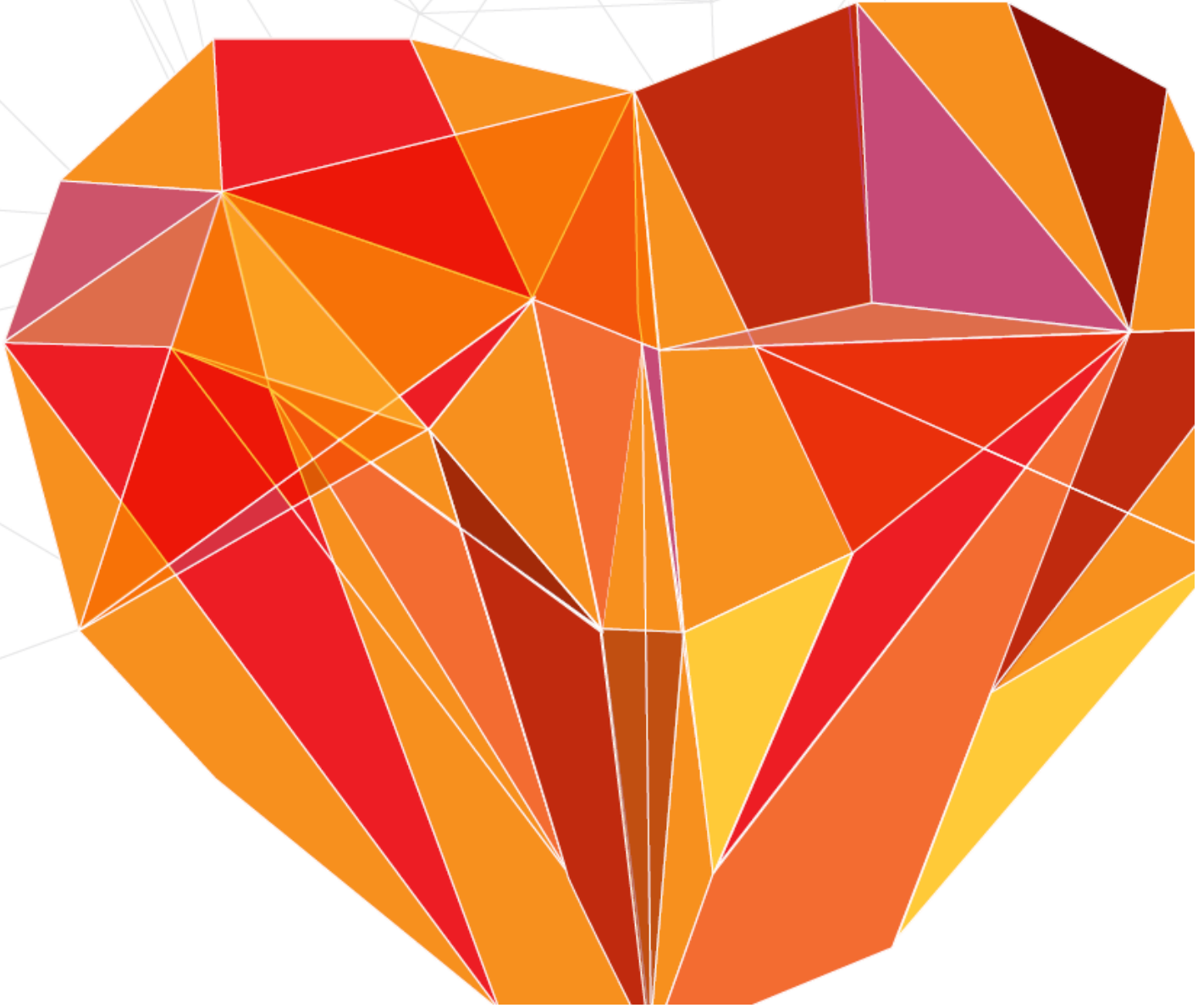


Submission on the
City of Hobart
Transport Strategy DRAFT



24 August 2018

Introduction

The Heart Foundation Tasmania welcomes the preparation of the City of Hobart Draft Transport Strategy and the vision it outlines to improve access and movement for all within the city; particularly the need to readdress the hierarchy of movement, promoting the needs of pedestrians, cyclists and other modes of active travel over the motorised vehicular traffic that currently dominates most of Hobart's streets.

