

About the project

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.

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 future decision making in the Greater Hobart region.

The Southern Projects are a suite of coordinated transport projects being delivered and funded by the Tasmanian Government as part of the Hobart City Deal.

Key components of the Southern Projects commitments include:

- **Southern Outlet Transit Lane** - development of a new transit lane on the Southern Outlet between Olinda Grove and Macquarie Street
- **Macquarie and Davey Streets Bus Priority** – development of enhancements on Macquarie and Davey Streets for buses, cyclists and pedestrians
- **Kingborough Park and Ride** – creation of two new park and ride facilities at Huntingfield and Firthside to support additional and improved southern suburbs bus services.

Stage Two Public Consultation

Concept designs were prepared for these projects and consultation took place in two stages:

- **Stage One:** Wednesday 18 November – Wednesday 2 December 2020 – Kingborough park and ride facilities and additional and improved southern suburbs bus services
- **Stage Two:** Tuesday 31 August – Monday 27 September 2021 – Southern Outlet Transit Lane and the Macquarie and Davey Streets Bus Priority

This report details the public consultation feedback from Stage Two. A separate report was prepared in December 2020 to capture consultation feedback from Stage One and is available on the Transport website at www.transport.tas.gov.au.

The Department started discussions with property owners who may be potentially affected by the Southern Outlet Transit Lane before the public consultation period. These conversations are ongoing and are focused on individual needs and personal circumstances.



Image 1: Proposed Southern Outlet Transit Lane intersection depicting transit lane approach and realigned intersection, traffic islands and crossings.










Image 2: Proposed changes to Davey Street depicting signalised pedestrian crossing and new bus platform

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Public consultation promotion

We provided a variety of opportunities for stakeholder and community feedback as part of the public consultation process. We advertised widely to make sure there was broad exposure and awareness of the feedback opportunities available. We also offered a range of ways to contact us. Promotion of the public consultation included:








 <p>MAIL NOTIFICATIONS</p>	<p>Hard copy notification letters outlining the Stage Two public display details and project fact sheets were posted via Australia Post to all property owners and occupiers within 200 metres of the project areas, reaching a total of 3,071 properties.</p>
 <p>STAKEHOLDER EMAIL</p>	<p>An email providing details of the Stage Two consultation period was delivered to 81 key stakeholders from representative organisations, including state and local government, emergency services, transport organisations and representative groups (including bus, cycling and motorcycles), local schools and aged care facilities, large organisations located near the project precincts, and community associations.</p>
 <p>SOCIAL MEDIA</p>	<p>The RoadsTas Facebook page was used to both advertise the consultation period and as a platform to receive feedback. Two posts were made – the first on Tuesday 31 August and the second on Monday 6 September.</p>
 <p>NEWSPAPER ADVERTISEMENTS</p>	<p>Regular advertisements were placed in four local newspapers including the Kingborough Chronicle, Huon News, the Hobart Mercury and The Classifieds.</p>
 <p>BUS POSTERS</p>	<p>A3 landscape posters were placed on 30 buses used within the Kingston region.</p>
 <p>BUS STOP POSTERS</p>	<p>Posters were also placed at 21 bus stops in Kingston, Firthside, Huntingfield, and Hobart.</p>
 <p>EVENTBRITE</p>	<p>The online event booking website Eventbrite was used to promote and register attendees for the community webinars. The Eventbrite page allowed the community to register for two sessions on Wednesday 8 September 2021 and Thursday 16 September 2021, held via Zoom, including a presentation from the project team and an opportunity for questions via the chat function.</p>

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Public consultation activities – by the numbers

Stage two consultation took place for four weeks from Monday 31 August – Tuesday 27 September 2021. We offered a range of methods to provide feedback. These are outlined below. These opportunities allowed the community to engage with the project team about issues, challenges, and opportunities, and to provide feedback on the project in a variety of ways.

