

**HOBART ACTIVE TRAVEL COMMITTEE
MEETING MINUTES**

Date:	5 April 2022
Time:	12.30pm to 2pm
Venue	Lord Mayor's Court Room – Town Hall

ATTENDEES

NAME	POSITION
Cr Anna Reynolds	Lord Mayor, Hobart City Council
Cr Helen Burnet	Deputy Lord Mayor, Hobart City Council (Chairperson)
Cr Bill Harvey	Councillor, Hobart City Council
Garry Bailey	Chief Advocacy Officer, RACT
Corey Peterson	Chief Sustainability Officer, Infrastructure Services and Development, UTAS
Mary McParland	Executive Officer, Cycling South – Greater Hobart Councils Regional Cycling Committee
Alison Hetherington	Public Affairs Adviser, Bicycle Network
Roger Vreugdenhil	Community Representative
Tom Clemens	Community Representative
Paul Kennedy	Community Representative
Christian Bell	Pedestrian and Public Transport Users Group
Helen Pryor	Pedestrian and Public Transport Users Group
Katy Cooper	Director City Futures, City of Hobart
Neil Noye	Director City Life, City of Hobart
Phillip Holliday	Executive Manager City Place Making, City of Hobart
Stuart Baird	Senior Transport Engineer, City of Hobart
Alison Surtees	Committee Coordinator, City of Hobart

APOLOGIES

NAME	POSITION
Cr Jax Fox	Hobart City Council
Sandra Hogue	Manager Urban Futures, City of Hobart
Dr Kate White	Heart Foundation
Lydia Schofield	Geography and Spatial Science, UTAS
Mark Woodland	Road and Public Order Services, Tasmania Police
Luke Middleton	Project Manager Active Transport and Signage Infrastructure, Department of State Growth

Number	Item	Action
1.0	Preliminaries	
1.i	<p>Acknowledgement of Country</p> <p>Cr Bill Harvey opened the meeting and performed the Acknowledgement of Country.</p> <p>Katy Cooper, the new City of Hobart Director City Futures, was introduced to the Committee and provided an introduction about herself.</p>	
2.0	Previous minutes	
2.i	<p>The meeting notes from 7 December 2021 were accepted.</p> <p>Cr Burnet arrived at the meeting at 12.36pm and assumed the Chair.</p>	
2.ii	<p>HATC 2022 Action Tracker</p> <ul style="list-style-type: none"> - Addition from last meeting as to arrange a Collins Street mini-workshop. This matter is discussed later in the meeting. 	
2.iii	<p>Council projects – updates/questions</p> <ul style="list-style-type: none"> - Argyle/Campbell Streets – The detail design consultancy package was awarded in December 2021. A risk assessment and design review by the consultant of the concept design will be undertaken before the final detailed design is completed. This work is ongoing. - Molle Street Intersection Upgrade – Physical works are scheduled to commence in the coming month. Contract signed with contractor – residents and businesses to be advised of works commencement. - Castray Esplanade – Corey requested that the section of path adjacent to the CSIRO carpark be widened. Noted for future works program consideration. - Collins Street – A separate workshop/site visit/walking meeting to be organised with the Committee prior to the next meeting. <ul style="list-style-type: none"> - It was discussed that there is potential to use the digital twin and augmented reality to create a virtual tour of the proposed upgrades to allow the public to see the future possibilities for design. - Cenotaph car park – works have now been completed but walkway/cycleway link reinstatement could possibly have been realigned to make it more obvious. 	<p>Relevant council officers advised.</p> <p>Stuart / Alison</p>
3.0	Committee engagement	
3.i	<p>Update from Council meetings and other committees</p> <ul style="list-style-type: none"> - Alison H to send a save the date flyer for the next Tas Active Living Coalition Forum - <i>'Rethinking Transport for Recovery, Resilience, and Health'</i> that is to be held on 18 May 	Alison H
3.ii	<p>Hot issues</p> <ul style="list-style-type: none"> - A section of the Intercity Cycleway is currently closed to allow a subsidence issue on the Risdon Road embankment to be maintained. - Helen P questioned the walkway closure near Blinking Billy Point. The walkway is currently closed due to structural failures in the retaining wall which is a safety issue for walkway users. Helen mentioned that a seat has also been removed from the same area. Neil to follow-up on the seating issue. 	Neil