The link between Active Travel & Health

The Heart Foundation advocates the promotion of active travel to support population health and well-being. Hobart has the potential to be a leader in promoting walking, cycling and public transport. The Heart Foundation particularly supports several of the objectives set out in the Draft Strategy, notably the themes focused on walking, cycling, public transport and land use planning (as per *Themes* numbered 3, 4, 5 and 2 in the Strategy).

Walking, cycling and other forms of active travel (for instance scooters for children) offer easy ways for people to integrate activity into daily lifestyles and reduce increasing levels of inactivity.

Public transport also offers opportunities to increase active travel (and in turn activity and health), with many public transport trips being multimodal, with people walking (and/or cycling) at both ends of the public transport journey to get to and from the point of origin and destination.

Activity, in turn, is good for heart health and general health and wellbeing, particularly important in the context of some concerning figures for Tasmanian health: noting a key issue reported on page 28 of the Strategy, under the title ***“What you told us – issues, problems & challenges”***:

- ***“Tasmanians currently experience some of the worst population health outcomes in Australia***
- *‘The Tasmanian Government has the goal of making Tasmania the healthiest population in Australia by 2025. This is an ambitious target, since Tasmanians currently experience some of the worst population health outcomes in the country, with high rates of chronic disease and health risk factors like smoking, obesity, poor nutrition, low physical activity levels, and risky alcohol consumption.’¹⁹*
- ***Active transport, including public transport, can play a part in increasing an individual’s incidental physical activity and this is an important part of improving health.’²⁰***

The proportion of people aged 18 and over classified as physically inactive is higher in Tasmania at 67.9% compared to 66.2% nationally, and overweight and obesity rates have increased, with 67.5% of Tasmanians now overweight or obese in 2014-15 compared with 63.4% nationally¹.

Tasmania has the highest prevalence of high blood pressure (measured – not self-reported) in Australia, with 30.4% of Tasmanians having high blood pressure – significantly higher than the proportion of 21.5% nationally. We also have the highest prevalence of high cholesterol (measured – not self-reported) in Australia, with 39.4% of Tasmanians having high cholesterol – significantly higher than the proportion of 32.8% nationally².

¹ ABS, National Health Survey 2014-15

² ABS, Australian Health Survey 2011-12

Hobart: an opportunity to be an Active Travel City

Hobart has the potential to be an ‘Active Travel City’ The city centre is relatively compact with a clear block structure of streets and built form that aids orientation and legibility. Walking is currently secondary to motorised vehicular traffic with cars, trucks and other vehicles dominating streets, in volume and speed. Controlling vehicular speed, for instance with 30km/hr zones in both the city centre and in residential areas, will help the city environment to become more welcoming to pedestrians and cyclists. As the Consultation Paper 4: Local Area Traffic Management document highlights (p. 37), “In general, death and injury rates of pedestrians drop significantly when impact speeds are 40 km/hr, with the chance of death almost eliminated at less than 30km/hr”. 30km/hr speed control on streets is advocated in *Healthy by Design, A guide to planning and designing environments for active living in Tasmania*³ (p. 29), where it states:

- **“Slow traffic to encourage safe streets:** Advocate for a 30 km/hr speed limit for residential streets and in peak pedestrian areas, such as shopping precincts, schools and community facilities.”

Action 8.4 on page 81 of the Draft Transport Strategy refers to 40km/hr. We recommend that this reference and any other references to 40km/hr should be changed to **30km/hr** in relation to residential streets, and in peak pedestrian areas (such as shopping precincts, schools and community facilities). In addition to the Tasmania guidance it is notable that other Australian state capital cities are addressing the issue of 30km/hr streets, notably with city councils in Melbourne⁴ and Perth⁵ trialling 30km/hr streets in pilot study areas with the potential to roll out to wider areas of the cities, and also being considered in Brisbane⁶.

