

Hobart City Deal – Southern Projects

Stage One Public Display Summary Report

March 2021

About the project

The Southern Projects are a suite of coordinated transport projects being delivered by the Tasmanian Government as part of the Greater Hobart Traffic Solution. The Southern Projects will improve transport options for Kingborough, meaning the range of people who have access to fast and frequent public transport to the Hobart city centre will increase; no longer limited to those within walking distance to the bus route.

The Southern Projects are comprised of:

Kingborough Park and Ride – creation of two new park and ride facilities in Kingborough at Huntingfield and Firthside. This includes additional and improved southern suburbs bus services and an extension of the existing bus network.

Southern Outlet Transit Lane – development of a new transit lane on the Southern Outlet between Olinda Grove and Davey Street.

Macquarie and Davey Streets Bus Priority – development of bus priority measures on Macquarie and Davey Streets to improve bus operations and traffic flow.

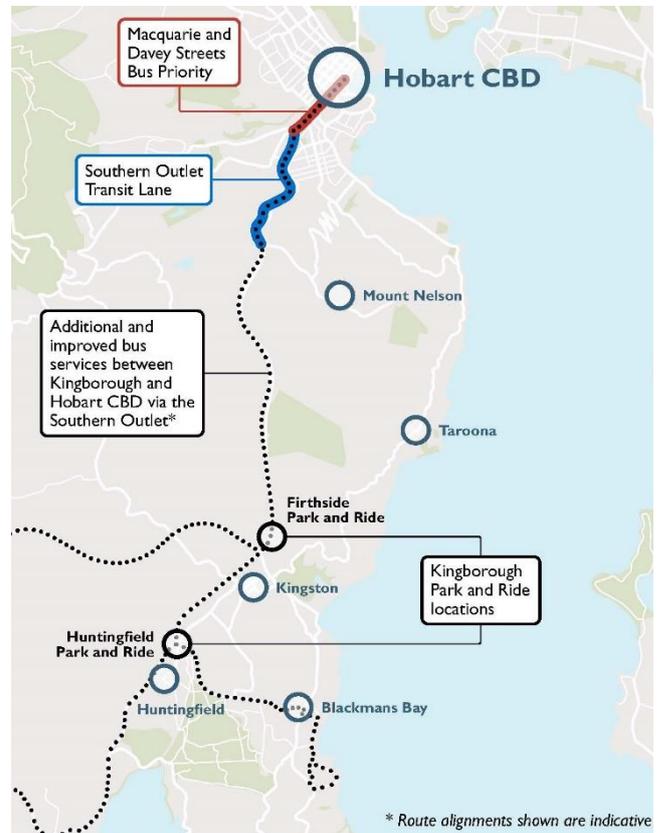


Figure 1 - Map of the proposed Southern Projects

Stage One Public Display

Concept designs have been prepared for these projects and public display opportunities are taking 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:** Early 2021– Southern Outlet Transit Lane and Macquarie and Davey Streets Bus Priority

This Summary Report describes the process and outcomes for the **stage one public display**.

Public display process

We provided a variety of opportunities for stakeholder and community feedback as part of the stage one public display and consultation process. We used targeted advertising to make sure there was broad exposure and awareness of the feedback opportunities available.

These opportunities allowed the community to engage with the project team about issues, challenges and opportunities, and to provide feedback on the project.

Public display activities

Stage one public display took place for two weeks from Wednesday 18 November – Wednesday 2 December 2020. We offered a range of methods to provide feedback. These are outlined below.

Stakeholder briefings	6 briefings with key stakeholders including local councils and councillors, local school leaders, local businesses and local community groups.
Social Pinpoint site	The online mapping platform which included an interactive display of the concept designs and a link to the online survey received 4,568 total visits within the two-week consultation period.
Online survey	130 people provided feedback via the online survey.
Social media (Facebook)	3 posts on the RoadsTas Facebook page received 110 comments, 84 reactions, 41 shares and 3 tags.
Emails and phone calls	7 emails and 3 phone calls were received throughout the consultation period.