Number	Item	Action
	<ul style="list-style-type: none"> - The request for a briefing at a future HATC meeting from TasPorts in relation to the management of the port area when it comes to pedestrians was raised – it was noted that the invitation had been extended previously to TasPorts. A further invitation to be sent. - Following the presentation from the Skating representative, Rebecca Taylor, the committee briefly discussed expanding the terms of reference to include representation from this aspect of active travel. In the interim, before new membership arrangements are made through changes to the Terms of Reference, it was considered the Chair could extend an invitation to Rebeca Taylor to attend. 	<p>Stuart</p> <p>Stuart / Alison S</p>
4.0	Community Requests/Concerns	
4.i	<p>Hobart Walking Club – Request for Construction of Shared Walkway/Cycleway at Battery Point (refer to Attachment 1 of the Agenda)</p> <ul style="list-style-type: none"> - It was noted that CoH funding had been identified pre-COVID for planning and redesign for the project. However the COVID event reorganised funding and project priorities. - The HATC noted that the recent Motion from Councillor Dutta has covered much of the intent of the correspondence received from the Hobart Walking Club. - The Council motion can be viewed here: http://hobart.infocouncil.biz/Open/2022/03/CO_15032022_MIN_1619_WEB.htm (Item 11) - A reply will be sent to the Hobart Walking Club. 	<p>Stuart through Shivani</p>
4.ii	<p>South Hobart Sustainable Community – Active Transport Group – Safety Improvement Opportunities (refer to Attachment 2 of the Agenda)</p> <ul style="list-style-type: none"> - These matters have been previously considered by Council officers and a response issued to the South Hobart Sustainable Community – Active Transport Group (refer Attachment 1). - An invitation to be extended to the South Hobart Sustainable Community – Active Transport Group for a representative to attend a future HATC meeting. 	<p>Meeting date to be determined. Stuart / Alison S</p>
5.0	Information Sharing	
5.i	<p>Update on e-Scooter trial</p> <ul style="list-style-type: none"> - A printed update was provided to the Committee from Robert Stevenson (City of Hobart’s Manager Smart and Sustainable Hobart) following the e-Scooter forum held on 30 March (refer Attachment 2). 	
5.ii	<p>DSG – Macquarie Street and Davey Street update</p> <ul style="list-style-type: none"> - Christian Bell asked if dedicated bus lanes were going to be added or will the lane be a clearway. This has not yet been determined but further information is coming from the Department of State Growth (DSG) soon. The Council’s submission to DSG argues the case for bus lanes. - The RACT raised concerns with DSG in relation to the clearways being blocked due to construction. DSG advised that this is not an issue at present but if it becomes an issue permits can be cancelled. 	

