

# A Real City Deal for Hobart

## Infrastructure for a Generation



Cassy O'Connor MP | Greens' Infrastructure spokesperson

**Instead of promising roads, roads and more roads, the Greens will build 21st century traffic solutions and set up Southern Tasmania for a generation and beyond.**

The agreement between the State and Commonwealth to deliver a Hobart City Deal represents a once in a generation opportunity to transform Hobart's transport infrastructure and create one of the world's most liveable cities.

To do this, the City Deal has to be removed from short term political thinking and ad hoc decision making.

Congestion is worsening year on year yet the Liberals' 'solution' is to neglect active transport infrastructure, wind back Metro services, and build more roads which will only worsen congestion.

They lack the vision and commitment to long term strategic planning to deliver a City Deal that brings Hobart's transport infrastructure in to the 21<sup>st</sup> century.

Hobart's transport infrastructure is inadequate to meet the demands of a growing population. Decades of underinvestment in sustainable transport infrastructure is taking its toll.

Hobart is Australia's third most congested city.<sup>1</sup> On average, people who travel regularly to and from the city spend an extra 123 hours, or six days, of their lives in traffic each year.<sup>2</sup>

The most liveable cities in the world have invested heavily in mass transit solutions like light rail, trams, buses and cycleways.

They take cars off the road -instead of building more roads.

Our capital city needs all levels of government to commit to delivering an integrated, accessible and affordable transport system for the 21st century.

A Real City Deal will provide the vision for our rapidly growing capital city, and a long term funding plan to deliver innovative and modern infrastructure solutions.

Together we can build our vision of a healthier, cleaner, more diverse and more resilient Hobart – one of the truly great modern cities of the world.

### THE GREENS WILL

- ▲ Develop a Capital City Master Plan.
- ▲ Pursue a real city deal including Light Rail, Ferry, pedestrian and bicycle Infrastructure.
- ▲ Examine the future network needs of Hobart.

## KEY COMPONENTS OF A CITY DEAL

The Hobart City Deal is a once in a generation opportunity for local, state and federal governments to address decades of underinvestment in public transport, pedestrian and cycling infrastructure.

The need for collaboration and intelligent, future-focussed investment of public funds is urgent.

The Liberals' so called 'solution' is to build more roads. It's like prescribing bigger pants for an obese patient. More roads will bring more cars, more delays, increased greenhouse and particulate emissions and eventually, more roads for more cars.

Instead, the Greens will improve the health of our cities and towns, and our people, by resetting transport and infrastructure policies.

People should be able to choose their mode of transport. People who can't, don't want to, or can't afford to drive should still be able to travel to work, or safely participate in their communities.

We will allocate \$80 million over three years as a good faith reserve for the State contribution towards City Deal projects.

## A CAPITAL CITY MASTER PLAN

Ad hoc, politically driven decisions about the allocation of public funds towards the City Deal will not deliver the liveability outcomes and modernisation of ageing transport infrastructure that is needed. It won't build a resilient and prosperous future for Hobart.

With a growing population, higher transport network demand and the physical limitations of Hobart itself, long term strategic planning is required.

The development of a Capital City Master Plan will involve extensive public consultation, significant expertise in modern transport solutions and liveable city planning. It will also require the input of the six greater Hobart Councils, the Transport and Infrastructure divisions of State Government and the Tasmanian Planning Commission.

The Master Plan will be completed by 2020.

## HOBART LIGHT RAIL

The Greens have been calling for light rail to the northern suburbs for a quarter of a century. In 2010, it was a Green Minister who initiated the strategic planning departmental work necessary to deliver northern suburbs' light rail.

With Labor and the Liberals also pledging commitment to Hobart light rail, there should be no impediment to its delivery in the next term of the Parliament.

The Greens recognise the rail corridor also presents an excellent opportunity for further urban development between the city and Brighton.

Given the scale of the project, the social and economic impact and the fact it spans three Council boundaries, the Greens will move to declare Hobart light rail a Project of State Significance.

The Greens remain committed to the light rail infrastructure and stock being publicly owned and operated.

## FERRIES

Ferry transport across the River Derwent is an innovative - and inevitable - development as our population and visitor numbers increase.

Public investment is needed in planning and construction of accessible wharf infrastructure at key points around the harbour from Kingston to Opossum Bay.

A reliable commuter ferry service and ticketing integrated with rail and bus services will ease traffic congestion.

## PEDESTRIAN ACCESS

The Greens will pursue Hobart City Deal funding for pedestrian infrastructure, including Hobart City Council's proposed underpass from Franklin Square.

We will also examine further options for overpasses and underpasses in order to improve traffic flow and pedestrian safety.

## BICYCLE INFRASTRUCTURE

The Greens will continue to pursue the construction of cyclist facilities in greater Hobart, including bicycle lock-up facilities, showers, changing rooms and lockers.

The operational costs of the facilities will be covered by facility fees which will be low enough to just cover the costs of running and maintaining the facility.

Hobart only has 211 parking spaces for motor cycles.<sup>3</sup> We will invest in additional motor cycle parking throughout Hobart.

## FUTURE CONSIDERATIONS

A responsible government plans for the long term. We will examine the future needs of Hobart, including –

- ▲ The lifespan of the Tasman Bridge and whether it is currently fit for purpose, and whether/when the bridge needs additional work or to be replaced;
- ▲ the future of Sullivans Cove and Battery Point, including traffic on the wharf, and in Salamanca; and
- ▲ a pedestrian and cycle boardwalk along the Battery Point foreshore.

## INITIATIVE COST

Initiative Investment (\$m)	1 <sup>st</sup> Year	2 <sup>nd</sup> Year	3 <sup>rd</sup> Year	4 <sup>th</sup> Year
State Funding	0.00	20.00	30.00	30.00
<b>Total</b>	<b>0.00</b>	<b>20.00</b>	<b>30.00</b>	<b>30.00</b>

## REFERENCES

[1. Tomtom Traffic Index, Full Ranking, 2017](#)

[2. Helen Kempton, "Hobart's traffic worse than all but two other state capitals", \*The Mercury\*, December 13, 2017.](#)

[3. City of Hobart, \*Motorcycle Parking Map\*.](#)