



2025

# Kingborough Integrated Transport Strategy

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## Glossary

Term	Description
Active Transport	Transport that relies on human power, such as walking, cycling, or running.
Corporate Plan	A high-level strategic document outlining an organisation's goals, objectives, and strategies.
Council	A local government body responsible for managing a specific area.
Council Budget	A financial plan outlining the council's income and expenditure for a specific period.
Electric Vehicles	Vehicles that use electric motors for propulsion instead of internal combustion engines.
Integrated Transport	A system that combines different modes of transport to create a seamless and efficient travel experience.
Micromobility	Small, lightweight modes of transport, such as bikes, scooters, and skateboards.
Mode	A means of transport, such as car, bus, train, or bicycle.
Mode Share	The percentage of trips made by a particular mode of transport.
Movement and Place	The relationship between transport and the built environment.
Node	A point of connection or intersection in a transport network.
Pedestrian	A person who travels on foot.
Planning Scheme	A document that outlines the rules and regulations for land use and development in a specific area.
Safe System Approach	A strategy that aims to eliminate road fatalities and serious injuries by designing roads, vehicles, and infrastructure to minimise the risk of accidents.
Shared Mobility	Transport services that are shared among multiple users, such as car-sharing or bike-sharing.
Strategic Priority	A goal or objective that is considered important to achieving a larger goal.

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## Executive Summary

The Kingborough Integrated Transport Strategy outlines a long-term strategy to continue to provide a safe, efficient, sustainable and accessible transport system which supports all travel modes across Kingborough. Since the development of Kingborough Integrated Transport Strategy, 2010 (KITS 2010) Kingborough Council, in partnership with key stakeholders, has continued to develop the network to meet the evolving needs of the region.

There have been challenges and changes to the network since 2010, however the underlying conditions which underpin transport network use have remained steady. Census data shows there has been minimal change in the modal split within Kingborough, and few population and demographic changes in the municipality. Population growth has continued steadily and is expected to continue as more people make Kingborough home. As such, this Strategy serves as a review and refresh of the previous Strategy as the main drivers of the study are unchanged.

Council's Kingborough Strategic Plan aspires to deliver *a safe, healthy and connected community with quality infrastructure and services and sustainable development*. This Strategy outlines objectives which provide alignment between the Kingborough Strategic Plan and the transport objectives required to support, deliver and enhance those aspirations.

In addition to an Action Plan, the Strategy also outlines a set of KPIs which can be used to measure progress and trends based on Australian Bureau of Statistics' Census, Household Travel Survey data and other datasets to understand performance of transport networks and identify a suite of actions Council can take to improve conditions for residents and businesses living and operating within Kingborough municipality.

The Action Plan also considers Council's role and relationship with other stakeholders who have a role in managing transport networks within the Council. The Action Plan identifies the level of influence that Council has for various actions, from 'Control', where Council is fully responsible through to 'Advocacy' and 'Influence' where Council has a role to drive, and support changes that other Responsible Authorities may take.

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# 1. Introduction

## Purpose

The purpose of the Kingborough Council Integrated Transport Strategy (KITS) 2025 - 2035 is to outline a long-term strategy for a safe, efficient, sustainable, and accessible transport system that prioritises all travel modes across Kingborough. The plan considers an integrated assessment of current network operations and future community needs. It aims to determine a transport system that aligns with the economic, social, environmental, and safety aspirations outlined in the Kingborough Strategic Plan including:

1. Encourage and support a safe, healthy and connected community
2. Deliver quality infrastructure and services
3. Sustain the natural environment whilst facilitating development for our future.

By incorporating these elements, the KITS can create a transport system that meets the needs of the community for the next decade.

The key to success of KITS will be the continuation and further strengthening of collaborative working relationships and partnerships between Kingborough Council, Tasmanian and Federal Governments, private industry and the community. Action is critical to achieving the vision of this transport strategy, and ultimately supporting the economy, environment and wellbeing of the Kingborough community.

## Vision

*Transport facilitates physical and social connections for residents, businesses and visitors, through the efficient movement of people and goods via improved accessibility and connectivity that contributes to the sustainability of the region.*

The vision for KITS is based on two core foundations – the aspirational state of the future transport network and how Kingborough Council will deliver the network to support the Kingborough community.

It is envisaged that the future Kingborough transport network is sustainable and multimodal, which consists of the infrastructure and services that support economic prosperity and the needs of Kingborough residents, businesses and visitors alike.

It is acknowledged that Kingborough Council cannot transform the transport network alone. Therefore, instilling a foundation of delivery for transport projects and services through partnerships, proactive advocacy and governance, coupled with public participation, will lead to an improved transport network that supports the movement of people and goods throughout the municipality.

## Objectives

Clear and comprehensive objectives are needed to help achieve this vision. The objectives of KITS highlight the focus areas which will be the foundation of the future Kingborough transport network and how it will evolve. Additionally, these objectives align with broader strategic direction set by Kingborough Council and the wider Tasmanian Government, such as *Keeping Hobart Moving*, *The Greater Hobart Transport Vision*, *Tasmanian Walking and Cycling for Active Transport Strategy* and the *Kingborough Strategic Plan*.

The vision and objectives of KITS are to support longer-term strategic planning, which will result in delivery of specific transport initiatives that are considered and integrated.

The following six objectives have been derived from Kingborough's Strategic Plan, combined with stakeholder conversations highlighting the key success factors that will contribute to a safe, healthy and prosperous Kingborough community.



### ACCESSIBILITY

Focus on improving accessibility through infrastructure enhancement projects and supporting initiatives



### HEALTH AND SAFETY

Promotion of active transport and public transport usage, coupled with the creation of safe spaces



### PEOPLE

Improved connectivity for people, equitable access for all, and multimodal



### COLLABORATION

Work with constituents, industry, and the Tasmanian Government to address complex and technical issues, to deliver an integrated transport network throughout the project lifecycle



### SYSTEMS

Considers the network in a holistic and integrated manner across municipal boundaries and modes



### ECONOMY

Investment to provide and improve infrastructure and initiatives to enable economic prosperity

The Action Plan and KPIs outlined later in the Strategy align to these objectives. When referring to the plan for actions or to measure KPIs, the objectives serve as decision-making tools to allow users to assess actions or interventions against the objectives. The Action Plan is designed to be adaptable and flexible so that as new technologies or challenges emerge, the Vision and objectives can still be achieved.

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## 2. Kingborough Council’s Role in Transport Planning

### What is Integrated Transport Planning?

A transport system is defined by the interaction between the transport network, and the demand created by the movement of people and goods. All modes of transport play an important role, and when considered as an integrated system, transport can influence and support economic prosperity, environmental and social and community outcomes.

Integrated Transport Planning acknowledges the sometimes competing demands of different modes of transport and the planning process which considers the needs of each mode, its stakeholder and its suitability to surrounding land uses. Each mode has a function and purpose in a network and therefore their needs must be balanced accordingly. Influences such as equity, accessibility, amenity, functionality, safety and sustainability must also be considered, to ensure balanced decisions are made which reflect the needs of the users of the transport network, Kingborough Council and other stakeholders.

### Kingborough Council’s Role

Kingborough Council undertakes a key role in the transport planning process. It is acknowledged that the transport network within Kingborough is connected to, and interacts with, the larger Hobart and Tasmanian transport network. Kingborough has the capacity to influence decisions both directly as a responsible authority, and indirectly as a stakeholder to other responsible authorities such as the State Government and adjacent local government areas.

Kingborough Council has a significant role to play in achieving the future transport needs of Kingborough, however Council cannot do it alone. While Kingborough Council manages some aspects of Kingston’s transport network, many key areas (such as public transport network planning and service delivery, management of major roads, and major infrastructure planning and design) are the responsibility of other agencies.

There are three main roles which Kingborough Council will undertake as part of the integrated transport planning process – advocacy, influence and control. The identification of these roles assists the community in understanding the remit of Kingborough Council as a key stakeholder in the management of the transport network. They also create the foundation of this revised KITS, which will inform the actions which Kingborough Council can take to address transport challenges and opportunities within the municipality.



ADVOCACY



INFLUENCE



CONTROL

In addition to these three foundations, Kingborough Council also:

- **Partner** – Work with various stakeholders to achieve shared goals
- **Deliver** – Plan, deliver and fund projects and programs
- **Educate** – Share information with constituents.



## Advocacy

Kingborough Council staff and elected officials consult with these stakeholders to advocate for the betterment of existing infrastructure, improvement of service provision and to promote investment within the municipality to improve the transport system.

This will occur in line with the aspirations of local, regional and state strategies and plans, through planning and delivery of fit for purpose assets, effective service delivery, creation of safer places and sustainable movement.

Advocacy will be undertaken with neighbouring municipalities, the Tasmanian Government, the Federal Government and Industry.

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## Influence

Kingborough Council can influence the ways in which community members can travel locally and more broadly outside the municipality.

By informing people of the benefits and impacts of particular mode choices, route selection and infrastructure upgrades, the way people and goods move can change.

Kingborough Council will continue facilitating the transport options within the municipality, which seek to provide individuals and business with choices to how goods and people travel.

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## Control

Kingborough Council is responsible for the maintenance and operation of local roads and active transport infrastructure assets within the municipality.

This includes a responsibility for planning enhancements and upgrades, developing policy and programs which support efficient and sustainable travel, and aligning Kingborough Council's aspirations and policies across the organisation to ensure the delivery and operation of an integrated transport network.

Coupled with this, Kingborough Council is responsible for the delivery of infrastructure improvement projects for the assets it owns within the municipality, collaborating with neighbouring municipalities and the Tasmanian Government to ensure better connectivity is provided.



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## 3. Background and Municipal Context

### KITS 2010 Refresh

In 2010 Kingborough Council developed and adopted an Integrated Transport Strategy (KITS 2010) which identified the then transport network composition as well as the future challenges and opportunities. The KITS 2010 provided an action plan for implementation.