Number	Item	Action
	<p>a. Other Public Transport (PT) Issues: Free PT, Bikes on Buses</p> <ul style="list-style-type: none"> - Kingborough Council currently doing an audit of all their bus shelters. This is part of their City Deal. - The comment was made that the data coming out of the free bus fare trial will be effected by the bus driver shortage, petrol prices and the high numbers of school children with COVID. 	
5.iii	<p>Central Hobart Precinct Plan</p> <ul style="list-style-type: none"> - Sandra to provide an update at the next meeting. 	Sandra
5.iv	<p>School Access Travel Plan Pilot Project</p> <ul style="list-style-type: none"> - Launched last week at Goulburn Street Primary School, South Hobart Primary School and New Town Primary School. - City of Hobart currently focussing on state schools with the grant received nominating the aforementioned schools. - Independent schools (Fahan and Friends) have used consultants in collaboration with CoH officers to produce school travel plans – although their focus is also dealing with school traffic issues within school grounds – due to the nature of those schools and their catchments. - Stuart will update the Committee as the work progresses. 	
5.v	<p>Regatta Ground – Intercity Cycleway</p> <ul style="list-style-type: none"> - The new section of the Intercity Cycleway, linking towards Macquarie Point has been opened. - A complaint has been received about the construction, Neil to raise with project managers. 	Neil
5.vi	<p>Australian Government Election 2022</p> <ul style="list-style-type: none"> - Greater Hobart Strategic Partnership Federal Election Priorities (refer Attachment 3) 	
6.0	Next Meeting	
6.i	<ul style="list-style-type: none"> - Future Collins Street – walking meeting – Monday 23 May 2022 – 2pm-3pm - Normal Scheduled meeting – Tuesday 7 June 2022 – 1pm-2.30pm 	Alison to send out meeting requests for 2022 meetings

The Chairman closed the meeting at 1.58pm.



Enquiries to: Owen Gervasoni
 ☎: 62382128
 ✉: coh@hobartcity.com.au
 Our Ref: 21/21 (F21/97493)

27 October 2021

South Hobart Sustainable Community Active Transport Group
 c/o Anna Blake
Via Email: secretary@southhobart.org

Dear Ms Blake

SOUTH HOBART – SAFER SPACES FOR ACTIVE TRANSPORT

I am writing to acknowledge receipt of your letter, dated 22 September 2021, and to provide you with an update before your scheduled meeting of 27 October 2021.

Your offer for one of our officers to attend your meeting on 27 October is noted and appreciated, unfortunately we will not be able to attend this meeting. Hopefully we will be able to join you in the future.

I also note that in your letter you advise that you would be happy to send a member of your group to a meeting of the Hobart Active Travel Committee.

As you may be aware, the Manager City Mobility (Louisa Carter) undertakes the administration of the Hobart Active Travel Committee. Ms Carter has unfortunately been away from work due to personal issues for several months, and at this time we are unsure about the date of her return.

Currently I am acting in the position, but at this time I am not fully across the detail of the Hobart Active Travel Committee, other than I am aware that there is a process for considering / adding new members. I will add your letter to the Committee, and the potential inviting of a representative from your group to join the Committee to the agenda for the next meeting.

In terms of the matters that you have raised in your letter of 22 September, they are matters that involve a number of different areas at the City of Hobart. We are in the process of compiling a response, and expect to be able to provide this to you in the coming weeks.

If you would like to discuss this further, I can be contacted directly on 62382128, or via email to coh@hobartcity.com.au marked to my attention.

Yours sincerely

(Owen Gervasoni)
ACTING MANAGER CITY MOBILITY

22 February 2022

Anna Blake
Secretary
South Hobart Sustainable Community
Active Transport Group

Via Email: secretary@southhobart.org

Dear Anna

RE: SOUTH HOBART – SAFER SPACES FOR ACTIVE TRANSPORT

I am writing in response to your letter, dated 22 September 2021, regarding community concerns with safety and accessibility of pedestrians and cyclists in South Hobart.

I apologise for the delay in our response, we have consulted with the responsible departments within Council in order to provide a collaborative and considered response to the individual issues raised in your letter.

Strickland Avenue and Cascade Road Safety Improvements

In terms of your concerns regarding the lack of formal footpath infrastructure on Strickland Avenue, the road is one of many within the Hobart municipal area that have been constructed in the past as a semi-rural type road with no dedicated footpath infrastructure.

In the past, the City has undertaken work on Strickland Avenue to provide improved pedestrian amenity when there have been other works undertaken, and the addition of footpath infrastructure can be added in a cost effective manner. For example the bridge structure at the Rivulet crossing near Lawley Crescent was reconstructed and rebuilt as a two lane bridge with a separate footpath when the bridge structure needed to be replaced.