 STAKEHOLDER BRIEFING	<p>81 key stakeholders were invited to attend an online briefing including local councils and councillors; local school leaders; local businesses; and local community groups.</p> <p>A total of 15 stakeholders attended.</p>
 COMMUNITY WEBINARS	<p>Two webinars held via Zoom. A total of 17 community members attended the two briefings.</p>
 PARKING IMPACT DOORKNOCKS	<p>A doorknock was conducted during the first week of public display, reaching 59 properties on Macquarie Street and 7 properties on Davey Street, to inform residents of parking changes and seek their feedback.</p>
 SOCIAL PINPOINT SITE	<p>The online mapping platform which included an interactive display of the concept designs and a link to the online survey received 10,263 total visits within the four-week consultation period.</p>
 ONLINE SURVEY	<p>511 people provided feedback via the online survey.</p>
 SOCIAL MEDIA (FACEBOOK)	<p>2 posts on the RoadsTas Facebook page received 532 comments (including comment replies), 252 reactions and 52 shares. The posts were seen by over 68,400 individuals.</p>
 EMAILS AND PHONE CALLS	<p>37 emails and 9 phone calls were received throughout the consultation period.</p>

Public display feedback

We analysed the data from each feedback method used throughout the public consultation period. Clear themes emerged showing community and stakeholder key concerns and ideas. The key themes noted here represent an analysis of all the feedback that emerged most strongly throughout the engagement period for each of the projects.

What did we hear?	Our response
<p data-bbox="108 622 560 658">Southern Outlet Transit Lane</p> <p data-bbox="108 703 568 739">Concerns about the Transit Lane</p> <p data-bbox="108 770 700 840">Many people who responded held concerns over the proposed Transit Lane. Key reasons included:</p> <ul data-bbox="118 851 735 1099" style="list-style-type: none">• concern that the Transit Lane will not improve traffic congestion or save enough time for commuters• concern that the Transit Lane does not address the main reason for congestion - the bottleneck at the Macquarie and Davey Street intersection.• concern that the project is too expensive for a short-term solution.	<p data-bbox="770 703 1445 898">The Southern Outlet Transit Lane is not a short term solution to traffic congestion, but rather forms part of a larger series of improvements for Hobart which will provide a holistic solution for Hobart’s future transport needs.</p> <p data-bbox="770 925 1469 1120">The transit lane will work together with the park and ride facilities in Kingborough, increased and improved bus services to and from the Kingborough and Huon region, and the work on Macquarie and Davey Street to improve traffic flow and bus priority.</p> <p data-bbox="770 1146 1433 1299">In time, we plan to extend the transit lane from Olinda Grove back to Kingston, to link up with the new Huntingfield park and ride, which will greatly improve travel time reliability from the southern suburbs.</p> <p data-bbox="770 1326 1469 1520">Significant behavioural change is required, and we are striving to put in place measures to make public transport an attractive alternative to the car and a mode of choice, including adding new bus services and providing park and ride options.</p> <p data-bbox="770 1547 1477 1700">We recognise that prioritising limited road space for vehicles with the greatest person-carrying capacity – being buses and T3 vehicles – is the most cost-effective way to move people.</p> <p data-bbox="770 1727 1477 2040">The Macquarie and Davey Street intersection is a key filter into the city, and we have looked at ways to improve it. We plan to realign the Southern Outlet 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 into Macquarie Street. The transit lane will stop soon after Gore Street and return to general traffic usage.</p>

Opposition to land acquisition required for the project

Land acquisition of properties on Dynnyrne Road was the key reason provided for opposition to the project. It is noted that a petition was created to oppose potential property impacts as part of the project which received a number of community signatures.

Sometimes, additional land is needed to build a new road, widen a road, or for other facilities or purposes so we can improve the safety and efficiency of the transport network. 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 existing road does not meet current road design standards. Some of the design challenges include steep topography, existing retaining walls, and property boundaries with houses in very close proximity on both sides of the road.