This Integrated Transport Strategy is a refresh of the 2010 strategy. As a refresh, this Strategy acknowledges the conditions of the network have not significantly changed to warrant significant changes from the KITS 2010. This Strategy refreshes the Background investigations to identify any emerging trends, updated strategies and developments since the previous Strategy.

Since the development of KITS 2010 a number of infrastructure, policy and strategy developments have occurred including:

Infrastructure developments including:

- Development of Park and Ride facilities to facilitate greater uptake of public transport undertaken by Department of State Growth (DSG)
- Extension of bus services and bus stop upgrades undertaken by DSG
- Ongoing progression of local road upgrades by Kingborough Council (KC).

Policy developments including:

- Kingborough Tracks and Trails Strategic Action Plan 2024-2034
- Kingborough Cycling Strategy 2021-2030
- Central Kingston Parking Strategy
- Footpath Provision and Maintenance Policy.

Advocacy and influencing activities such as Greater Hobart Strategic Partnership committees and announcements have also contributed to advancing the KITS 2010 strategy.

## Demographics

### Population Composition

Kingborough has experienced reasonable population growth between 2011 and 2021. According to the Australian Bureau of Statistics 2011, 2016 and 2021 Census data, the overall population change for the municipality between 2011 and 2021 was 6,189, which was a 18.3% increase over a decade from 33,893 in 2011 to 40,082 in 2021. This increase is greater than that experienced by Tasmania as a whole for the same period, which was 12.6%.

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According to the Census data, the proportion of residents in Kingborough who are 65-years or older was 15.1% in 2011. The proportion increased to 20.4% in 2021. As for younger persons who are aged 15 to 34 years old, this was 22.2% in 2011. Over the decade to 2021, this proportion increased to 23.2%.

As people age, physical and psychological changes affect their mobility, altering their travel patterns and frequency. Access to public transport becomes crucial, facilitating older individuals' access to goods, services, employment, and other daily activities if they do not have access to private vehicles or are unable to walk or cycle for extensive distances. Similarly, many young people face challenges accessing recreation, education, employment, services and social activities due to the composition and attributes of public and active transport networks, which is exacerbated if they do not have access to private vehicles.

“As would be expected due to the distribution of population, the majority of the region’s residential building activity in the last 10 years has occurred in Greater Hobart. 78% of all new dwellings approved have been in Greater Hobart, in which **Kingborough** followed by Clarence have seen the greatest growth.”

- Southern Tasmania Regional Land Use Strategy 2010-2035

## Anticipated Population Changes

Future growth in the municipality is expected to occur modestly in the coming decade. In 2024, the Tasmania Department of Treasury and Finance released its State and Local Government population projections up to 2053. It is anticipated that Tasmania will surpass 600,000 people by 2032, which will increase to 641,045 by 2053<sup>1</sup>.

Locally in Kingborough, it is forecasted that the population in the municipality will increase from 41,179 in 2023 to 43,268 in 2028, 45,412 in 2032 and 47,300 in 2038. This equates to a cumulative increase in population of 5.1% from 2023 – 2025, 5.0% between 2028 – 2032, and 4.2% between 2032 – 2038.

Age groups were also analysed as part of the population forecasts. This profile (refer Figure 1) indicates that the number of people aged 15 – 19 decreases in each forecast year, before increasing for 20 – 34-year-olds. This indicates that younger persons are leaving the municipality, assumingly for education or employment reasons.

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<sup>1</sup> [Population-projections-for-Tasmania-and-its-Local-Government-Areas \(treasury.tas.gov.au\)](https://treasury.tas.gov.au/population-projections-for-tasmania-and-its-local-government-areas)

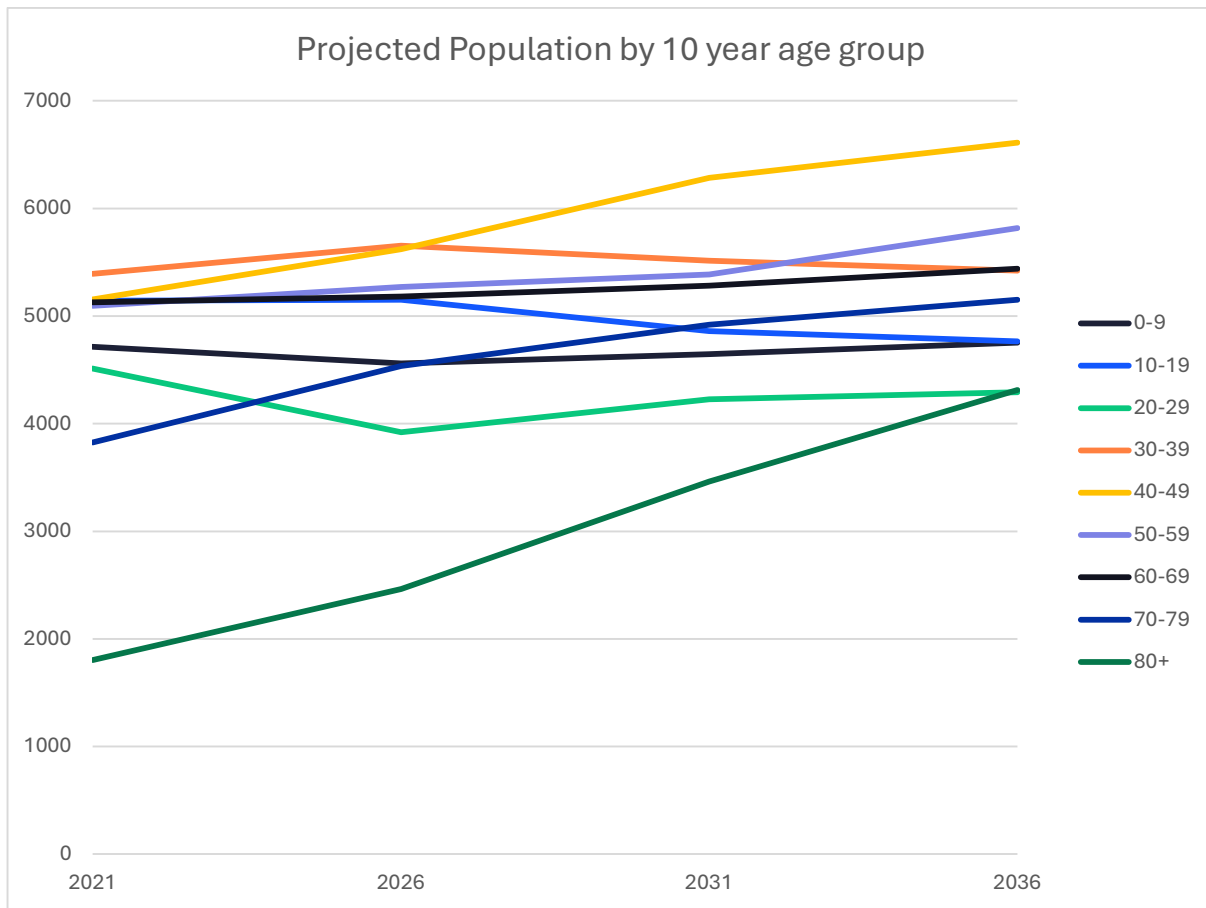


Figure 1: Kingborough projected population by ten-year age groups (Tasmanian Government)

## Socio-Economic Disadvantage

The Socio-Economic Indexes for Areas (SEIFA) is a composite index developed by the Australian Bureau of Statistics (ABS) that ranks areas in Australia according to relative socio-economic advantage and disadvantage. The indexes are based on information from the five-yearly Census. SEIFA 2021 has been created from Census 2021 data and consists of four different indices. The Index of Relative Socio-economic Disadvantage (IRSD) has been specifically used to identify suburbs of socio-economic disadvantage in Kingborough, as unlike the other indicators it is the only index that includes measures of relative disadvantage.

Areas with elevated socio-economic disadvantage generally have the greatest need for public transport options to provide access to essential services (education, health services, and shops) and employment opportunities. Suburbs with elevated levels of socio-economic disadvantage generally have the greatest need for access to public transport options to provide access to essential services (education opportunities, health services and shops) and employment opportunities.

At a municipal level, Kingborough has a low level of Socio-Economic Disadvantage compared to other municipalities across Tasmania. Of the 29 local governments in Tasmania, Kingborough is ranked 28th (94th percentile). The Statistical Area Level 2's in Kingborough, which are the ABS's classification and are medium-sized general purpose areas (typically at a suburb level), include:

- Bruny Island – Kettering – ranked 79 (82nd percentile)
- Kingston Beach – Blackmans Bay – ranked 92 (95th percentile)
- Kingston – Huntingfield – ranked 65 (68th percentile)
- Margate – Snug – ranked 86 (89th percentile)
- Tarooma – Bonnet Hill – ranked 95 (98th percentile).

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## Land Use

The Municipality of Kingborough is situated on the south-east coast of Tasmania, just 10 km south of Hobart. The municipality consists of mostly low density, residential land use located within a natural setting along the Derwent Estuary and the D'Entrecasteaux Channel. Towns in Kingborough include Kingston, Blackmans Bay, Margate, Snug, Kettering, Woodbridge and Middleton. Taroona, whilst not a town as such, is a built-up urban area which in effect operates as a suburb of both Hobart and Kingston. The municipality also includes Bruny Island which lies just off the coast and can be reached by a car ferry from Kettering. Kingborough is also a major tourist destination, based on the natural attractions of the aforementioned Bruny Island and the picturesque townships along the D'Entrecasteaux Channel.

Kingston is the major commercial, retail and administrative centre for the municipality. Local industries include fish processing, aquaculture, tourism, viticulture, boat building, civil engineering as well as the Australian headquarters for Antarctic Research.

According to the current land use composition, roughly 65% of the land in Kingborough is allocated for residential purposes, with a significant portion being low-density housing. Agricultural land constitutes approximately 25%, while the remaining 10% is divided among commercial, industrial, and other uses, including parks and open spaces.