Infrastructure improvements to enhance opportunities for walking and cycling would be welcome: within the city centre, on key routes into/and out of the city centre linking to the suburbs and within residential zones too.

The statistics on page 32 of the Strategy (“Hobart transport in context”) are striking, notably the predominance of car-reliance:

- **“83% of all journeys to work are by car, a higher proportion than any other Australian capital.”** This statistic is a stark reminder of the current dominance of vehicular traffic, due to a number of factors outlined in the strategy, notably the relatively low density and wide reach of the cities residential suburbs (**“83% of dwellings in Greater Hobart are detached separate dwellings”**, also listed on page 32). Dominance of car journeys are also a result of current limitations on other modes of transport, notably public transport, but also walking and cycling.

³ Healthy by Design® A guide to planning and designing environments for active living in Tasmania, Heart Foundation, 2009

⁴ <https://www.news.com.au/technology/innovation/motoring/on-the-road/melbourne-drivers-hit-with-new-30kmh-speed-limit-trial/news-story/6deab8e4ca4945bc4798cd14b07a4685> (accessed 24/08/2018)

⁵ <https://www.perthnow.com.au/news/traffic/30kmh-limit-will-save-lives-ng-b88906633z> (accessed 24/08/2018)

⁶ <https://www.news.com.au/technology/innovation/motoring/on-the-road/brisbane-to-introduce-blanket-speed-limit-of-30kmsherto-protect-pedestrians-cyclists/news-story/df280d6b4df94897314d0e4948f7736e> (accessed 24/08/2018)

Comments on Sections of the Strategy

The following comments on sections of the strategy are set out in the order as presented in the Draft document.

Vison Statement (page 3)

The Visions Statement includes the lines:

- *“Hobart breaths”; “As we grow, remember what makes this place special”* and
- *“We resist mediocrity and sameness”*

Hobart has a precious waterside location. The city’s waterside setting on the River Derwent is one of the features that makes this place special. Other cities around the world, including other Australian state capitals, embrace their waterside location both as a beautiful setting but also as a valuable resource for transport. Hobart can do the same: it is time to resist the *mediocrity and sameness* of current transport options and seriously plan for (including identifying the requirements in land and infrastructure for) future commuter ferries being a mode of transport again in Hobart, which would offer great opportunities to promote sustainable, active, (and fun!) transport for residents and visitors alike. Regular ferry services supported by appropriate ferry terminal infrastructure (including shelter, connections to walking and cycling route, parking for bicycles and other vehicles) would promote active travel trips – walking and cycling at both ends of the journey. As well as providing an option for Tasmanians (other than sitting in vehicular traffic on limited bridge crossings and connecting routes), public ferries would provide an asset and attraction for Tasmania’s increasing visitor numbers.

Residents of Hobart and surrounding suburbs and visitors alike should have the opportunity to move freely and breath fresh air along expanded walking and networks along the waterfront and throughout the city.

The vision statement concludes with the line *“We walk in the fresh air between all the best things in life”*. It is imperative that walking is supported and promoted in Hobart and we support the statement in Theme 3: **Recognising walking as the most fundamental mode of transport.**

Figure 9: Hobart Transport Vision (plan/diagram, page 64 & 65)

The Heart Foundation welcomes elements of the vision articulated in the Hobart Transport Vision diagram, notably:

- the priority of transit corridors for investment in public transport, walking and cycling infrastructure;
- the need to improve pedestrian and cycling access between the city and waterfront⁷; and
- the public ferry service opportunity.

⁷ **Note:** The need to improve the walking environment connection between the waterfront and city centre has recently been emphasised by reports of increasing tourism visitor numbers. Recent reports have stated how larger cruise ships (with up to 6,500 passengers) will deliver thousands, if not tens of thousands of visitors to the waterside whose primary means of getting around the city will be by foot: pedestrian links through the city need to be prioritised as stated in the actions listed under Theme 3 of the Strategy. Beyond the needs of visitors and tourists the links between the waterfront and city centre should be improved for residents: improvements for Hobartians and Tasmanians will be improvements for visitors too.