These design challenges mean that some of the houses along the Southern Outlet would be impacted to accommodate the additional lane. We are moving into the detailed design stage now and working to mitigate the property impacts, looking at the need and level of acquisition and how we can reduce those factors. The number of properties identified for potential impact at the time of consultation were early estimates and we have now been able to significantly reduce this to fewer than four houses, with some additional properties needing partial land acquisition. We understand community concern around the acquisition of the properties in Dynnyrne and we continue to work closely and respectfully with each of the affected property owners to ensure our support is targeted to the individual needs and circumstances of each resident. Given the sensitive nature of these conversations, we are honouring the privacy of property owners by keeping this information confidential.

Support for an alternative solution

Many people suggested that alternative solutions should be further explored and presented to the community for consultation. The alternative solution mentioned most often was a city bypass which many people believe is necessary for Hobart's future.

The *Hobart Western Bypass Feasibility Study* (September 2020) located on the [Transport website](http://www.transport.tas.gov.au) (www.transport.tas.gov.au) provides more information about the alternative solutions we explored to bypass the city.

We also explored a number of alternative options before progressing with the concept design for the transit lane.

In particular, a tunnel to bypass the city was explored and deemed unfeasible. To construct a tunnel costs in the order of \$1 million per metre. A tunnel at least 3 km long

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would be required to bypass Cat's Eye Corner and would involve more property acquisition as well as significant construction impacts to the local community.

We looked into an above-ground city bypass, but it was deemed not feasible at this time based on value for money and property impacts with a projected cost upwards of \$3.3 billion for a four-minute time saving to general traffic.

We also explored other options such as a reversible lanes like those used during peak times on the Tasman Bridge into the Hobart CBD; or using Proctor's Road. These options were discounted due to significant property acquisition, risk of increased congestion and geographical reasons.

More information about these options is available on the [Transport website](http://www.transport.tas.gov.au/southernprojects) (www.transport.tas.gov.au/southernprojects)

It's also important to note that a bypass won't solve traffic congestion because most of the vehicle movements at peak times are going to or from the city, not through it. The *Hobart Western Bypass Feasibility Study* showed that only about 27 per cent of vehicles contribute to through traffic, where the rest have an origin or destination as the Hobart CBD.

Macquarie Street Bus Priority Measures

Support for increased cyclist safety and better cycling infrastructure

People felt that this is not being addressed by the proposed changes with many suggesting they would ride their bike through the city if safer cycling infrastructure existed as well as safe connections between cycling paths and lanes.

Active transport is an important part of the way we travel around Hobart, and we are committed to providing safe and accessible options within the city and surrounds.

We understand that the community would like to see improved cycling options and safety in the CBD, and we will investigate further opportunities to improve cycling facilities during the detailed design process.

The primary focus for both Macquarie and Davey Streets is car and transit movement, as these are key arterial routes. We are working with City of Hobart to develop a plan for the road network in the city and will look at how to improve cycling access and facilities to ensure safety and connectivity. This work looks to prioritise cycling movements on nearby streets that connect to existing cycle ways such as Collins Street and Sandy Bay Road.