Kingborough's future growth areas are identified in the revised Kingborough Land Use Strategy, released in March 2019. The future growth areas, by key land uses, for the municipality include:

### Residential Development

Most new residential development will occur within or on the fringes of Kingston, including Spring Farm (600 dwellings), Whitewater Park Estate (200 dwellings) and Huntingfield Estate (470 lots). Margate, and Snug are also being investigated for potential future growth areas. Areas such as Blackmans Bay, Taroona and Bruny Island have limited expansion potential due to sewer and road infrastructure hindrances.

- Huntingfield Estate is a master-planned development with 470 lots, led by Housing Tasmania. Road works and the first 30 residential lots in Stage 1 have recently begun construction and are due for completion by early 2025.

### Commercial and Industrial Development

Kingborough is focusing on renewing existing commercial and industrial areas rather than expanding outward. Redevelopment projects like Kingston Park aim to attract investment and create a more vibrant town centre with new businesses, entertainment options, and jobs.

### Rural Areas

Residential subdivision is discouraged (in alignment with the Southern Tasmanian Regional Land Use Strategy) to protect important coastal and environmental values. Agricultural use of land is however encouraged.

- Kingston is experiencing development pressure, but Kingborough Council is awaiting regional land use planning to identify suitable expansion areas. Council is advocating for southward expansion towards Margate, with potential zoning changes to allow for higher density development.
- Kingborough Council is aligned with the Southern Tasmanian Regional Land Use Strategy (2035 outlook) to ensure sustainable development practices are followed and coastal and environmental values are protected.
- Opportunities for further investigation of growth possibilities in Margate and Snug are also being explored.

Kingborough's strategic planning documents anticipate several changes to address the challenges of population change and housing availability. These include promoting higher density developments in appropriate areas, improving infrastructure capacity, and revising zoning laws to better accommodate the growing population's needs. Key initiatives aim to balance development with the preservation of natural landscapes and sustainability.

# Existing Policy Framework

Kingborough Council has a range of publications, plans and strategies which set the direction for their programs and delivery of services. It is acknowledged that there are existing policy documents which have been produced relating to other elements of society, however there is relevant content within these documents that is applicable to transport. KITS has considered the transport needs and aspirations for the municipality, which have been identified in these existing policy documents.

KITS will be the long-term strategy for the integration of all transport modes within the municipality. It will be used by Council to guide the improvement of the transport network to be more effective, safer and sustainable. Furthermore, it will be the platform for Council to influence the ways in which community members can travel around the municipality and be the foundation for advocacy for the betterment of existing infrastructure with other governments, organisations and industry.

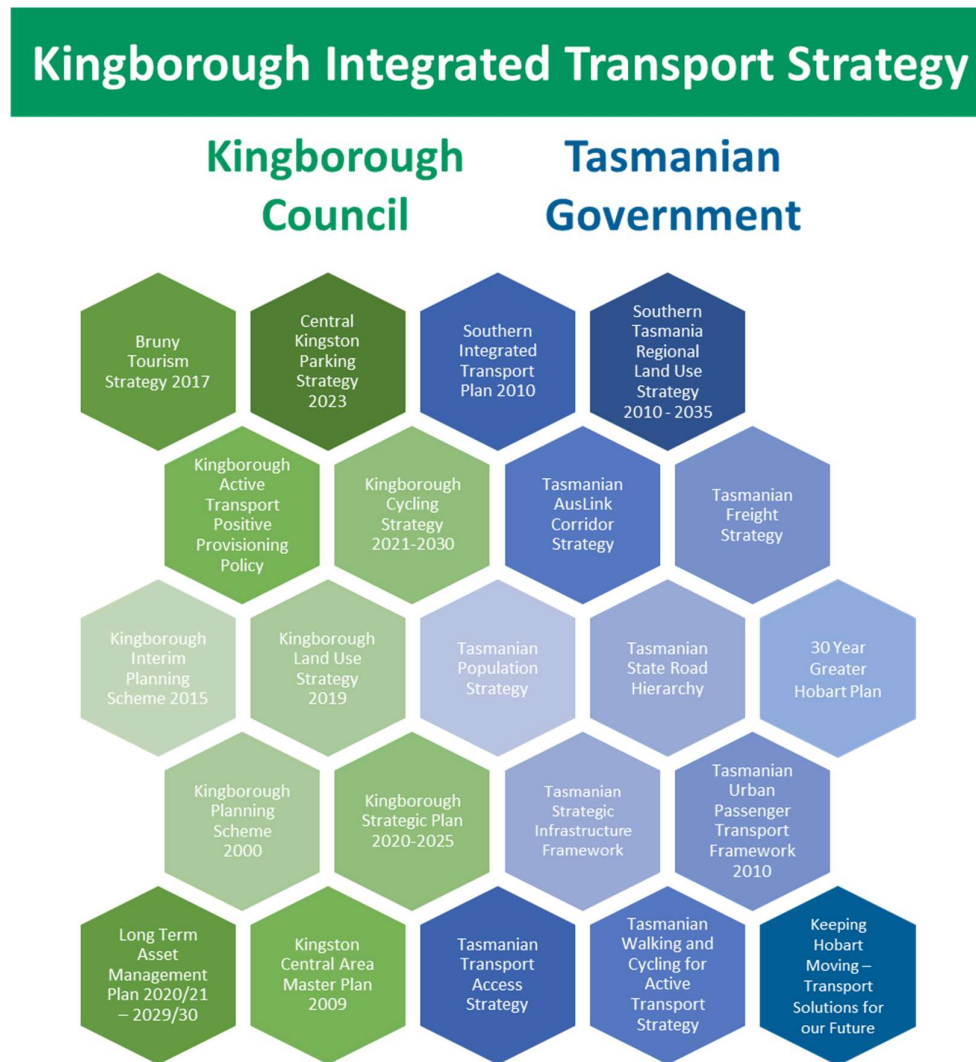


Figure 2: Kingborough Integrated Transport Strategy Policy Context

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## Assets

The Kingborough municipality encompasses a range of transport assets designed to support both residents and visitors. Key features include:



### Tracks & Trails

45



### Bus Services

31



### Roads (Sealed & Unsealed)

537km



### Footpaths

247km



### Bridges

82



### Bruny Ferry (Services per day)

20

Based on information from Kingborough Council; Kingborough Long Term Asset Management Plan 2020/21-2029/30; Sealink

## Road Infrastructure

Extensive roadways connecting various towns and communities. These roads form part of the state-owned road network and provide critical links to Hobart and other regions. The Tasmanian State Road Hierarchy identifies the Southern Outlet and Huon Highway as the main freight route.

The main transport corridors in Kingborough are the:

- **Southern Outlet** – a dual carriageway linking Hobart and Kingston, which extends to Southport as the Huon Highway.
- **Channel Highway** – the highway follows the coast between Hobart and Huonville providing an alternative route between Kingston and Hobart, and a link to the settlements in the south of Kingborough, as well as Tarroona in the north.
- **Huon Highway** – the highway provides an east-west link between Kingston and Huonville.

## Local Road Network

Kingborough Council is responsible for managing a vast network of roads and infrastructure, encompassing 271km of sealed roads, 266km of unsealed roads, and 82 bridges. Beyond the road surface, Council's responsibilities extend to maintaining kerbs, gutters, and footpaths, ensuring the safety and accessibility of these vital transport assets. This extensive network plays a crucial role in connecting communities, facilitating economic activity, and supporting the daily lives of residents and visitors.

The council's road network serves as the primary means of transport for a significant portion of the population, connecting homes, schools, workplaces, and essential services. It is also vital for supporting the local economy, enabling businesses to transport goods and services efficiently. Additionally, the council's road network plays a critical role in supporting tourism, attracting visitors to the region's natural attractions and cultural experiences.

To ensure the safety and functionality of its road network, Kingborough Council employs a dedicated team of road maintenance professionals who regularly inspect and assess the condition of roads, bridges, and other infrastructure assets. They identify areas requiring maintenance or repair and implement necessary measures to address issues such as potholes, cracks, and drainage problems. The council also prioritises the installation of safety features, such as road markings, signage, and pedestrian crossings, to enhance road safety and reduce the risk of accidents.

Furthermore, Council is committed to improving the accessibility of its road network for all users, including people with disabilities. This involves implementing measures such as providing accessible pedestrian crossings, installing tactile paving for visually impaired pedestrians, and ensuring that road infrastructure is designed to accommodate the needs of people with mobility impairments. By prioritising accessibility, the council aims to create a more inclusive and equitable transport system for all residents.

Given the critical role of the road network in supporting the community's well-being and economic prosperity, a significant proportion of Council's budget is allocated to the maintenance and (necessary) upgrades of these assets. This investment ensures the continued safety, reliability, and accessibility of the road network, contributing to a high quality of life for residents and visitors alike.

To further enhance the safety and efficiency of our road network, Kingborough Council has implemented several innovative initiatives. These include the installation of smart traffic lights to reduce congestion, the expansion of bike lanes and shared paths to promote active transport, and the development of a comprehensive pedestrian safety program. By investing in these initiatives, we are working towards a more sustainable, accessible, and enjoyable integrated transport system for our community.



Figure 3: Goshawk Way Upgrade (Stage 2) 2022

## Transport Interchange Locations

Bus services operated primarily by MetroTAS, offering routes that connect Kingborough with Hobart and other areas, facilitating commuter and local travel. There are also community transport services for those with special needs.

Kingborough features several key transport interchanges that facilitate the movement of people between different modes of transport. These interchanges are strategically located to optimise connectivity within the region and with nearby areas, notably Hobart. These interchanges play a crucial role in ensuring smooth transitions between different transport modes, making commuting and traveling within and beyond Kingborough efficient and convenient.