On the majority of Strickland Avenue, the topography and existing conditions are such that constructing a footpath to a suitable standard has been seen as a project of such high cost, that it is not feasible. The City has over the last decade allocated funding towards the implementation of a number of safety measures at blind corners

and for construction of road shoulders (in areas where there were no formal pedestrian pathways).

The topography, which includes high embankments, steep drops and thick tree cover combined with at times poor weather conditions could result in risks to road users. The City recognises these risks, and in 2019 completed a road safety review of Strickland Avenue. The review identified a number of issues with delineation and roadside hazards including inconsistent guideposts, faded line markings, exposed culverts, unprotected pedestrian paths and objects within an unsafe distance to the road reserve (i.e. clear zone). The City successfully nominated this project for the 2021-2022 State Government Safer Rural Roads Grant Programme. The works are programmed to be delivered in 2022.

A key outcome from City of Hobart's Transport Strategy is to develop 'Local Area Mobility Plans' for individual suburbs within the City. These plans are aimed at providing for active travel and sustainable choices for the community within their localised areas, by developing key connected, safe and convenient walking and cycling routes to and from key destinations.

The work will be informed through a comprehensive community engagement process with the local community, key community groups and key stakeholders. The final 'Local Area Mobility Plan' for South Hobart would define a set of infrastructure projects that will form the City's Traffic and Transport Capital Works Program for the next 10 to 20 years.

The suggestions of a lower speed limit, and road upgrades to include footpath and bicycle lanes on Strickland Avenue and Cascade Road would be considered as part of the process of developing Local Area Mobility Plans for the south west of the City.

South Hobart Primary School – Rivulet Safety

The City of Hobart is commencing the process of developing '*School Access Travel Plans*' as part of the City's ongoing strategy and planning to support and encourage active travel modes (walking, scootering, cycling or busing), and to improve the health and liveability of Tasmania's capital city.

The City has received funding through the State Government Community Road Safety Program to initially prepare school access travel plans for 3 schools (including the South Hobart Primary School) has been selected as one of the three schools. I have attached further information on these School Access Travel Plans

These school access travel plans are expected to provide a number of future projects to be delivered by the school, or Council, or jointly. For infrastructure projects on the road network (and the Rivulet path etc.) that would be delivered by Council, it would be expected that these projects would feed into the LAMP process along with the other projects identified under that process.

In terms of infrastructure work near the South Hobart Primary School, the City has been successful in obtaining State Government Vulnerable Road User Grant funding for the extension of a section of footpath outside the South Hobart Primary School,

between the school gates to the Hobart Rivulet Park, including the construction of a small retaining wall (to support the footpath), removal of tree, new tree planting and the realignment of the school fence.

In terms of the recommendations regarding the clearing of vegetation (tree branches within the rivulet area) to maximise sight lines for approaching motorists and pedestrians at the Anglesea Street bridge, the City's Parks and Recreation officers will investigate and if necessary trim any vegetation obscuring visibility at both approaches to the bridge.

In terms of the safety for cyclists crossing McRobies Road from Cascades Gardens to access Degraeves Street, crossing facilities in the form of kerb ramps and a footpath widening were installed to assist pedestrians and cyclists to cross at this location in 2012. City of Hobart officers will undertake a safety review at the site to ensure that appropriate sight distance is still available for pedestrians and cyclists looking to use the crossing to observe approaching drivers (and visa versa).

In 2019, the City received approval from the Transport Commission to install a 40km/h area zone on Degraeves Street and Apsley Street. The extension of the speed limit onto McRobies Road was not supported at this time due to its key function for providing transport to and from the McRobies Gully Waste Management Centre.