Public display promotion

We advertised widely to let the community know of opportunities to provide feedback. We also offered a range of forums to contact us. Promotion of the public display included:

Mail notifications	Hard copy notification letters outlining the stage one public display details and project fact sheets were posted via Australia Post to all property owners and occupiers within 200 metres of the two park and ride project areas, reaching a total of 241 properties.
Stakeholder email	An email providing details of the stage one public display period was delivered to 49 key stakeholders from representative organisations, including 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.
Newspaper advertisements	Advertisements were placed in 4 local newspapers including the Kingborough Chronicle, Huon News, The Hobart Mercury and The Classifieds.
Bus posters	A3 landscape posters were placed on 153 buses used within the Kingston region.
Bus stop posters	Posters were also placed at 10 bus stop locations within the project areas and the Hobart CBD.

Public display feedback

We analysed the data from each feedback method used throughout the public display period. Clear themes emerged showing respondents' key concerns and ideas. The key themes noted here represent a qualitative analysis of the feedback that emerged most strongly throughout the engagement period for each of the projects.

What did we hear?

Our response

Huntingfield Park and Ride

The facility requires more car parking spaces

This theme emerged as the strongest suggestion across all feedback methods, particularly through the online survey and social media. Respondents were concerned the facility would not cope with the number of park and ride users, particularly with the rapid expansion of the surrounding area including a housing development and new school campus.

We understand that ensuring there are enough car parking spaces to service the park and ride facility is important to making it a workable option for commuters. The proposed concept design maximises the amount of parking that can be provided within the land space available. The design also includes secure bicycle parking and improved pedestrian connections to encourage walking and cycling to the park and ride facility.

While the current project will maintain the planned parking capacity, this will be reviewed once the park and ride is operational. If we find demand is growing, we will keep track of how regularly the facilities are used, and to what capacity, so that we can plan for additional sites and other improvements such as expanding access to express bus services. We can also set up control gates if we find the car park is being used for purposes other than park and ride. The Department of State Growth will also consider further opportunities to improve bicycle access to the park and ride site as part of long-term planning for the growing Huntingfield area.

Concern about congestion at the Huntingfield roundabout

This also emerged as a consistent concern for respondents on all forums. Congestion at the Huntingfield roundabout was raised as an existing issue that respondents feel will only increase with the addition of the park and ride facility, new housing development and new school campus.

Congestion at the Huntingfield roundabout is an ongoing concern. As part of the concept design, our local traffic modelling considered existing and future traffic in this area.

This project won't fix current local traffic congestion issues, but it has been designed to minimise the impact on existing hotspots. As noted above, the design includes secure bicycle parking and improved pedestrian connections to encourage walking and cycling to the park and ride facility, which will encourage use without increasing local car trips.

The Department has completed a transport study of the Channel Highway Corridor to investigate safety concerns and consider how the corridor meets the current and future community needs. The report is available on our website at www.transport.tas.gov.au

Firthside Park and Ride

The facility requires more car parking spaces

A large portion of feedback across all forums showed concern for the size of the facility and its ability to cope with the number of park and ride users both now and into the future.

Like the Huntingfield Park and Ride, ensuring there are enough parking spaces to service the facility is essential. The proposed concept design maximises the amount of parking that can be provided within the land space available. The design also includes secure bicycle parking and improved pedestrian connections to encourage walking and cycling to the park and ride facility.

While the current project will maintain the planned capacity, this will be reviewed once the park and ride is operational.

Concern regarding nearby workers parking at the facility

We received a lot of feedback about the use of the facility's car park by non-bus users, particularly those that work in the surrounding area.

We will keep track of how people are using the park and ride once it's operational. If we find demand is growing, and that non-bus users are taking up car spaces, consideration will be given to installing boom gates or signs to show that the parking is reserved for bus users only.

