



our **Roads** for **Future**

Hobart traffic origin-destination report June 2017



Tasmanian
Government



Introduction

Hobart – the destination city

Hobart is a thriving city with a complex and dynamic traffic system. The central business district (CBD) and surrounds attract a large volume of traffic particularly during the morning and afternoon peaks. Hobart's CBD relies upon three major arterial roads for access: Tasman Highway; Brooker Highway; and Southern Outlet. These arterials are connected via the Davey Street / Macquarie Street couplet, which is connected to various major collector roads along its length providing access into the city (including Sandy Bay Road, New Town Road, Campbell Street and Murray Street).

Over the last decade traffic volumes in Hobart have grown and the road network demand has grown to a point where traffic volumes are approaching network capacity at peak periods. There has been growing community concern regarding traffic congestion due to increased travel times and the variability in travel times. Whilst congestion is experienced throughout greater Hobart, the Hobart CBD is a focal point, with reduced travel speeds and times for those travelling on CBD roads.

A number of integrated initiatives will be required to manage congestion. Understanding how the network is utilised provides context to the issue and is necessary to assess the likely success of congestion management strategies. Previous data has been collected by AustRoads (the peak body for roads and transport in Australia and New Zealand) in the area of travel time delay (peak period compared to free flow), travel time reliability (variability in peak period travel time), and scheduling (additional time required for a journey in peak periods).

This study showed that Hobart performs quite well against these criteria when compared to other capital cities in Australia and New Zealand, however the origin and destination of commuters' journeys was not assessed. Understanding where people start and end journeys that involve travel through and to the Hobart CBD in peak times is critical to finding appropriate solutions.

In May 2016, the Department of State Growth conducted a study of traffic movements passing through inner Hobart. It showed that during the morning peak time more than three quarters of journeys that start in the east, north or south of Hobart, end in the city. Further, during the afternoon peak time, more than two thirds of journeys that end in the east, north or south of Hobart, began in the city. This shows that, predominantly, commuters from all regions in greater Hobart are travelling to and from inner Hobart.

This report provides a snapshot of the data gathered during the study and details vehicle commuter travel patterns throughout greater Hobart during the morning and afternoon peak times. This information provides further insight into traffic congestion in Hobart and helps to inform future congestion management strategies.



The survey

A number plate survey was used to track the movements of cars passing through Hobart. In May 2016, cameras were installed at seven key locations around Hobart to create a cordon, allowing the majority of cars entering and exiting the city to be observed. This data allows the origin and destination of trips that pass through inner Hobart to be tracked. For this study, greater Hobart was split into four general regions:

- Hobart
- North
- South
- East

The movements to and from these regions were captured using the cordon points, the east being tracked at the Tasman Bridge, south at the Southern Outlet and Sandy Bay Road and the north at the Brooker Highway, New Town Road, Augusta Road and Mount Stuart Road. The results of this study are summarised in the table below, and in the following maps.

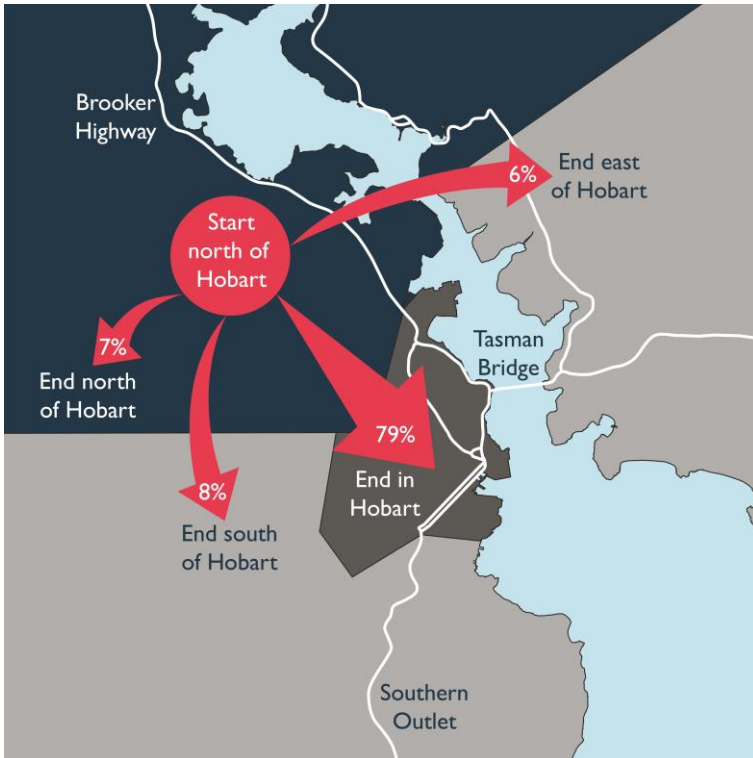
Morning peak 7:30 am to 9:30 am					
Number of cars measured	Origin	Destination			
		Hobart	North	South	East
7 494	North	79%	7%	8%	6%
4 328	South	77%	12%	6%	5%
5 591	East	76%	13%	9%	1%