Some prominent interchanges include:

### 1. Kingston Central:

- Services: Major hub for MetroTAS bus services, including routes that head to Hobart and other parts of Kingborough. Facilities often include shelters, seating, and timetable information.
- Connectivity: Easy access for residents and those traveling from Hobart or other suburban areas.

### 2. Margate Transport Interchange:

- Services: Bus services connecting Margate with Hobart and other southern suburbs of Kingborough.
- Facilities: Basic amenities with plans for potential future upgrades to support increased commuting.

### 3. Snug and Taroona Bus Interchanges:

- Services: Bus routes to and from Hobart and other localities within Kingborough.
- Features: Standard bus stop amenities for commuter convenience, including shelters and timetable displays.

### 4. Kettering Ferry Terminal:

- Services: Key ferry service operated by SeaLink, connecting Kettering to Roberts Point on Bruny Island. MetroTAS bus services connect to the ferry terminal 2-3 times per day, creating a somewhat integrated network here. With no public transport available on Bruny Island, this connectivity may allow for connections with organised travel or tour groups at the ferry terminal.
- Amenities: Parking facilities, waiting areas, and ticketing services. Nearby cafes and shops support travellers.

### 5. Bruny Island Ferry Terminal (Roberts Point):

- Connectivity: Links to the Kettering Ferry Terminal, facilitating the movement of visitors and residents between the island and the mainland.
- Services: Regular ferry services along with parking and waiting areas.

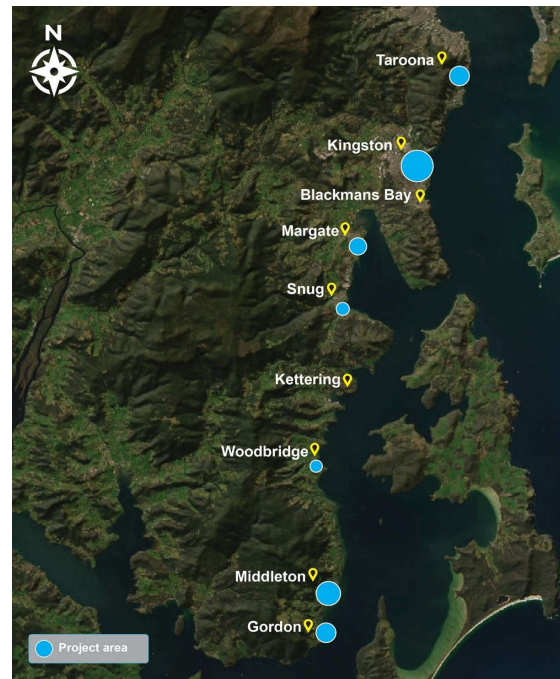


Figure 4: Locations of the bus stops that will be improved under the DDA Compliant Bus Stop Project



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## Cycling and Walking Infrastructure

Council maintains many dedicated paths and trails for cycling and walking (45 tracks and trails), such as the **Margate to Snug Shared Path** (below) which opened in 2018, promoting eco-friendly transport and recreational activities, such as dog-walking and cycling. In terms of cycling path infrastructure, the municipality has 5,945m of on-road paths and 13,760m of off-road shared paths.

The KITS will align with the Kingborough Tracks and Trails Strategic Action Plan, Footpath Provision and Maintenance Policy, and Cycling Strategy by creating a cohesive and interconnected transport network. The KITS will aim to prioritise sustainable and active modes of transport, such as walking, cycling, and public transport, while also supporting the development of safe and accessible pedestrian and cycling infrastructure.

Likewise, the KITS Action Plan will include ongoing maintenance provision of Council owned active transport assets, to ensure that the community have access to safe and nearby infrastructure. By integrating these strategies, KITS will contribute to a more sustainable, healthier, and more liveable Kingborough community.

### Social Health and Wellbeing Benefits

Walking and cycling offer a multitude of social health benefits that contribute to individual well-being and community vitality. They can help reduce stress levels, improve cognitive function, and boost self-esteem, leading to enhanced mental health. Moreover, these activities foster a sense of community, increase social interaction, and reduce social isolation, strengthening social connections.

It is clear that towns with higher percentages of walking and cycling usage and infrastructure provide social health benefits, alongside individual health benefits too. Above that, walking and cycling offer a holistic approach to health, promoting physical, mental, social, and environmental well-being. They both provide a valuable means to improve individual health and contribute to the overall vitality of towns and communities.

“Outdoor active recreation has become increasingly popular and particularly since COVID in 2020. The demand for quality, recreational trail networks has grown in Tasmania and the local community, from walkers and trail runners, mountain bikers and horse riders seeking a quality, accessible experience.”


Kingborough Tracks and Trails Strategic Action Plan 2024-2034



# Modes


Understanding the current transport landscape in Kingborough is crucial to developing an effective integrated transport strategy. This section examines the primary modes of transport available to residents and visitors, their levels of service, accessibility, connectivity, and usage patterns.

## What Modes Are Present




**Private Vehicle**

- This remains the most dominant mode of transport in Kingborough
- It offers residents convenience for door-to-door transport and accessibility to destinations not serviced by other modes.
- Increased use of EVs will remove some negative impacts of private vehicles




**Public Transport**

- Public transport offers bus travel within the municipality and to Hobart, with bus routes serving key areas and Park and Ride options available for commuters.
- Servicability could see improvement with more frequent services being offered.




**Active Transport**

- Active transport offers a healthy way to travel, with options like walking and cycling suitable for short trips and enjoying the local areas.
- Infrastructure has seen improvements in recent years, but there is still room for development.



**Ferry**

- The Bruny ferry service provides regular transport between Kettering and Bruny Island, offering residents a convenient option for island visits, commuting, or accessing services and amenities not available locally.



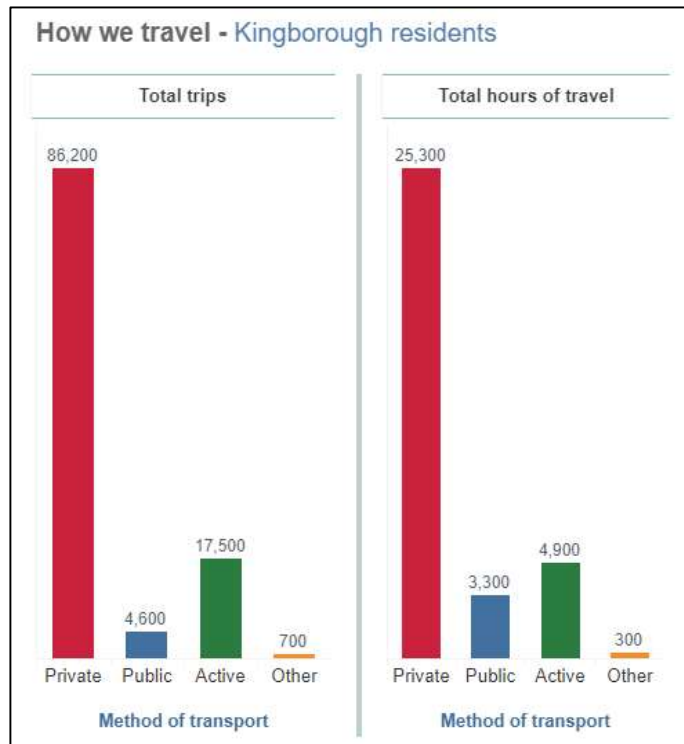
**Other Modes**

- Taxis, ride-sharing and car-sharing services are available, though their availability and affordability varies.
- Emerging modes such as e-scooters or shared bikes are not currently widespread throughout the municipality, however they are prominent in Hobart.

The majority of households own cars and most trips in Kingborough are taken by car. Substantial periods of time are also spent using public and active transport modes as shown in the 2019 Greater Hobart Household Travel Survey. Driving will continue to be the predominant mode of transport as Kingborough remains a low-density area with significant education, employment, health and social opportunities available in Hobart.

The critical areas for traffic performance are generally on the State Government road network, in particular the Channel Highway and Southern Outlet.

Private vehicle users have a high degree of accessibility and are generally well-provisioned for in existing planning documents and strategies with parking requirements and traffic impact assessments often undertaken for large developments with minimum service level requirements for traffic performance.



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Public and active transport networks, on the other hand, do not have as robust planning at the local level and service level minimum requirements are not always included with the exception of footpaths in new developments.

Transport users who do not have access to private vehicular transport do not share the same level of travel accessibility. The low-density nature of most of Kingborough means accessibility for those without private vehicle access is limited.

Council has a responsibility to encourage and support a safe, healthy and connected community and should therefore be focusing to improve connectivity for those with limited private vehicle access and limited overall transport accessibility.



## Levels of Service

The KITS aims to enhance the levels of service across various transport modes to ensure efficient, safe, and sustainable mobility for all users. This section outlines the current levels of service and proposed improvements for key transport modes within the municipality.

Table 1 below highlights the current levels of service for the different transport modes throughout the municipality, including freight, and current proposed improvements.