Lower Marlyn Road track resurfacing / grading

The gravel section of track which connects Old Farm Road to Marlyn Road in South Hobart has been identified as an important recreational link in the '*Hobart Rivulet Park Strategic Master Plan 2011*'. It potentially provides a more direct and unobstructed route for pedestrians and cyclists than Strickland Avenue, as well as being a potential extension to the Hobart Rivulet Park. The land and track however is owned and managed by the Cascade Brewery, and at this stage following a new parent company taking over the brewery in mid-2019, all land discussions between the City of Hobart and the owners have been on hold.

Hobart Rivulet Linear Track – proposed extension

The City's '*Hobart Rivulet Park Strategic Master Plan 2011*' and a separate study that looked at the planning of the Hobart Rivulet, the Sandy Bay Rivulet, and the New Town Rivulet, the '*Review of the Three Rivulet Plans - 2016*' study made a series of recommendations, including that a rivulet trail route extending from the Cascade Brewery to the Strickland Avenue Bridge be investigated.

To date the city's priority has been to complete all the recommended works in the existing Rivulet Park which has been considerable and ongoing.

To date, the detailed planning for the extension of the Rivulet Park has not been progressed and funding is not currently available in the City's 10 year capital works program.

It nevertheless remains an active priority as an important strategic recreational connection that would connect the City to the mountain for all users.

Hobart Rivulet Linear Park - Lighting

The question regarding lighting at the Hobart Rivulet Linear Park was reported to the Council's Parks and Recreation Committee at its meeting on 14 October 2021. Below is a copy of the information provided to elected members.

"In 2019 plans were underway to engage a lighting consultant to review lighting along the Hobart Rivulet pathway with the intention to extend current lighting and review options for established lighting.

Community response to the establishment of lighting was very strong in opposition to high level, street light intensity lighting because of the effect on neighbouring properties and fauna. Subsequently low level lighting has been constructed and in some cases has produced an unsatisfactory lighting outcome for pedestrians.

With the onset of COVID-19 and the removal of capital works budgets, this project was suspended and has not progressed. The item will be re-submitted for consideration during the preparation of the 2022-23 budget."

If you wish to discuss the above matters, please contact Shivani Jordan utilising the details provided above.

Yours sincerely



Owen Gervasoni
ACTING MANAGER CITY MOBILITY



Active Transport Committee – Briefing April 2022

E-scooter Access Forum – 30th March – The Town Hall Ballroom

- The event was attended by The Lord Mayor of Hobart, Councillor Anna Reynolds, the Deputy Lord Mayor Councillor Helen Burnett, the Tasmanian Anti-Discrimination Commissioner Sarah Bolt, Road Safety Manager Craig Hoey and Policy Officer Teagan Pearce from the Tasmanian Department of State Growth, three representatives from the Tasmanian Department of Communities, Daniel Vigilante from the Victorian Department of Transport, two representatives from each operator, Beam and Neuron, eight City of Hobart officers, and more than 20 members of the public, including disability advocates with lived experience, representatives from local or state government, and those working in the disability sector.
- The forum was also attended online by two Auslan Interpreters and recorded via Zoom.
- The event was opened by Manager Smart and Sustainable Hobart, Robert Stevenson from the City of Hobart, who provided background and an overview of the e-scooter trial. He was followed by presentations from representatives of the operators, Beam and Neuron.
- Jen Nichols, who is an advocate in the disability sector with lived experience, shared how the e-scooter trial has impacted her. As a cyclist prior to her loss of sight, Jen expressed support for trial as well as the need for riders and operators to be aware of the challenges experienced by the blind community with e-scooters on footpaths.
- Questions from attendees were received across key themes included engagement in the lead up to the trial and ongoing, placement of scooters and the risks they present, and broader safety around helmet use and speed of scooters.
- One solution to the increased demand to footpath space created by the introduction of e-scooters, voiced by several spokespeople, was long-term investment in mixed use cycle paths along key inner city corridors.
- A request for a 'round table' discussion with key stakeholders has been put forward by disability advocates. Council Officers will liaise with the Department of State Growth to determine how to convene such a roundtable.
- Officers are collating the questions and answers from the forum and intend to share these in an accessible format, together with the two presentations from the operators as well as Jen Nichols' presentation.