With reference to the visionary public ferry opportunities we offer the following additional suggestions:

- In addition to the ferry 'hubs' notated by icons at Sullivans Cove (city centre waterfront) and two locations on the Eastern Shore (Kangaroo Bay and Lindisfarne?), ferry services have the opportunity to connect to other important destinations and hubs. Identification of additional destinations with placement of icons in these locations would be consistent with other land use planning priorities, including the consideration of locations identified for densification as shown in Map 2 on page 20 of the Strategy, as per the *Southern Tasmanian Regional Land Use Strategy 2010-2035*.
- The icon '*Ride and take the ferry*' should be amended to read '***Walk/Ride and take the ferry***' to recognise the importance of walking to/from ferry terminals (in addition to cycling).

Vision Zero (page 33)

The Heart Foundation welcomes the aspiration to ultimately reduce to zero deaths and serious injuries as a result of road crashes. Reducing vehicular speed is key part of this and support is also given to the concept of reducing vehicular traffic speeds on city centre streets and in residential areas. The concept of introducing more 40km/hr zones is mentioned in the strategy (reference to Action 8.4, page 81). As previously discussed, whilst a speed reduction is welcomed, we recommend that **30km/hr** be considered. Speed reductions linked to improvements to infrastructure (including crossings, footways and cycleways) can improve the environment on Hobart's streets for pedestrians and cyclists.

- ***“Action 8.4 – Consider wider area speed limit reductions to 40 km/hr in residential areas and the central Hobart city commercial area, similar to that currently operating in the Battery Point and Hobart waterfront area.” (Page 81). Consider amendment to 30km/hr.***

Theme 2 – Transport and land use planning is integrated to deliver the best economic, social and environmental outcomes into the future

The way we use land influences our need to move. We will strive to create an improved residential, business, institutional and education land use mix in Hobart.

Integration of policy and practice in transport and land use planning is critical to delivering better environments for health and wellbeing. Theme 2 and its associated strategy actions are welcomed. Comments on strategy actions under this theme include:

- ***“Action 2.2 – Research, in fine detail, the available development sites in Hobart to better understand where higher density housing may be most suitable.”***
- The Heart Foundation advocates for higher density development in appropriate locations to support active transport and healthy lifestyles. The Heart Foundation has prepared research in this field and we draw your attention to the Heart Foundation report titled [“Does Density Matter”⁸](https://www.heartfoundation.org.au/images/uploads/publications/Heart_Foundation__Does_density_matter_FINAL2014.pdf)

⁸ https://www.heartfoundation.org.au/images/uploads/publications/Heart_Foundation__Does_density_matter_FINAL2014.pdf

- **“Action 2.3** – In relation to the western shore rail corridor, continue to collaborate with the City of Glenorchy and other stakeholders to develop a thorough understanding of:
 - the wider opportunities and implications of implementing an urban transit solution in the corridor
 - the work required to implement an urban mass passenger transport solution in the corridor.”
- The western shore rail corridor has the potential to be a bold new public transport statement for the city. The opportunity to create hubs of development with appropriate mixtures of land use at transit stops on the public transport route links to the actions for higher density development, in turn helping to facilitate housing provision and opportunities for active travel.
- **“Action 2.10** – Continue the planning work associated with the City to Cove project undertaken by the City of Hobart in 2017, to understand and plan for the pedestrian and bicycle linkage implications of the proposed eastern shore ferry link.”
- Public ferry services can offer a valuable, attractive alternative to private car trips across limited bridge crossings and ever more congested routes. The waterfront offers a unique opportunity for the city to be bold with public transport options. Ferry services not only provide sustainable transport options but would also present opportunities for more active travel trips at both ends of the ferry journey. To facilitate these walking and cycling trips, appropriate infrastructure needs to be planned for, for pedestrians and cyclists.

There are relatively few mentions of the design of **public space** in the Strategy. As stated in previous submissions made by the Heart Foundation (see Conclusion of the [Heart Foundation Submission on the City of Hobart Strategy 2018-30 Consultation Paper 3](#)⁹, 31 May 2017) the design of public space is important and requires collaboration between transport and land use planning. The Heart Foundation recommends that the design of the whole public realm, including public spaces (as well as the streets, paths, links and connections between public spaces) should be considered as part of collaborative planning for transport and land use planning and therefore further reference should be made to this point under Theme 2 of the Strategy.