Table 1: Existing Levels of Service of Transport Modes

	Current Status	Proposed Improvements
<b>Road Network</b>	<p>The road network in Kingborough is primarily designed to accommodate private vehicles, with key corridors such as the Southern Outlet and Channel Highway experiencing significant traffic volumes.</p> <p>During peak periods, the Southern Outlet is at near peak capacity, with commuters facing heavy delays to/from work.</p>	<p>Upgrades to critical intersections, such as the Huon Highway/Leslie Road intersection, the Kingston Bypass Duplication and Algona Roundabout Upgrade as well as the implementation of speed management strategies to enhance safety and reduce congestion.</p> <p>Other suggestions include peak spreading, improving accessibility and efficiency of other modes, land-use/zoning changes, promotion of park and rides, active transport infrastructure upgrades, and an array of other means, which will be explained in greater detail in the Action Plan later in the KITS.</p>
<b>Public Transport</b>	<p>Public transport services, including buses and ferries, are essential for reducing car dependency. The Bruny Island Ferry service and bus routes connecting to Hobart are vital components.</p> <p>Public transport is generally focused on trunk routes with frequent services between Kingston and Hobart. Peak services between Kingston and Taroona and towns south of Kinston are approximately every 20-30 minutes during the peak period.</p> <p>Bus Park and Ride facilities are provided around Kingston 's trunk bus routes.</p>	<p>Enhancements to bus stop infrastructure for Disability Discrimination Act (DDA) compliance, increased frequency of services, and the potential introduction of a ferry service to Kingston.</p>
<b>Active Transport</b>	<p>Active transport options, such as cycling and walking, are supported by existing infrastructure like the Margate to Snug Shared Path but are generally limited.</p> <p>Footpaths are common in central townships on most residential streets, particularly newer estates, but some smaller residential streets do not have paths.</p>	<p>Expansion of the shared path network including the Margate to Huntingfield Shared Path based on the DSG Feasibility Study, improved cycling infrastructure, and the promotion of active transport through community engagement and safety programs.</p>
<b>Freight Network</b>	<p>Freight movement is crucial for local industries, with heavy vehicle routes primarily using the Southern Outlet, Huon Highway and Sandfly Road.</p>	<p>Addressing road capacity and safety issues on key freight routes and ensuring that infrastructure can support the increased axle loads of modern heavy vehicles.</p>

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## Accessibility

The KITS prioritises ensuring a truly accessible transport network for all residents across the Kingborough municipality. Kingborough's unique geography, characterised by scattered suburbs and Bruny Island being serviced by ferry, presents distinct accessibility challenges.

Residents across the municipality, particularly in low-density southern suburbs, have expressed a strong desire for improved active transport infrastructure, starting at the inclusion of additional footpaths and progressing to cycleways and shared paths. Additionally, there is a growing push for enhanced accessibility to regional hubs such as Kingston and Hobart through suitable and reliable transport modes. By acknowledging these needs, the KITS aims to create a more inclusive and connected transport system that benefits all members of the Kingborough community.

### Active Transport Accessibility

As mentioned above, the smaller and less-dense communities within Kingborough are seeking improved active transport accessibility, generally in the form of improved and/or more footpaths and trails. In the past, higher density urban areas have been strategically prioritised for active transport infrastructure in order to connect as many residents as possible. This is why more footpaths are typically provided throughout Kingston and surrounds compared to the likes of Snug, Kettering and Woodbridge.

The current mode split of Kingborough is also considered when Council plans their budgets and spending for each financial year and considering that 82% of the municipality use private vehicles and only 14.5% use active transport, Governments have preferred to invest in road infrastructure such as bypasses, road upgrades, duplications and traffic studies. Funding is spent to satisfy the needs of the majority; however, Council do appreciate the community's desire for an improved active transport network, and note that this will in turn encourage more active transport use, which will be addressed later in this Strategy.

### Public Transport Accessibility

Bus stop accessibility and amenity is an important part of a municipality's overall accessibility, as it can further illustrate the disparities between communities. DIER's urban service standards identify a service level objective that 90% of residences should be within 500m of a bus route. Summarised in Table 2 below, only Tarooma has 90% of residences within 500m of bus stops. However, Tarooma, Blackmans Bay and Kingston have 95 – 100% of residences within 1,000m of bus stops. Margate and Snug although admittedly non-urban, have less than 70% of residences within 500m of bus stops, despite diversions off the main route.

Table 2: Percentage of residences within walking distance of bus stops

Kingborough Major Residencies	% within 500m	% within 1,000m
Tarooma	92%	100%
Kingston	79%	95%
Blackmans Bay	82%	99%
Margate	47%	59%
Snug	66%	83%

DSG want public transport to be a mode of choice, so there has been a focus on service provision and infrastructure.

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## Accessibility for Transport Disadvantaged Cohorts

Transport disadvantage covers a large cross-section of the community, and people can move in and out of transport disadvantage through the life course or as a result of temporary situations. Typical groups that are identified as experiencing transport disadvantage, or difficulty in accessing transport, include younger and older people who cannot drive, people living with disability, and low socio-economic groups who experience affordability issues when accessing transport options.

### People living with disability

Transport accessibility for people living with disability in Kingborough presents a mixed picture. While there are some positive initiatives, there's still room for improvement.

- **Public Transport:** The introduction of lowered bus stop curbs is a positive step, and the *Transport Access Scheme* provides essential concessions. However, the frequency and reliability of accessible services, particularly in rural areas, remain substantial barriers. Additionally, the availability of real-time information in accessible formats is crucial for independent travel but is not consistently provided throughout Kingborough.
- **Active Transport:** While some footpaths in Kingborough are suitable for people with disabilities, it is difficult to provide level access across the municipality, especially in hilly and rural areas. Factors such as uneven surfaces, steep gradients, and lack of kerb ramps can pose significant challenges for residents and visitors. Safe and accessible cycling infrastructure is also limited and generally restricted to newer infrastructures and/or Kingston.
- **Private Vehicles:** Designated accessible parking bays are a welcome addition to many public spaces. The Transport Access Scheme offers valuable support for drivers with disabilities, including parking permits and other concessions.

It is evident that while the municipality and other stakeholders have taken steps to improve accessibility, there is a significant gap between current provision and the needs of the disability community. A comprehensive, coordinated approach is required to address the multifaceted challenges faced by people with disabilities in accessing transport options. This includes ongoing investment in accessible public transport, the creation of pedestrian-friendly environments, and the enforcement of accessibility standards in both public and private spaces and developments.

### Geographically Disadvantaged

There is a prevalent issue currently in the municipality for those who are geographically disadvantaged, notably those who don't reside in more prominent suburbs/towns. With the current integrated transport system being heavily skewed towards private transit, individuals living over 400m from their nearest bus stop or public transit interchange are often forced to drive.

Residents who live in less densely populated towns also face challenges due to relatively poorer active transport infrastructure, such as footpaths and cycleways. This can limit their ability to walk or cycle for transport, especially in areas with long distances between destinations.

Residents in rural/remote areas often have limited access to public transport options due to low population density and the incurred high operational costs. This can lead to social isolation and limited opportunities to accessible transport options.

Geographic disadvantage can have significant economic consequences. Limited access to transport can restrict individuals' ability to find employment, particularly in areas where jobs are concentrated in urban centres. This can lead to increased poverty and economic inequality.

### Financially Disadvantaged

Financially disadvantaged residents in Kingborough often face significant challenges in accessing transport. Limited income can make it difficult to afford private vehicle ownership or public transport fares. This can restrict their mobility and limit their opportunities for employment, education, and social participation.

Moreover, financial disadvantage can reduce quality of life. Individuals may be unable to access essential services, such as healthcare and education, due to limited transport options. This can have negative consequences for both individuals and families.

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Addressing transport inequity is a matter of social justice. Everyone deserves access to transport options that allow them to participate fully in their communities. By improving transport accessibility for financially disadvantaged residents, Council can contribute to a more inclusive and equitable society.

## Connectivity

Connectivity refers to the seamless integration of different transport modes within a transport system. A well-connected system allows for easy transfers between options and provides multiple choices for travel, enhancing accessibility and reducing reliance on private vehicles.

### Public Transport Interchange Points

Kingborough currently has several established public transport interchange points, including Kingston Central, Huntingfield Park and Ride, Margate, Snug and Tarooma. These locations serve as hubs for bus services, with some offering additional amenities like parking and waiting areas. While these interchanges provide essential connections within the public transport network, their effectiveness can be enhanced through improved integration with other transport modes. By incorporating facilities for cyclists and pedestrians, as well as providing seamless connections to shared mobility options, these interchange points can become truly multimodal hubs, encouraging a shift away from private vehicle use.

### Integration with Other Modes

While there is potential for integrating public transport with active transport modes like cycling and walking, the current infrastructure requires enhancement. Safe and dedicated bike lanes, secure bike storage facilities at bus stops, and clear pedestrian pathways are essential for promoting multimodal travel. Additionally, the availability of real-time information about bus schedules and locations through mobile apps or digital displays can encourage greater use of public transport in combination with walking or cycling for the first and last mile of journeys.

Better connectivity and walkability between the Kettering bus and ferry terminal might also improve uptake of public transport usage, though with no PT usage on Bruny Island, this might be more relevant for staff or those connecting to other transport or tour services.

### First and Last Mile Connectivity

Addressing the first and last mile challenge is crucial for improving overall connectivity. This involves providing safe and accessible walking and cycling paths to and from public transport stops. Additionally, exploring options for shared mobility services, such as bike-sharing or car-sharing, can enhance connectivity, particularly in areas with limited public transport coverage.

By investing in public transport interchange points, integrating different modes, and addressing first and last mile connectivity, Kingborough can significantly improve its transport system's overall efficiency, accessibility, and attractiveness to residents and visitors alike.

## Method of Travel to Work

Understanding how Kingborough residents commute to work is essential for developing effective transport strategies. The 2021 Census provides valuable data on travel-to-work patterns, offering insights into the preferred modes of transport used by residents. By analysing this information, key trends and challenges in the municipality's transport system can be identified and actions can then be made to improve mode choice towards more sustainable modes.

Table 3: Method of travel to work on the day of the Census (ABS Census 2021)

Number of registered motor vehicles Employed people aged 15 years and over	Kingborough	%	Tasmania	%
Car, as driver	11,927	61.3	163,186	64.1
Car, as passenger	1,010	5.2	13,393	5.3
Bus	831	4.3	6,275	2.5
Walked only	360	1.9	10,785	4.2
Bicycle	133	0.7	1,776	0.7
Did not go to work	2,339	12.0	29,181	11.5
Worked at home	2,095	10.8	20,330	8.0
People who travelled to work by public transport (a)	1,051	5.4	8,054	3.2
People who travelled to work by car as driver or passenger (b)	13,287	68.3	179,530	70.5

Note: Respondents had the option to report up to three methods of travel to work on the day of the Census.

(a) Includes people who used public transport (train, bus, ferry), as at least one of their methods of travel to work on Census day.

