

Hobart City Deal – Southern Projects

Frequently Asked Questions
August 2021

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Hobart City Deal

What is the Hobart City Deal?

The Hobart City Deal is a 10-year partnership between the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough councils to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city.

What are the key aims of Hobart City Deal?

The City Deal provides a framework to guide and encourage further investment in the city by embracing opportunities for growth and addressing key strategic and infrastructure challenges.

The partnership aims to:

- increase the use of public and active transport
- create urban renewal through compact, liveable and sustainable precincts
- deliver vibrant and liveable communities with access to green spaces, and supporting, cultural and recreational facilities.
- grow Greater Hobart's status as a global connected city.

City Deal Partners are delivering a broad package of infrastructure improvements and services to encourage changed transport habits, manage congestion, improve traffic flow and inform decision making in the Greater Hobart region.

Southern Projects

What are the Hobart City Deal – Southern Projects?

The Southern Projects are a suite of coordinated transport projects being delivered by the Tasmanian Government as part of the Greater Hobart Transport Traffic Solution. The Project is comprised of three sub-projects that together provide a comprehensive, multi-faceted approach:

- the development of a transit lane on the Southern Outlet
- traffic flow improvements on Macquarie and Davey Streets, including bus priority measures
- construction of park and ride facilities in Kingborough and additional bus services.

The Southern Projects will support more people catching fast and frequent public transport to the Hobart city centre, reducing the number of private cars on the road and creating safer cycling and pedestrian options.

Why are the Southern Projects needed?

The Southern Outlet between Kingston and Hobart carries one of the highest daily traffic volumes on our State road network. Building a transit lane to improve access for public transport and emergency services is a key aspect of the Hobart City Deal.

The Southern Projects will allow more people to access fast and frequent public transport to the Hobart central city – not just those within walking distance to the bus route.

How will the Southern Projects ease traffic congestion?

The Southern Projects will provide choice for commuters from the Kingborough and the southern suburbs by providing faster, more reliable and more frequent buses. There will also be supporting infrastructure including a transit lane, bus priority measures, more bus infrastructure, removal of parking and more clearways. This will help support people moving from single occupancy car travel to carpooling and buses. The transit lane will also be available to licenced taxis, motor bikes and bikes.

The Southern Outlet between Kingston and Hobart carries one of the highest daily traffic volumes on our State road network which will continue to increase as the population in the southern suburbs grows. Building a transit lane to improve access for public transport is a key aspect in meeting this growth.

Subject to future funding, we can also extend the transit lane all the way back to Kingston to connect to the Kingborough Park and Ride.

The Southern Projects is an end-to-end solution that will make bus travel attractive as a mode of choice and absorb future population growth in the southern suburbs. By absorbing this growth, it will enhance the experience for those who still must drive and other road users.

What are you doing about improving bus services?

We are introducing up to 70 new bus services a day for the southern suburbs. These services will come online early in 2022. We have already started an express bus service from Huonville which operates four times in the morning and four times in the afternoon, during peak times.

What consultation have you done to inform these projects so far?

We have been engaging with stakeholders throughout the life of this project and will continue to do so.

In 2018, we delivered an online public consultation about the current Southern Outlet bus lane. We asked for feedback on the issues that are important to people, such as travel times, public transport, safety or the environment. We received more than 340 responses, with many people expressing frustration about congestion and safety issues, and support for the bus lane.

In late 2019, we held two focus group meetings in Hobart and Kingston to discuss local issues and obtain feedback. The Kingston workshop focused on issues with the Kingston interchange and park and ride, including what is needed to make the project work in the south. The Hobart workshop focused on issues surrounding Macquarie and Davey Streets, including opportunities for the project in Hobart and what stakeholders see as essential to make the project work.

A summary report was provided to participants and is also available to download from the Transport website:

https://www.transport.tas.gov.au/_data/assets/pdf_file/0005/248072/Southern_Outlet_-_Concept_Options_Report_Final.pdf

In late 2020, we held a public display on the concept designs for the Kingborough park and ride facilities and the additional and improved bus service changes. We used the feedback we received during the public display to inform detailed design. We will start construction of the park and ride facilities in the next month or so. The first of the improved bus service changes started in July, with a new express service from Huonville. More services will come online later.

We have continued to work in consultation with City of Hobart and Kingborough Council to inform the development of the designs across all the projects with the Southern Projects package.

We have also had conversations with Collegiate School and other key stakeholder groups.

Impacts and alternatives

What is the impact of the transit lane on nearby houses?

From time to time, additional land is needed to build a new road, widen a road, or for other facilities or purposes. The decision to acquire land is not taken lightly and in all cases alternatives are considered before contacting property owners.