Greater Hobart Strategic Partnership Federal Election Priorities

The Federal Election 2022 presents an opportunity for investment in key strategic infrastructure that will ensure Greater Hobart, and the southern electorates of Clark and Franklin, not only recovers from COVID-19, but thrives into the future. The Greater Hobart Strategic Partnership is seeking a commitment from candidates in high value infrastructure and digital connectivity projects that will stimulate the recovery of our city, creating local jobs, and positioning Tasmania as a knowledge economy.

The Greater Hobart Strategic Partnership is calling on all candidates and parties in the Federal election to commit to ongoing funding and strengthening of the Hobart City Deal.

Greater Hobart

- Greater Hobart is already home to around 199 000 people and is expected to reach 227 000 residents by 2040.
- Greater Hobart is home to 37% of Tasmania's population and a significant proportion of Tasmania's workforce.
- Leveraging off Hobart as the capital city, Greater Hobart is the powerhouse of economic activity and population growth in Tasmania, experiencing unprecedented business investment and development in the last 5 years.
- With the impact of COVID-19 and the widespread switch to working from home, the choice to live and work outside of Australia's sprawling urban centres puts Greater Hobart in an enviable strategic position.

Vision for Greater Hobart 2050

'We will live in the world's best small capital city; a city built for people that is connected, friendly and safe. Greater Hobart is a thriving and an inspiring place to live, where we all work together to make a positive contribution to our extraordinary environment'.

- To achieve this vision and to maintain its competitive advantage, Greater Hobart needs a commitment to investment in critical and strategic infrastructure from candidates in the 2022 federal election.
- By investing in catalyst 'city shaping projects', Greater Hobart will continue to attract and support our growing communities in Clark and Franklin, and will continue to be the driver of economic activity and growth in Tasmania.

Investment summary

These priority projects are aligned with the strategic objectives of the Hobart City Deal:

Greater Hobart Ferries
\$20m

Greater Hobart Active Transport Network Plan
\$18m

Digital Twin Project
\$9.6m

Support for the Antarctic and Science Precinct

Support for Activating the Northern Suburbs Transit Corridor

Project 1: Greater Hobart Ferries

\$20m

The vision

Our cities and people are linked through pathways across both land and water, providing a wide range of transport choices that also work to reduce traffic congestion.



The ask

The Bellerive to Hobart ferry is already operating. A \$20 Million investment over three years will support expansion to this service.

Our Connected City – Greater Hobart River Ferries Project

- Greater Hobart River Ferries Project will fully maximise the Derwent River as a commuter transport waterway through an initial four all weather floating jetties and ferry terminals at new multi stop locations on the river at Bellerive, Lindisfarne, Sandy Bay and Wilkinsons Point.
- Integrated bus services and active transport pathways will be connected to this network of ferry terminals along the river.
- This project leverages Greater Hobart’s natural water infrastructure to the advantage of its residents and contributes to decreasing traffic congestion by presenting a range of efficient, accessible transport alternatives.

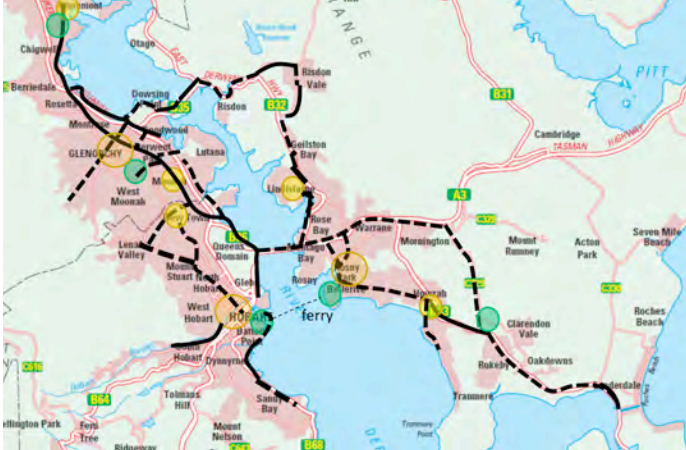
Greater Hobart Strategic Partnership Federal Election Priorities