(b) Includes people who travelled by car (as a driver, or as a passenger), as at least one of their methods of travel to work on Census day.

The data reveals that the most common method of travel to work for Kingborough residents is by car, with 61.3% of employed people driving themselves to work. This is slightly below the Tasmanian average of 64.1% but significantly higher than the national average of 52.7%, indicating a higher reliance on private vehicles in the municipality.

Public transport, including bus services, accounts for 4.3% of work trips, which is slightly higher than the Tasmanian average of 2.5% but lower than the national average of 1.5%. While this suggests a relatively low reliance on public transport, it is important to note that the availability and frequency of services may influence these figures.

Walking and cycling represent a small but significant proportion of work trips, with 1.9% and 0.7% of residents respectively choosing these modes. These figures are slightly below the Tasmanian and national averages, indicating potential opportunities to promote active transport through improved infrastructure and incentives.

A notable proportion of Kingborough residents (12%) reported not going to work on the day of the census, which is slightly higher than the Tasmanian and national averages. This could be attributed to various factors, including unemployment, sickness, a greater likelihood of working remotely or other reasons. Additionally, 10.8% of residents worked from home, reflecting a growing trend in remote work arrangements.

It is important to consider that this data represents a snapshot of travel behaviour on a single day and may not accurately reflect long-term patterns. Further research and analysis, such as travel diaries or origin-destination surveys, could provide a more comprehensive understanding of travel behaviour in Kingborough.

Overall, the data highlights the dominance of private vehicles for commuting purposes in Kingborough and the potential to improve public and active transport options to support a more sustainable and accessible transport network.



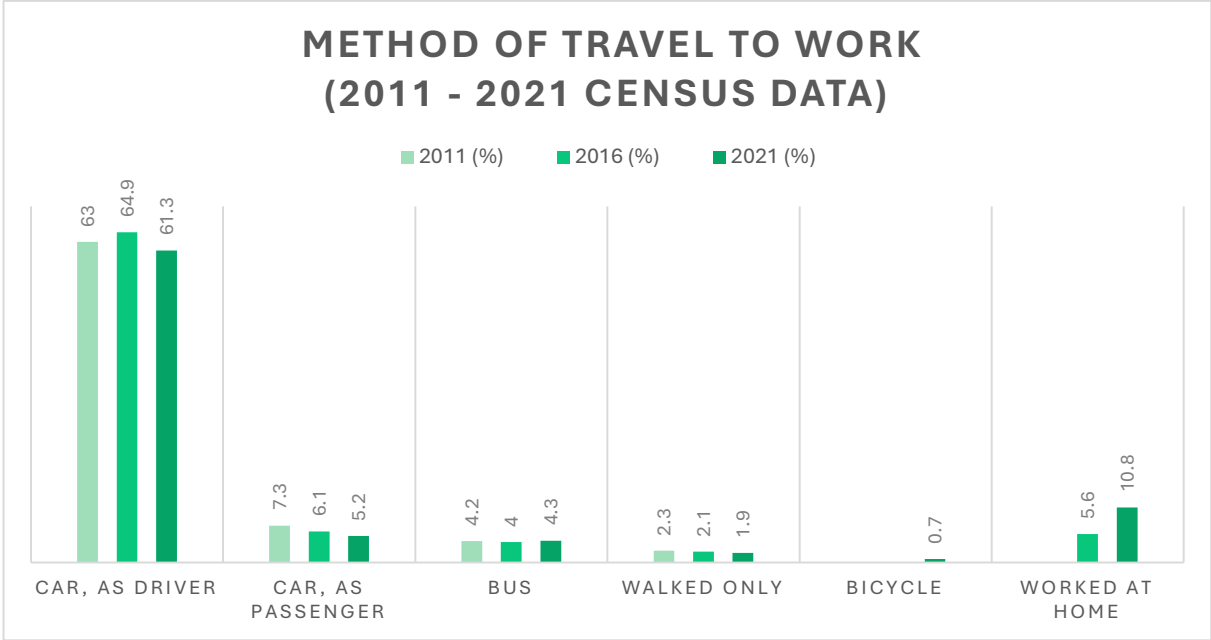


Figure 5: Travel to Work – Changes since 2010

The Kingborough Method of Travel to Work Trends data from 2011 to 2021 reveals a consistent commuting pattern, with the car remaining the primary mode of transport. While there were minor fluctuations in the use of cars, buses, walking, and cycling, the overall trends remained relatively stable. The most notable change was a slight increase in the proportion of people working from home, especially during/after the COVID-19 pandemic.

Overall, the data indicates a lack of significant shifts in commuting habits in Kingborough during the decade between 2011 and 2021.

The lack of significant changes in commuting habits since the 2010 version of the KITS highlights the ongoing need for a comprehensive approach to transport planning. The 2024 Refresh KITS is more than just an update; it serves as a pivotal document to guide Kingborough's transport future. By identifying key opportunities and actions, the KITS aims to address the challenges and capitalise on the potential of integrated transport in the coming decade. This strategy will be instrumental in shaping a sustainable, efficient, and equitable transport system that meets the evolving needs of the community.

## Road Safety

Road safety is a paramount concern for the Kingborough community. As a growing municipality, Kingborough faces the challenge of balancing development with the need to ensure safe and accessible roads for all users. This section of the KITS will delve into the current state of road safety within the municipality and identify key areas for improvement. By understanding the current trends of recent road accidents, we can identify and implement targeted interventions to create a safer and more sustainable transport environment for all.

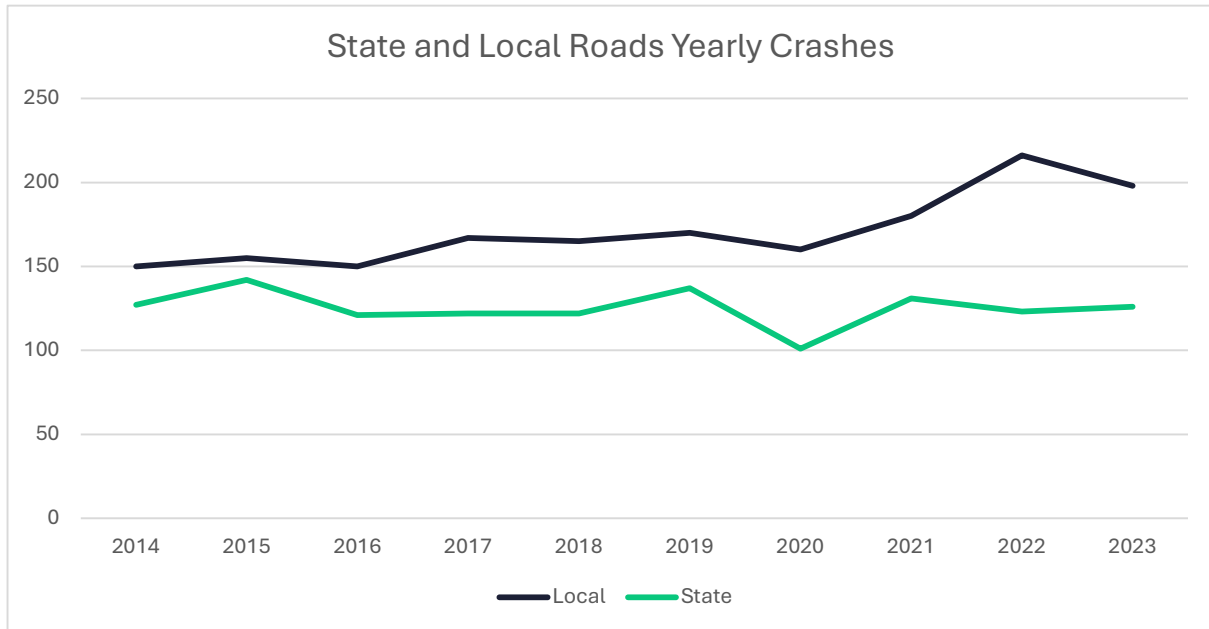


Figure 6: State and Local Roads Yearly Crashes 2014 – 2023

Figure 6 illustrates a comparison of road crashes on state-controlled and Council (Local) controlled roads from 2014 to 2023. While both state and local crashes experienced fluctuations over the decade, there are notable trends. Local crashes generally exhibited more volatility, with a significant post-COVID increase between 2020 and 2023. State crashes, on the other hand, have remained relatively consistent, with a gradual increase from 2014 to 2022 and a slight decrease in 2023. Overall, the data suggests a need for ongoing efforts to improve road safety at both state and local levels.