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<p>Support for clearways</p> <p>People were supportive of the peak period removal of parking on Macquarie Street with many suggesting the clearway should extend the entire length of the street (including on Davey Street) as this would ease much of the traffic congestion in this area. Others suggested that the proposed times for clearways should be slightly extended to have greater effect (for example, past 9:00 am).</p>	<p>It is important that we strike a balance of parking for residents and businesses and improving traffic flow on these streets which is why the clearways are only proposed for a key section of Macquarie Street at peak times.</p> <p>We acknowledge that this is of concern to some property owners on Macquarie and Davey Streets and we will continue to work with them as we refine the design.</p> <p>We understand the community would like to explore the option of clearways further. We will look at opportunities to expand on this during the detailed design process, and we will continue to work with City of Hobart on this issue.</p>
<p>Davey Street Bus Priority Measures</p>	
<p>Support for increased cyclist safety and better cycling infrastructure</p> <p>Many felt that the proposed climbing bike lane on Davey Street was not enough to encourage cyclists to use the lane. Concern was specifically around safety. Many respondents suggested installing extended cycling lanes on this street and making them separated from the traffic by a kerb.</p>	<p>We understand that the community would like to see more cycling connections and safety measures in the CBD to encourage cyclists.</p> <p>As noted, above, we are working with City of Hobart to develop a plan for the road network in the city and will look at how to improve cycling access and facilities.</p>
<p>Concern that the proposed design will not solve the problem long-term and support for additional public transport priority</p> <p>A number of people did not believe the changes will make a significant difference over time and that the proposed traffic improvements may create more demand. The key reason provided was that congestion in the Hobart CBD is caused by through-traffic which will not be solved by the changes being proposed on Davey Street or other aspects of the Southern Projects.</p> <p>Additionally, there was some support for more public transport priority measures, such as bus lanes, on Macquarie and Davey Streets.</p>	<p>As noted above, the Southern Projects, and the measures proposed for Davey Street, are one part of a larger series of improvements for Hobart which will provide a holistic solution for Hobart's future transport needs.</p> <p>The Davey Street measures will work together with the Southern Outlet transit lane, park and ride facilities in Kingborough, increased number of bus services to and from the Kingborough and Huon region, and the work on Macquarie Street to improve traffic flow and bus priority.</p> <p>The Southern Projects are focused on improving public transport options and uptake in the southern suburbs and into the CBD. Opportunities to increase public transport priority along Macquarie and Davey Streets, such as introducing dedicated bus lanes, may be considered in the future.</p>
<p>Support for alternative options</p> <p>Many people suggested that alternative solutions should be considered to ease traffic congestion in</p>	<p>As outlined above, a number of alternatives have been investigated and deemed unfeasible, including the possibility of a CBD bypass.</p>

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<p>Hobart CBD, with most suggesting a CBD bypass. Respondents were unsure what this might look like; however, most frequently suggested were tunnels or overpasses.</p>	<p>The Southern Projects are focused on improving public transport options and uptake in the southern suburbs and into the CBD, and we will investigate other options to implement this objective in the most effective way based on feedback received during detailed design.</p>
General Feedback	
<p>Across both projects, general calls for the improvement of the public transport system emerged from feedback. Specific suggestions for improvement varied throughout the feedback provided, but a common theme was a desire for cheaper bus fares to increase attractiveness of bus travel.</p> <p>Support for a greater uptake of public transport and carpooling was the most highly rated project feature in the survey, and feedback on this topic was received throughout the survey, Facebook, and phone calls.</p>	<p>We understand that improving the current public transport system is important to stakeholders and community members in Hobart.</p> <p>Research (<i>Tasmanian Travel & Physical Activity Study 2017</i>) shows that service improvements provide a much greater incentive for motorists to move to public transport than fare abolition.</p> <p>We are introducing up to 70 new bus services a day for the southern suburbs which will come online in the first half of 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. The Department is also working on other projects to improve public transport and we will keep the community informed of our progress.</p> <p>Feedback we received suggested that a campaign to help change commuter behaviour would be an important part of improving the public transport system, and we will investigate the most effective ways to do this over the coming months.</p>

Next steps

We appreciate the strong interest and response received from stakeholders and community on the concept designs for the Southern Outlet Transit Lane and the Macquarie and Davey Streets Bus Priority. All feedback received will be considered and used to inform the detailed design stage for the projects.

We have started work on detailed design for the Southern Outlet Transit Lane, and further work on the Macquarie and Davey Streets Bus priority project is expected to start in the coming months. Stakeholders and the community will have the opportunity to view the detailed designs as the Department continues to refine these projects.

We will provide updates about the project as it progresses via our website at www.transport.tas.gov.au