Afternoon peak 4:30 pm to 6:30 pm					
Number of cars measured	Destination	Origin			
		Hobart	North	South	East
6 136	North	73%	6%	10%	11%
2 846	South	76%	8%	6%	10%
4 201	East	66%	21%	8%	4%

North of Hobart trips

Morning peak

Destination of trips originating north of Hobart from 7:30 am to 9:30 am

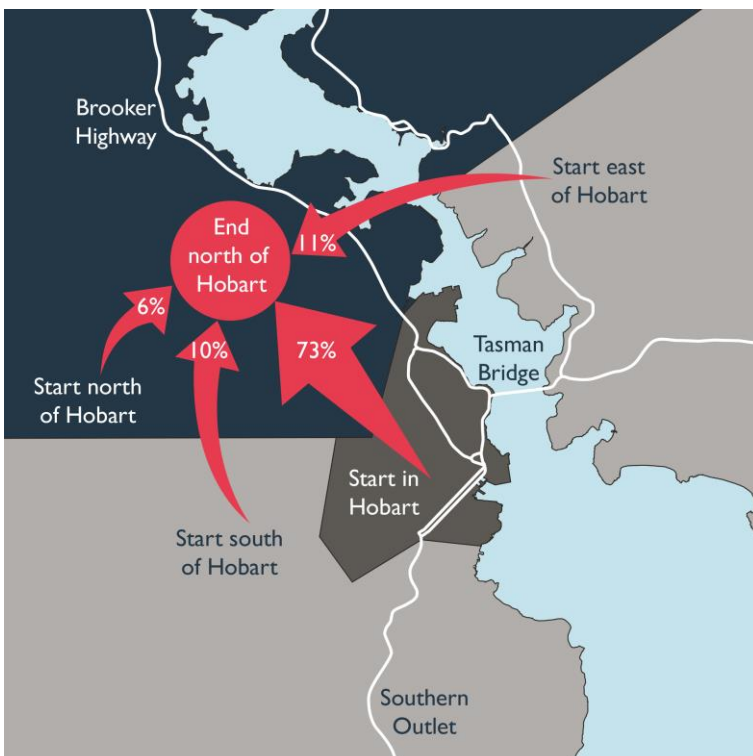


Of trips starting north of Hobart:

- 79% ended in Hobart
- 8% ended south of Hobart
- 6% ended east of Hobart
- 7% returned to north of Hobart.

Afternoon peak

Origin of trips finishing north of Hobart from 4:30 pm to 6:30 pm



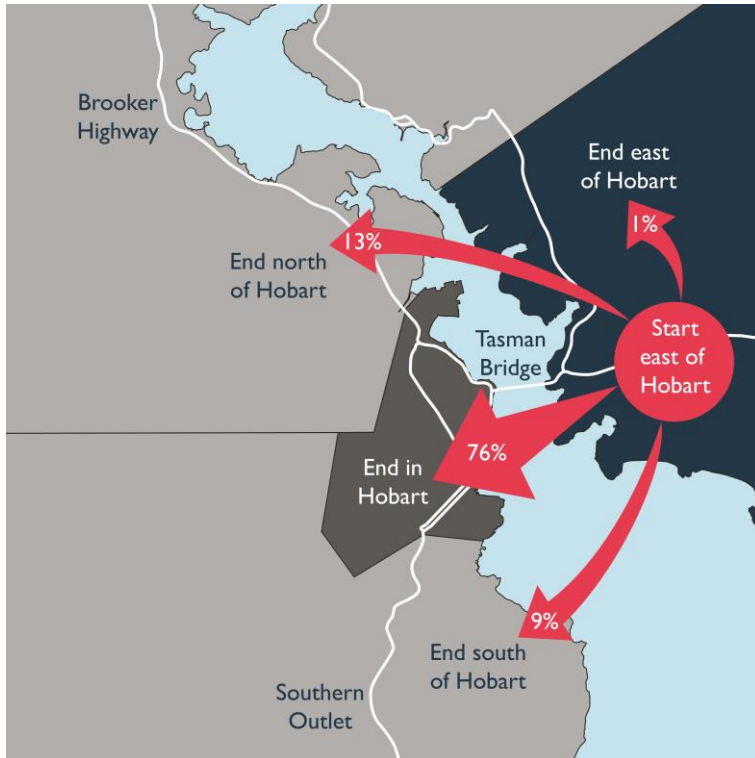
Of trips finishing north of Hobart:

- 73% started in Hobart
- 10% started south of Hobart
- 11% started east of Hobart
- 6% started north of Hobart.