Parking is too far away from the bus stops

A common concern raised was about the distance between the parking spaces and the bus stop locations. Reasons included the needs of those with mobility issues, safety concerns about walking such a distance in darkness, and the added time to reach the bus stop.

We considered other locations for the bus stops. Due to current bus routes to/from the Southern Outlet and the existing use of the inbound (to Hobart) bus stop by Firthside residents, we decided to keep the existing bus stop locations.

We have designed the facility to ensure maximum accessibility and safety for pedestrians.

All footpaths, walkways and kerbs will be at the standard required to accommodate people with disabilities and those with access needs (such as strollers). We will also install lighting.

Improved bus services

Support for the proposed bus services

A significant amount of support was raised across all forums for the implementation of improved bus services at the proposed locations.

We believe this is a worthwhile initiative that will improve connections to/from the Hobart CBD for Kingborough residents and encourage a greater uptake of public transport use. We are pleased to hear that many in the community agree.

More frequent buses and extended hours

A high proportion of respondents, particularly through the online survey and on social media, suggested that to make bus services more appealing, a more frequent and extended bus timetable would be essential.

The Department of State Growth is continually reviewing bus patronage and operations to meet demand needs.

The new express services are aimed at providing fast and frequent bus services to/from Hobart during peak periods on weekdays. The Huntingfield Park and Ride express service will operate all day, while the Blackmans Bay, Channel and Huonville services will operate in the morning to Hobart and in the afternoon from Hobart. The new services will operate as a trial and bus patronage, timetables and the frequency of services will be reviewed as part of the trial to check they meet demand needs.

Alternate route for the Blackmans Bay service

The online survey results showed that this route was overwhelmingly the most valued proposed bus service. There was substantial feedback supporting this service, however many comments showed concern about the route. Many felt it only covered one part of the suburb, leaving much of the suburb without such a service.

The Blackmans Bay bus service is extremely valuable and provides an important transport connection to and from Hobart.

We are reviewing this route to make sure it covers a broad section of the Blackmans Bay area, while still maintaining an express service.

Lower or subsidised fares

There were several comments suggesting that bus travel would be more enticing, compared to private vehicle use, if fares were lower or subsidised.

Consideration of fare levels is outside of the scope of the project, however we understand the need for accessible public transport fares to ensure public transport remains a viable option for commuters.

Bus services are already heavily subsidised by the Tasmanian Government, with fares usually not covering the cost of providing the bus service to passengers. However, fare revenue collected represents an important contribution to the cost of providing those bus services. The Government further subsidises fares for children, students and passengers who are eligible for concession fares.

Other feedback

We received many other pieces of valuable feedback outside of these key themes. We are considering them all, to inform detailed design and implementation of the Southern Projects. A sample of these are outlined below.

Kingborough park and ride facilities

- Improved cycling connections, cyclist safety and end-of-trip facilities
- More landscaping to provide shade
- Increased capacity for motorcycle parking and end-of-trip facilities
- Electronic departure boards
- Electric vehicle charging
- Further consideration of disability requirements
- Improved bus frequency and capacity
- Improved amenities

Improved bus services

- Desire to extend routes and create additional routes
- Real-time bus tracking
- More regular buses via Taroona/Sandy Bay
- Improved bus service timetable on Summerleas Road

Next steps

We will consider the stakeholder and community feedback on the stage one concept designs, to inform the detailed design for the Southern Projects.

The design of the park and ride facilities will also go through a development application process with Kingborough Council. Part of this includes a public display of designs for community comment. We will keep track of any further community feedback as well as outcomes of engagement activities, and pass these to our project team to consider.

Stage two public display, including concept designs for the Southern Outlet Transit Lane and Macquarie and Davey Streets Bus Priority, will take place in early 2021.

Detailed design for the Southern Projects is expected to start later in 2021.

Further information

To find out more about the Hobart City Deal, head to the website at <https://www.hobartcitydeal.com.au/home>.

More information about the Southern Projects is available on the Department of State Growth website at <https://www.transport.tas.gov.au/southernprojects>.