The principles and actions outlined in the Strategy for both Theme 3 (regarding walking) and Theme 4 (regarding cycling) correspond with the high level objectives established in the Heart Foundations guidance **Healthy Active By Design** (see <http://www.healthyactivebydesign.com.au>), particularly the Healthy Active by Design objectives for **Movement Networks**. We would welcome the inclusion of a reference to the Heart Foundations *Healthy Active by Design* in support of these themes:

- **Movement Networks:** Facilitate safe and convenient travel within neighbourhoods through accessible and connected walking, cycling and public transport routes.
- <http://healthyactivebydesign.com.au/design-features/movement-networks>

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https://www.heartfoundation.org.au/images/uploads/publications/Heart_Foundation_Subm_HCC_Transport_Strategy_paper_3.pdf

Theme 3 – Recognising walking as the most fundamental mode of transport

Pedestrian accessibility and walkability is central to future city transport, improvement and management decisions.

The Heart Foundation supports the Strategy's recognition of walking as the most fundamental mode of transport. Walking offers the greatest opportunity for most people to integrate more activity into daily lifestyles, with subsequent health and wellbeing benefits associated with increased activity. Walking must be prioritised as top of the movement hierarchy, as stated in Action 3.1:

- **“Action 3.1 – Develop a user hierarchy (in conjunction with Theme 8 – Managing our traffic and movement network) which will reinforce the importance of walking and pedestrian access in most situations including the city centre, waterfront and suburban neighbourhoods.”**

The focus on destination walking in action 3.2 is also supported but please note that **destinations can also include public transport stops or interchanges:**

- Suggest additional bullet point under Action 3.2 (page 54) to include public transport stops (interchange, ferry terminal etc) to be included as a destination for walking.

This point links to other Themes and Actions outlined in the Strategy, notably the opportunities to promote Public Transport (ferries, light rail, buses) and associated linked walking and cycling trips to get to and from the public transport stops/terminals.

Theme 4 – Supporting more people to ride bicycles

Bicycle riding has the potential to transform the City of Hobart's transport task by providing for short and medium distance trips. The City of Hobart will develop a strong network of safe paths and streets where people regardless of age or ability can comfortably cycle.

The Heart Foundation supports this theme, as cycling offers a good opportunity to increase activity. Hobart has the opportunity to build upon the success demonstrated in schemes delivered on the ground including the Intercity Cycleway (as featured in the Heart Foundation Tasmania's [Healthy By Design: A guide to planning and designing environments for active living in Tasmania](#) guidelines¹⁰) and the recent improvements with the Hobart Waterfront Renewal on Morrison Street (featured as a case study in the Heart Foundation Healthy Active by Design website: <http://healthyactivebydesign.com.au/case-studies/hobart-waterfront-renewal-morrison-street>).

Hobart can be bold with cycle infrastructure improvements; for instance reclaiming what is currently road space for motorised vehicles, to provide safely segregated cycle lanes as part of streets that have reprioritised movement in favour of walking and cycling.

- **Action 4.1 – Develop a user hierarchy (Theme 8 – Managing our traffic and movement network) to reinforce the need for cycling access and provision in our city centre**
- As part of the development of a user hierarchy it is important to promote the needs of cyclists above the needs of motorised transport.
- Cyclists should be separated from motorists with on-street markings, bike lanes painted on the road surface, and signage. Physical barriers or buffers increases

¹⁰ <https://www.heartfoundation.org.au/images/uploads/publications/Healthy-by-Design-Tasmania.pdf>

riders' confidence for cycling and may be appropriate, for example on busier roads. Notably, the evidence suggests that women and older adults prefer greater separation from vehicular traffic¹¹.

- In the user hierarchy it is important to also consider the safety of walking in relation to cycling. Whilst both are active modes of travel there needs to be adequate protection of pedestrians from cycles that move at higher speeds; as such streets should accommodate footways and separate cycleways (where practicable), safely segregated from vehicular carriageways.