East of Hobart trips

Morning peak

Destination of trips originating east of Hobart from 7:30 am to 9:30 am

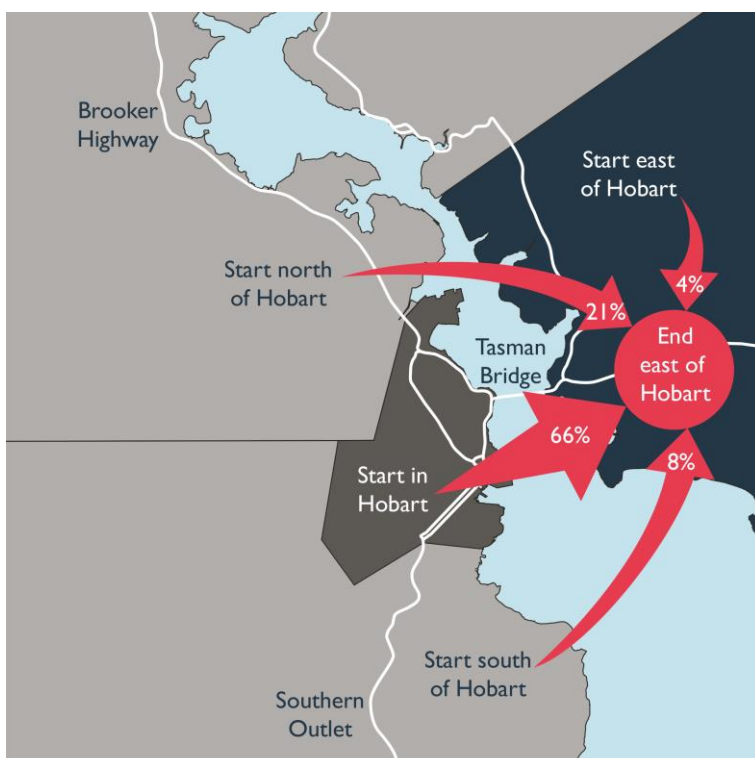


Of trips starting east of Hobart:

- 76% ended in Hobart
- 9% ended south of Hobart
- 1% ended east of Hobart
- 13% ended north of Hobart.

Afternoon peak

Origin of trips finishing east of Hobart from 4:30 pm to 6:30 pm



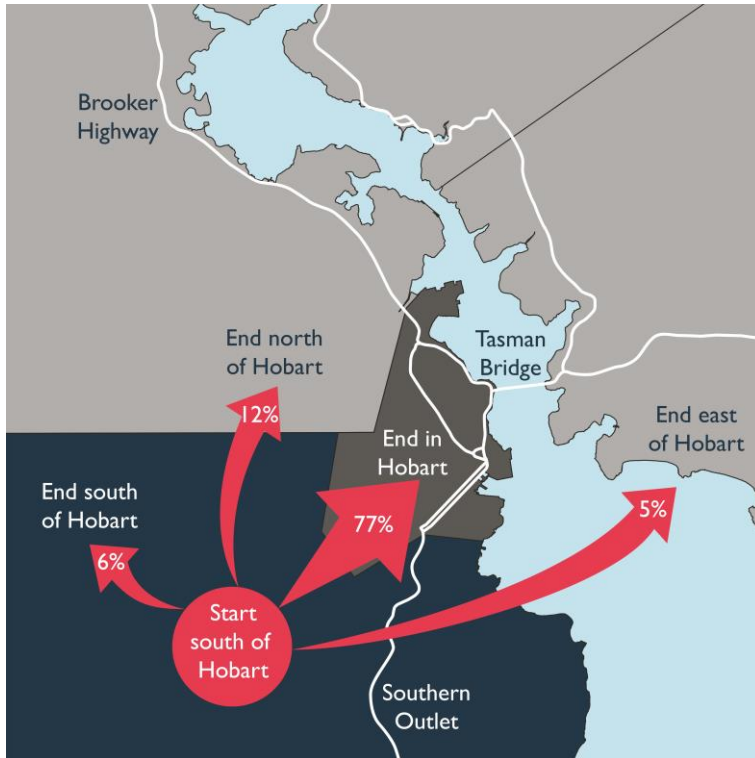
Of trips finishing east of Hobart:

- 66% started in Hobart
- 8% started south of Hobart
- 4% started east of Hobart
- 21% started north of Hobart.

South of Hobart trips

Morning peak

Destination of trips originating south of Hobart from 7:30 am to 9:30 am



Of trips starting south of Hobart:

- 77% ended in Hobart
- 6% ended south of Hobart
- 5% ended east of Hobart
- 12% ended north of Hobart.

Afternoon peak

Origin of trips finishing south of Hobart from 4:30 pm to 6:30 pm



Of trips finishing south of Hobart:

- 76% started in Hobart
- 6% started south of Hobart
- 10% started east of Hobart
- 8% started north of Hobart.



Conclusion

This data shows that the majority of commuters from all regions in greater Hobart are travelling to and from inner Hobart. More than three quarters of journeys made in morning peak time have an end destination of inner Hobart, and in the afternoon peak, more than two thirds of journeys begin in inner Hobart. This information will help inform the actions being progressed as part of the Department of State Growth's Hobart Traffic Congestion Project, as well as future congestion management strategies.



Contact

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