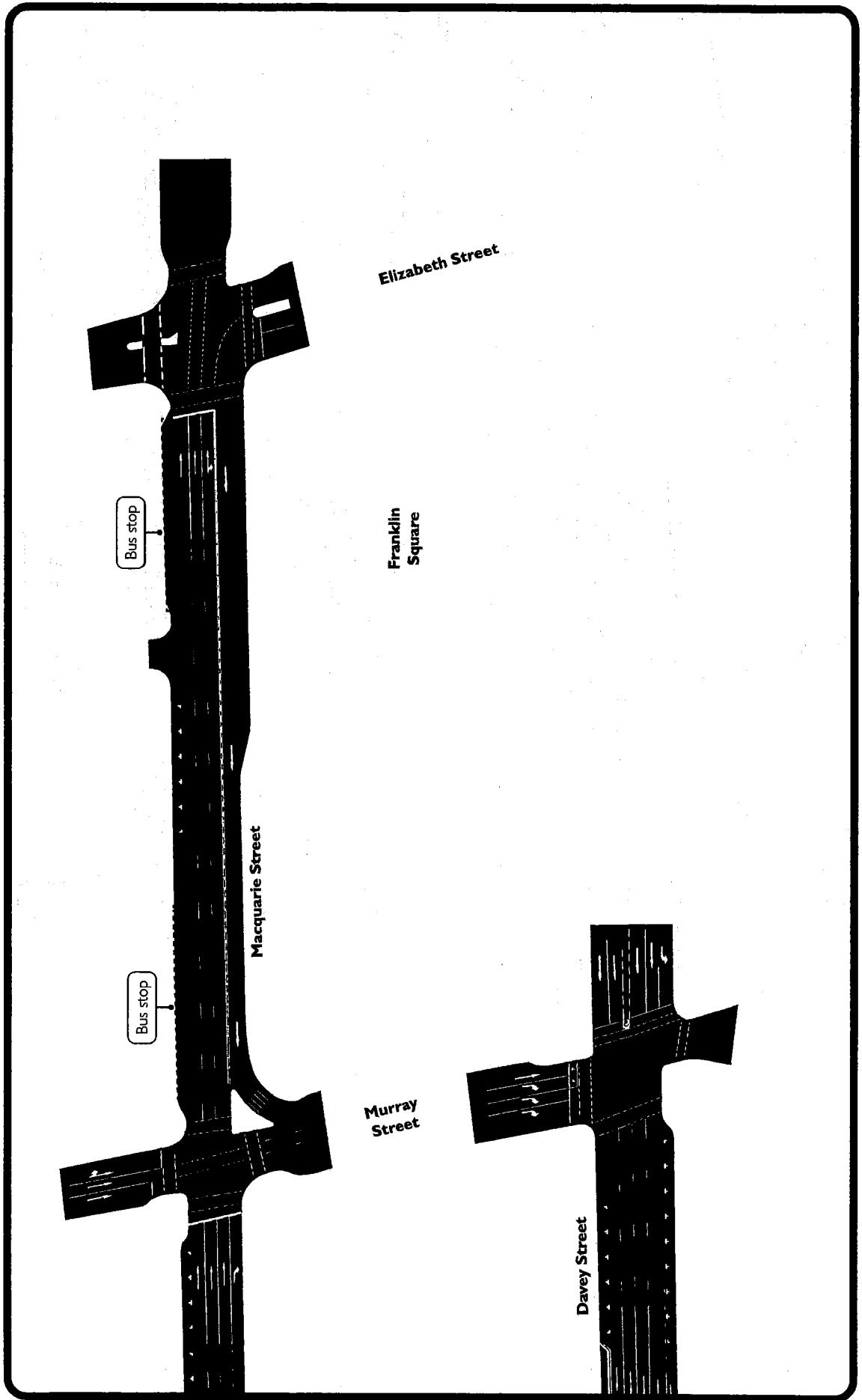
Concept Design – Macquarie Street and Davey Street Bus Priority



# Hobart Southern Projects

Concept Design – Macquarie Street and Davey Street Bus Priority

Murray Street - Elizabeth Street



Follows from Section E