The area of the Southern Outlet referred to as Cat's Eye Corner is a challenging section of road both northbound and southbound. The current road alignment does not meet current road design standards. Some of the challenges are steep topography, existing retaining walls and property boundaries with houses in very close proximity on both sides of the road.

These challenges mean that some of the houses along the Southern Outlet will be impacted to accommodate the additional lane. The level and extent of property impact remains to be determined. There are many factors we will finalise at the detailed design stage, including kerb placement, drainage, retaining walls, and other engineering matters.

We have been talking to those property owners affected and will continue to do so.

Any acquisition would be handled by the Office of the Valuer-General in line with its processes and in accordance with the *Land Acquisition Act 1993*.

What options have been considered for managing traffic on the Southern Outlet?

We looked at different options before deciding on the design for the transit lane.

Widening on the northbound carriageway (preferred and current proposal)

This involves cutting the rock wall back to allow for an additional lane on the left hand side of the Outlet, to join in with the existing bus lane (north of Cats Eye Corner to Davey Street).

There is impact to some properties on the uphill side of the Outlet; however, widening on this side has less impact on traffic during construction activities, is significantly cheaper than widening on the southbound carriageway, is the best option from a road safety perspective and maintains the location of the existing central retaining wall. It also doesn't impact on the existing two southbound lanes. This should be seen as stage one, with the transit lane in time extending back to Kingston which would provide travel time savings for buses.

Widening on the southbound carriageway (cantilevering)

This involves using the existing wide shoulder on the southbound carriageway of Cats Eye Corner and moving the central dividing retaining wall 2.5 m to the east. This would have a greater impact on traffic during construction and there would still be impacts on properties on the uphill side of the Southern Outlet. In addition, there are challenges with the embankment on the southbound side of the Outlet south of Cats Eye Corner. The cost of construction would be significantly higher with this concept as it would require the construction of two significant retaining walls.

Dynamic tidal flow (contraflow)

This involves making an existing southbound lane able to carry northbound traffic at peak times from Davey Street to Olinda Grove, without any other changes to the current lane configuration. This option was discounted early due to the southbound traffic then being reduced to a single lane causing congestion behind very slow moving heavy vehicles, and flow on effects in to Davey Street and beyond. The existing wide shoulder on the southbound lanes of the Outlet from Davey Street stops south of Cats Eye Corner, so a breakdown past this left hand side point could potentially completely block the Outlet southbound. Continuing the wide shoulder for approximately 500 m further south would require a substantial retaining wall on the bottom side of the Outlet.

Tunnel to bypass Hobart CBD

A tunnel to bypass the City was explored and deemed unfeasible. To construct a tunnel costs in the order of \$1 million per 1 m. To bypass Cat's Eye Corner, a tunnel at least 3 km long would be required, along with property acquisition, not to mention significant construction impacts.

An above-ground city bypass was investigated and deemed not feasible at this time based on cost and property impacts, with a projected cost upwards of \$3.3 billion for a four minute time saving to general traffic. There is more information about this project on the Transport website. Direct link: https://www.transport.tas.gov.au/_data/assets/pdf_file/0019/262522/Hobart_Western_Bypass_Feasibility_Study_-_Summary_Report.pdf

Bypass over the back of Tolman's Hill

This option was discounted due to the steepness of the terrain, the significant property acquisition and significant congestion impacts on South Hobart.

Using Proctor's Road

This option was discounted due to the steepness of the terrain, geotechnical issues, and the need for major property acquisition.

How will you handle the bottleneck between Macquarie and Davey Streets?

We recognise this is a key filter into the city, and have looked at ways to improve it.

We plan to realign the intersection between Davey Street and Macquarie Street to accommodate four travel lanes into Macquarie Street.

This will allow the transit lane to continue through the existing bottleneck around into Macquarie Street. The transit lane will stop soon after Gore Street, and return to general traffic usage.

There will be some impacts to adjacent properties and removal of some trees and we are working with the City of Hobart to minimise impacts on heritage places and significant trees.

More information and how to give feedback

[How can I find out more about the Hobart City Deal – Southern Projects?](#)

More information about the Hobart City Deal is available online at www.hobartcitydeal.com.au

More information about the Southern Projects is available at:

<https://www.transport.tas.gov.au/southernprojects>

To speak to a member of the Project team, we encourage you to contact us:

- by phone on 1800 975 012 during business hours, and
- by email via southernprojects@wsp.com

How can I give feedback on the project?

You can have your say on the proposed designs for the transit lane and bus priority measures from 31 August 2021. We will provide more details on our website so you can read about the project and what we propose in more detail. Visit <https://www.transport.tas.gov.au/southernprojects> from 31 August 2021 to give your feedback.