Electric 'E-bicycles' appear to be an omission from the Draft Strategy and should also be considered in the proposals for cycle infrastructure. The market for E-bicycles is growing and is likely to grow further in Hobart and Tasmania, notably in relation to the demographic trends in the state, with for instance, an increasing proportion of older people. The E-bicycle is one option that can help older people to stay active, for longer. E-bicycles are also an important component to consider in the context of Hobart's naturally hilly topography.

Theme 5 – Increase participation in great public transport and reduce city congestion

Great cities around the globe rely on public transport to move people. We will advocate strongly for real improvements and additional funding to be provided by the State and Federal governments to increase frequency, improve connectivity and support new modes for crossing the River Derwent and travelling around the greater Hobart area.

As mentioned in previous comments, the Heart Foundation strongly supports the proposals to improve public transport, especially with the integration of transit stops with a wider network of inter-connected footways and cycleways that provide opportunities for active travel at both ends of public transport trips.

Hobart should be bold with plans to implement new public transport options for ferry services, light rail and bus rapid transit routes that that will provide fast, efficient transport choices for all groups of people including residents, workers, commuters, students and visitors. We support the strategy actions and statements under Theme 5, including:

“Ferry terminals will need quality sheltered waiting spaces along with bicycle storage facilities for those cycling to the ferry and then walking the final part. Ferries will also need to be designed for bicycles to be rolled on board – for those whose trip may require a ride at either end. In this way the group of potential travellers can be greatly enlarged from those who are walking.

The western shore rail corridor will require further planning and land use rezoning along its length. A considered plan will need to include a centrally located interchange in the city centre to enable public transport vehicles on all corridors to interconnect. This extends to an interoperable ticketing system for all public and private services.

The Infrastructure Tasmania Hobart Transport Vision will require funding and commitment from political parties and stakeholders.”

¹¹ Aldred, R., et al., Cycling provision separated from motor traffic: a systematic review exploring whether stated preferences vary by gender and age. *Transp Rev*, 2017. 37(1): p. 29-55.

Theme 9 – Developing partnerships with our stakeholders

We recognise that there are many stakeholders who collectively develop our city, its economy and its infrastructure. In order to bring about change and develop courage and commitment we need to forge stronger joint understandings about the choices before us and the pathways towards the Vision.

To improve the health and liveability of our city in a collaborative way, the City of Hobart will continue to develop strong partnerships and relationships with all levels of government, the private sector, advocacy groups and local communities to realise the implementation of our Vision and this Transport Strategy.

The Heart Foundation would welcome the opportunity to continue to be engaged as part of the process of developing partnerships with stakeholders.

Conclusion

In conclusion the Heart Foundation supports the principles of the Draft Transport Strategy. In addition to the Heart Foundation's previous submissions on the Strategy and its associated Consultation Papers, the comments listed in the Draft Strategy under "What you told us" (pages 28-31) are valuable and highlight the need for action as demanded by the local population. One of the issues highlighted in this section of the report is that of **latent demand for improved public transport, walking and cycling facilities:**

"There is high public demand for much better public transport, walking and bicycle riding facilities. Where Metro has introduced high frequency services on key routes, (Turn up and Go) passenger numbers have increased. The survey results from the engagement of consultation papers also indicate that people want better public transport, high-quality walking and cycling facilities. We have very high numbers of people walking and cycling in parts of Hobart and there would appear to be latent demand for more uptake of these transport modes – if improved facilities were provided." Page 29.

In addition to the (existing) latent demand it is important that the demand for improved public transport, walking and cycling facilities is also viewed in the context of the projected increase in population and visitor numbers for Hobart and Tasmania as a whole. Facilities need to be improved for the current population and visitor numbers, but with the proportionally large increases in both resident and visitor numbers, the need for action is even greater. Now is the time for Hobart to address its transport infrastructure and put first the needs of pedestrians, cyclists and public transport to make Hobart a truly *Active Travel City* fit to meet the needs of its (growing) population.

We welcome the opportunity to continue to be involved in shaping Hobart's Transport Strategy.

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