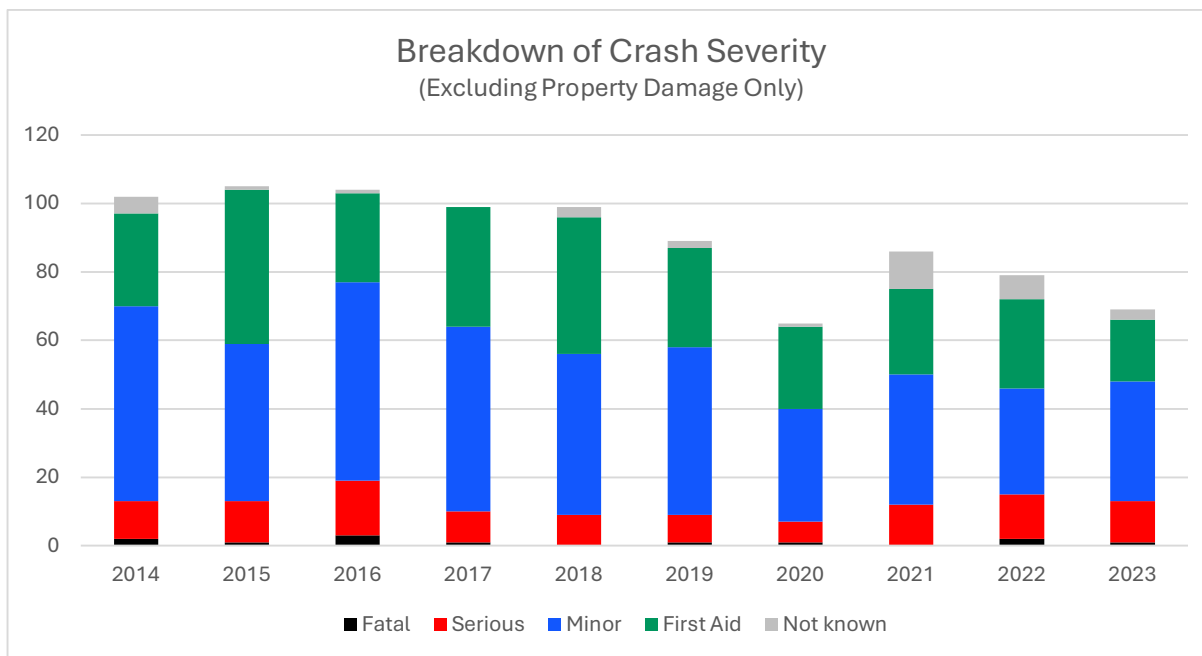
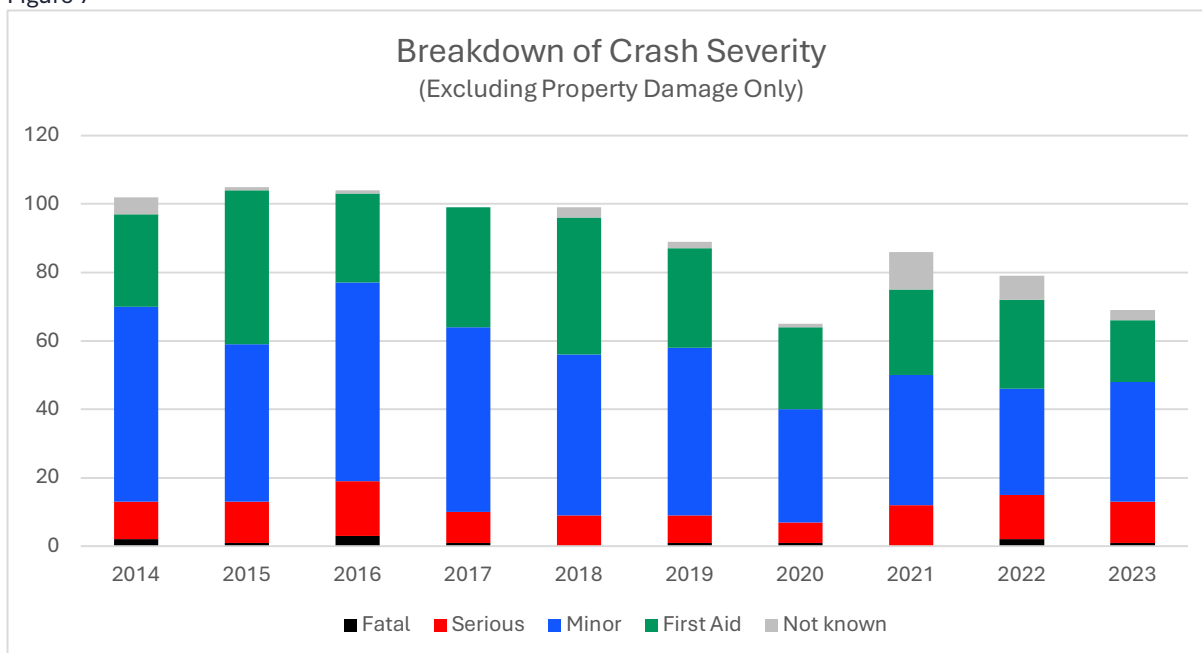


Figure 7: Breakdown of Crash Severity per Year (2014 - 2023)

Figure 7



illustrates the breakdown of crash severity per year in Kingborough from 2014 to 2023 for both State and Local roads.

**Key Trends and Findings:**

- **Overall Decrease in injury crashes:** A notable trend is a general decline in the overall number of injury-related crashes, despite an increasing trend for fatal and serious crashes (shown in Figure 7)
- **Fluctuations:** While there is a general downward trend, year-to-year fluctuations are evident. The 2017-2020 period showed a reduction in fatal and serious crashes but 2021-2023 have seen an increase in serious crashes.

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- **COVID-19 Impact:** The years 2019 and 2020 saw a decrease in total crashes, likely due to reduced traffic volumes during the COVID-19 pandemic as more people worked from home. However, as restrictions eased in subsequent years and less people were working from home, crash rates have begun an upward trend though the 10-year trend is still downward.
  - **2023:** A significant decrease was seen in 2023, notably in the first aid and minor categories, which could be contributed to improved safety on local roads, attributed to Council's safe system approach.

The analysis reveals a complex picture of crash severity trends in Kingborough. The figures show that despite an increase in overall crash figures, there is generally a downward trend in the number of road crash related injuries perhaps related to safe systems approaches taken in safer speed limits and safety projects. Additional measures may be required to reduce the number of overall crashes and fatal and serious injury crashes in particular.

## Car Ownership Rates

The 2021 ABS Census provides valuable data on car ownership patterns within Kingborough. Understanding these patterns is essential for informing transport planning and policy decisions.

Table 4: Motor vehicles per household (ABS Census 2021)

Number of registered motor vehicles Occupied private dwellings	Kingborough	%	Tasmania	%
No motor vehicles	529	3.5	13,015	6.0
One motor vehicle	4,934	32.7	75,697	34.7
Two motor vehicles	5,951	39.4	77,289	35.4
Three motor vehicles	3,523	23.4	49,047	22.5
Number of motor vehicles not stated	1,346	1.0	3,365	1.5

Note: Motor vehicles exclude motorbikes, motor scooters and heavy motor vehicles.

The data reveals several key comparators in car ownership within Kingborough. Firstly, a relatively low proportion of households (3.5%) do not own a registered motor vehicle. This figure is lower than both the Tasmanian (6.0%) and Australian (7.3%) averages, suggesting a higher level of car dependency in the municipality, and likely a more car dependent mode split compared to the state and nation.

While the data does not explicitly show the number of vehicles per household, the high proportion of two and three or more vehicle households suggests a relatively high level of car ownership overall. This trend has implications for traffic congestion, parking demand, and the need for alternative transport options. It should be noted, that while car ownership is higher than average within the Kingborough community, there are still individuals within car-owning households that may be experiencing transport disadvantage, due to age or disability.

The mode shift towards more sustainable, green modes will, however, not occur until there is an improvement in active transport infrastructure, such as increased number of footpaths in less populated areas or increased segregated cycleways connecting to major work hubs such as Kingston and Hobart. Likewise, public transport is not saving commuters to work time on their journeys, with rapid transit buses yet to enter the network and no train or metro services throughout the state.

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# Stakeholder Engagement

As part of this refresh, Kingborough Council engaged with key stakeholders to understand the opportunities and challenges faced by the community, in addition to ensuring that alignment occurs between the themes and common goals for transport at a regional level. It was imperative for Kingborough Council's that the KITS was revised in a way which is consistent with transport goals of the community and stakeholders, as the transport network is broader than our municipal boundary.

Engagement occurred with:

- **Internal** - Kingborough Councillors, internal department officers
- **State Government** - Department of State Growth, including State Roads, Infrastructure Tasmania and Passenger Transport
- **Neighbouring municipalities** - City of Hobart and Huon Valley Council
- **Transport operators** - MetroTAS, Tassie Link and SeaLink
- **Community groups** - Kingborough Disability Inclusion and Access Committee, Kingborough Community Safety Committee and Kingborough Bicycle Advisory Committee.

The following key findings based on the proposed KITS Objectives were discussed across the engagement with internal and external stakeholders throughout the creation of the KITS:

## Accessibility

Many groups outlined this as the most important element of the KITS, including transport disadvantage and a lack of alternatives to private vehicle travel with infrequent public transport services outside peak periods and the difficulties faced with active transport associated with the terrain, low density and lack of pathways.

Congestion on the Southern Outlet was also raised as an issue in multiple meetings with people outlining the desire to travel outside peak periods.

## Health and Safety

Health was associated with active transport in several consultations. The health benefits of connected societies was raised in the disability inclusion and access committee, while the Bicycle Advisory committee also highlighted the health benefits of active transport.

## People

The idea of providing extra choice for residents was raised in a number of consultations. Council, state and private transport operator engagements all focused on the role of the ITS in encouraging and promoting options other than private vehicle access. The need to travel to Hobart for vital services was also raised as an impediment for some people.

Lack of amenity at public transport interchanges and bus stops was also raised in a number of meetings.

## Collaboration

Collaboration with various stakeholders is crucial for the success of the strategy. This includes working closely with DSG, transport operators, neighbouring councils, and community organisations. There is a history of engagement between Council and DSG which has been identified as requiring more effective two-way communication for more collaborative working relationship. The KITS and DSG and operators' objectives are generally aligned but greater collaboration from the officer to political level may achieve better overall outcomes.

## Systems

Systems are not generally raised during consultation processes, but with consultations with those involved in systems within Council and the State Government, the need for better systems of engagement and interaction became evident.

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## **Economy**

The economy was raised in relation to tourism, commercial precincts and freight but not as a high-rating concern. Delays and difficulties around the Bruny Island Ferry terminal were raised as well as concerns about the impact on commercial vehicles with pedestrianisations of towns.

Those consulted did understand the impact the transport network had upon the economy and accessibility to jobs, but did not necessarily express the opinions on the transport network in economic terms.

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## 4. Challenges

Kingborough Council has identified the following challenges which will influence the way people move in the community in the coming decade. Addressing these challenges is essential for ensuring the well-being of our residents, protecting the environment, promoting economic vitality, and preserving Kingborough's identity.