Project 2: Greater Hobart Active Transport Network Plan

\$18m

The vision

In Our Dynamic City the people of Greater Hobart have a choice of safe, accessible, clean and healthy transport options to get them where they need to go when they want to go there.



The ask

This project is shovel-ready. We require \$18 Million to deliver this network.

Our Connected City – Greater Hobart Active Transport Network

- As our cities grow car congestion is making our commutes longer and changing part of what made Greater Hobart special.
- The Active Transport Network will help ensure commuting remains a minor part of our daily lives.
- Linked and accessible pathways throughout Greater Hobart will preserve our easy connections with active transport choices like bikes, scooters mobility devices and wheelchairs.
- This interconnected network will link people with work, learning and each other in safe, accessible, healthy and climate friendly ways.
- This project is shovel-ready with appropriate support from the Federal Government.

Project 3: Digital Twin Project

\$9.6m

The vision

The Partnership's Digital City project will enable the Cities of Greater Hobart to better plan for the future and maximise opportunities for smart, sustainable development.



The ask

This project is ready to be delivered. We require \$9.6 Million to deliver the project.

Our Digital City – Greater Hobart virtual planning tool

- The Partnership's Digital City project will bring the successful model used across Victoria and NSW into Tasmania enabling the Cities of Greater Hobart to better plan for the future and maximising opportunities for smart, sustainable development.
- The investment is critical to ensure Tasmania keeps pace with the digital transformation agendas happening across the national and global landscape
- It does this by creating virtual 'twins' of our cities online, complete with current sewerage, power lines, road infrastructure, buildings and natural infrastructure so anyone with access to the internet can use it.
- It gives residents, developers, council planners and many others the ability to engage online to accurately predict the impacts of proposed developments on their neighbourhoods and across council areas.
- The Digital City project will link Tasmania into national planning frameworks and model its many benefits to local councils throughout our state.

Greater Hobart Strategic Partnership Federal Election Priorities

Project 4: The Antarctic and Science Precinct

Information relating to this project is commercial in confidence and requires the permission of the parties involved to be provided.

The ask

The Greater Hobart Strategic Partnership is getting behind the work of the Australian and the Tasmanian Governments in achieving a world class Antarctic and Science Precinct.

Our Knowledge City— The Antarctic and Science Precinct

- Establishing an Antarctic and Science Precinct represents an exciting opportunity to expand Hobart's capacity as a premier gateway to the Antarctic and Southern Ocean and to bring together the collective Hobart-based science and research capability in the sector.
- The precinct will be a focal point for international, national and private Antarctic and Science research organisations and institutes in Tasmania and will support collaboration to advance scientific research, education and international engagement and continue to grow Australia's position as a leader in science exploration in Antarctica, and further enhance Hobart's position as a gateway to Antarctica.
- The precinct is proposed to be located adjacent to the Hobart CBD and working port at Macquarie Wharf. The upgrade of the Macquarie Wharf is an essential element to the precinct, future proofing the logistical capability of the Port of Hobart.

Project 5: Activating the Northern Suburbs Transit Corridor

- Activating the Northern Suburbs Transit Corridor is a key initiative of the Hobart City Deal agreed by the Greater Hobart councils, and the State and Federal Governments.

- There are major city-shaping and congestion-busting benefits to be achieved by activating the Corridor.

- Hobart City Council and Glenorchy City Council have been actively progressing precinct planning opportunities to support land use change along the corridor.

- A key benefit of the project will be for there to be more, much-needed housing located closer to services and supported by an efficient public transport service.

