Greater Launceston Metropolitan Passenger Transport Plan

Problem Identification Paper



Problem Identification

Transport is an essential part of our daily lives, supporting access to jobs, schools, shops and key services and enabling our participation in social and recreational activities. In cities across Australia, settlement patterns and the way we meet our transport needs have developed in tandem with increasing car ownership and use. For Launceston, this has encouraged low density, dispersed development patterns — designed around car use — and low use of alternative transport modes. The result is an over-reliance on private cars for everyday trips.

Private vehicles provide high levels of flexibility and will continue to be a dominant transport mode in the Greater Launceston metropolitan area and Tasmania in general. However, an over-reliance on cars generates problems that need to be addressed.

The Tasmanian Urban Passenger Transport
Framework (TUPTF) outlines the State
Government's approach to identifying and
prioritising passenger transport problems in
urban areas. It also provides the basis for
developing solutions to those problems. Priority
areas for action are:

- Encouraging the use of low carbon emission transport modes such as public transport, walking and cycling.
- Encouraging land use patterns that integrate with the passenger transport system to improve the attractiveness and effectiveness of public transport, walking and cycling options.

- Providing consistent travel times, in particular, the overall time of undertaking a journey (including waiting times), for all users of the transport system.
- Encouraging use of walking and cycling trips, either as part of a trip or for the total trip.
- Ensuring transport and land use planning systems are integrated and work together to support an attractive and effective passenger transport system.

Key demographic characteristics, settlement patterns and travel patterns for the Greater Launceston metropolitan area have been identified through the Background Report. These elements have helped shape the current transport networks and behaviours and will influence the opportunities available to mitigate problems associated with high car-reliance. These characteristics include:

- Population growth in outer urban areas:
- Low levels of population density;
- An ageing population;
- Areas of social exclusion; and
- Low levels of physical activity.

Global challenges that need to be considered in the context of problem identification and mitigation include:

- Transportation as a major contributor to greenhouse gas emissions; and
- Vulnerability to increases in oil prices.

A problem identification process has been undertaken using the following inputs:

- Background Report collated from a number of sources including the ABS, regional and local planning documents, local government strategies and plans;
- Stakeholder interviews conducted with industry representatives and key interest group representatives;

- Input from Working Group Representatives – from DIER, local government and Metro Tasmania; and
- An Options Identification Workshop with stakeholders representing councils, industry and key interest groups.

Key problems are represented in the diagram below.

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Passenger Transport Problems

- Negative perceptions of active transport as a viable mode for daily trips
- Road space is dominated by cars ■ Discontinuous walking infrastructure
- **■** Discontinuous cycling network
- **☒** Sections of cycling network do not always follow direct route
- Public spaces are disconnected from each other
- **■** Lack of funding for identified infrastructure gaps and dedicated direct routes
- **■** Lack of End-Of-Trip facilities
- Lack of information/encouragement/promotion of power assisted bicycles as a transport option

- Differences in State and Local Governments' drivers, scope and goals
- Ambiguity about State and Local Governments' responsibilities for infrastructure
- Short-term view for planning and development decisions
- ☑ Land use development led by private sector affects community/stakeholder perceptions of transparency/consultation.
- **▼** Zoning codes have not encouraged higher densities and mixed use
 - **■** Subdivision design does not support public and active transport modes
 - Headworks charges do not include **Public and Active Transport**
 - Availability and low cost of parking encourages

car use

- Negative perceptions of public transport as a viable mode for daily trips
 - Subdivision design hinders transport accessibility
 - Some areas of transport disadvantage not well-serviced by PT
 - Student-based demand, including students travelling out of area, creates substantial demand at peak times
 - **■** Low frequency and slow travel times on public transport
- Wolfe Aramspor ■ Lack of integration between public, private and community service providers
- **■** Low fare revenues from low densities in outer urban areas
- Poor customer information about PT services
- **☒** Short hours of operation of bus services
- Lack of strategic direction on public transport network development

Characteristics

- Population growth in outer urban areas
- **■** Low levels of population density
- **■** Low levels of physical activity
- ★ Areas of social exclusion
- An ageing population

Transport culture

- Community resistance to change
- Periods of traffic congestion
- Perception of limited parking space during peak hours



Greater Launceston Metropolitan

Passenger Transport Plan

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