### Accessibility

The Council area is generally spread north-south along a coastal strip constrained by the River Derwent and North West Bay to the east and mountainous ranges to the west. This results in a linear transport network focused on the north-south running Channel Highway and Southern Outlet. Development is also focused along this corridor which provides access to educational, employment and social activities in Greater Hobart to the north.

Accessibility to many services is reliant on this network to provide access to the main townships along the corridor, including Kingston as the largest development within the municipality. There is also limited public transport availability outside this corridor with low-density and rural settings not justifying public transport services.

This limits most accessibility to those with the capacity to use private vehicles (reflected in census, Household travel survey data and stakeholder consultation). But for those without private vehicle, accessibility is limited.

Accessibility to the Greater Hobart area is beginning to become limited by expanding congestion on the Southern Outlet. With limited ability for the Hobart network to accept more traffic it is likely that peak spreading will occur if traffic growth continues, and congestion will continue to exacerbate problems with accessibility for those within Kingborough looking to access the Greater Hobart Area.

### Health and Safety

The number of crashes occurring on Kingborough Council roads has seen an increase in the past 3 years. The overall number of injury-related crashes has not increased, however the number of fatal and serious (requiring hospitalisation) crashes has increased. The safety of Council roads should remain an ongoing concern to be addressed.

The extent of car reliance due to accessibility constraints caused by terrain and town layouts also restricts the ability of residents to realise the benefits of active transport. Not only for the residents who might choose active transport if given the opportunity, but also for the broader societal benefits of increased numbers of walking and cycling in commercial and tourism areas.

Stakeholder engagement indicated that the level of education around healthy travel habits was not well known.

The Kingborough Sport and Recreation Facilities Strategy 2024 indicates that cycling paths are rated poorly within the municipality with more than 50% of respondents to a survey indicating that they considered the standard to be either poor or below average.

### People

Younger people and older people who have less access to private vehicles are the most likely to suffer transport disadvantage in the municipality.

Many young people face challenges accessing recreation, education, employment, services, and social activities as they typically have lower car ownership rates and, therefore, rely more on public or active transport options. Access to a range of affordable, accessible, consistent, integrated, and reliable transport options is essential to enabling their participation as active and engaged community members.

Transport independence is a key step for young people and to many this remains private vehicle access and a drivers' licence. Greater connectivity and accessibility via other modes would increase transport independence for those who cannot or prefer not to own and/or drive a car.

The median age of Kingborough residents is increasing, which is consistent with the broader Tasmanian population. With an aging population, there is likely to be an increased number of people in the community



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experiencing mobility challenges. These challenges increase the need to improve accessibility, infrastructure and provide suitable travel options for all people of all abilities (also referenced in KITS 2010).

Current public transport options are focused on feeder networks to the Hobart-Kingston routes with limited accessibility-focused options which provide a minimum level of service to residents.

## Collaboration

While steps have been made to advance public transport and traffic performance by the Department of State Growth, there remains a perceived gap in alignment between Council and DSG execution of projects. This may lead to projects being undertaken in partnership not reaching their full potential.

## Systems

Addressing challenges in the system tends to be undertaken in a reactive manner without systems in place to guide outcomes in a co-ordinated way. There do not appear to be strong systems in place for the delivery of projects between authorities or with independent stakeholders.

Systemic approaches can be difficult to implement at the Council level, but Council can make use of previously developed systems, such as the Systems-based approach to Road Safety and a systemic approach to integrated transport to address problems with system-wide approaches rather than direct analytic or design approaches to a problem when presented.

## Economy

Without ongoing enhancement and maintenance of the transport networks, the ongoing growth in personal vehicle traffic will exacerbate problems to do with parking and road congestion. In the short and medium term this may not have significant economic impact, but without long-term commitment to long-term behaviour change, the impact will be felt earlier and more broadly.

There are currently limited options for tourists to the area to visit during off-peak periods with infrequent bus services during weekends and off-peak periods identified during stakeholder engagement and discussions with Councillors.

# 5. Opportunities

The KITS identifies opportunities to improve the municipality's transport system. By utilising these opportunities, Council aims to create a more sustainable, accessible, and equitable transport network that benefits all residents.

## Accessibility

There is off peak capacity in the existing transport networks. Private vehicle congestion is only occurring in peak periods for a relatively defined period. There is latent capacity throughout most of the day on the transport network which could be taken up by additional demand.

Existing Tracks and Trails and Cycling Strategies have already identified priorities for upgrades. These documents should be used to advocate for increased funding and for Council's own investment decisions.

Likewise, bus demand was not reported to exceed capacity in any of the services so any additional demand or connectivity to services would not require additional services.

Greater density in infill developments around activity centres will enable more sustainable travel behaviours to occur with improved accessibility without greater relative investment in infrastructure.

Enhancements and continued expansion of interchange areas for transport should be considered for either investment, advocacy or influence actions. This includes parking interchanges being well-placed to facilitate multiple purposes without needing to relocate (i.e. good pedestrianisation of busy areas to prevent the need to move a car from one area of Kingston to another).

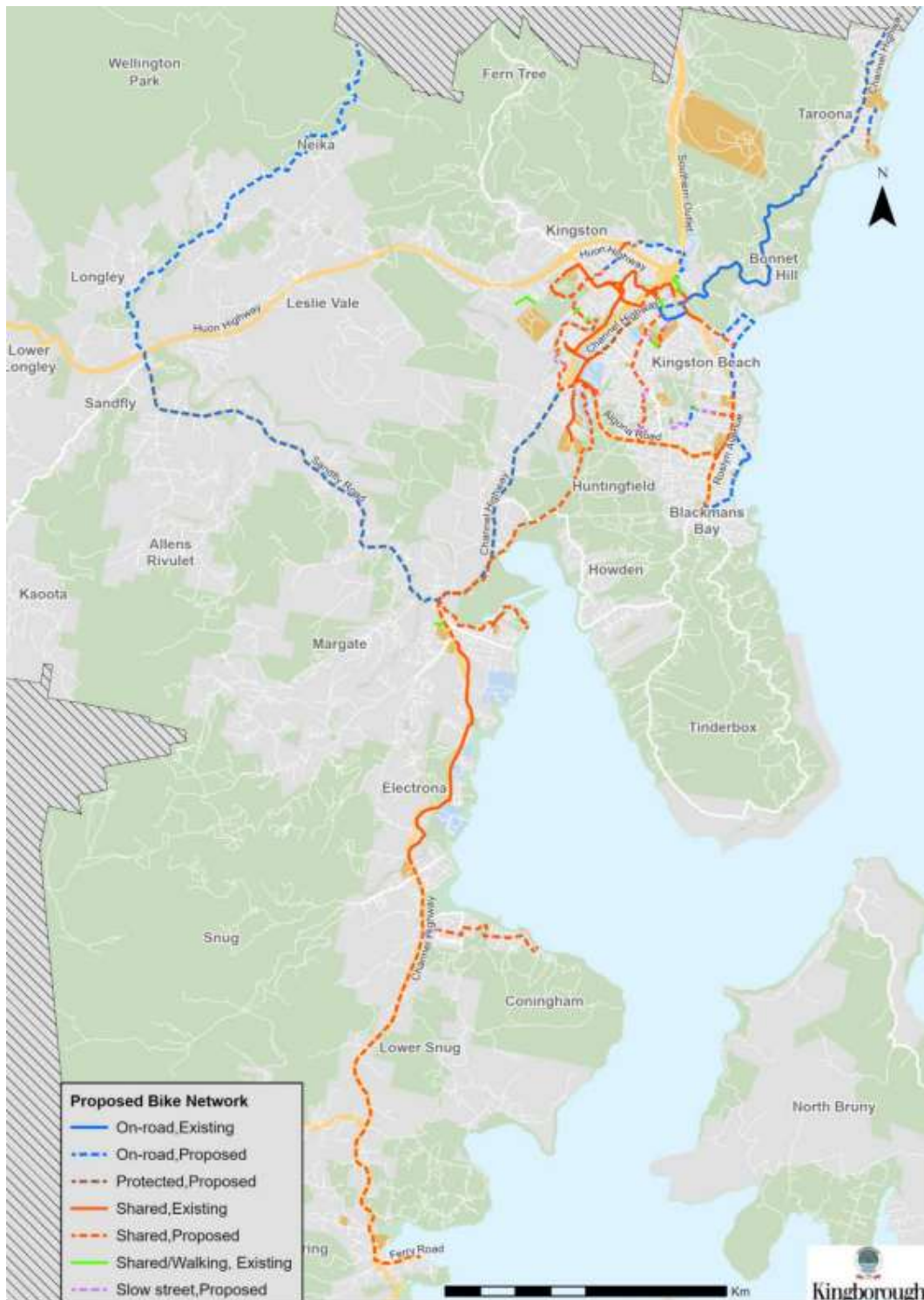


Figure 8: Kingborough Cycling Strategy 2021-2030: Proposed Bike Network for Municipality

## Health and Safety

The increased number of crashes observed in the post-COVID period presents an opportunity to review current road safety strategies and road safety data to examine what might be causing the increase and how best to address it. With Tasmania's Towards Zero Strategy, it is imperative that Council does not just arrest the increase in crashes but works either directly or in partnership with other agencies to reduce the number of crashes and

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further reduce the severity of crashes. Speed management and behavioural programs could also be considered in lieu of significant infrastructure investment to develop an overall safer system.

Reduced car dependence will have benefits for all transport network users by enabling competitiveness of alternative modes.

According to the Kingborough Sport and Recreation Facilities Strategy, walking is the number 1 recreational activity for adults in Kingborough with 63% participation in those aged over-55.<sup>2</sup>

Cycling and running are 5<sup>th</sup> and 6<sup>th</sup> respectively as most popular recreational activities. This shows the importance of the pathways networks for recreation in the municipality.

## People

Additional active transport and public transport information and education could help with behaviour change and getting younger or elderly people more engaged with the community and reduce transport disadvantage.

Greater support and better understanding of transport disadvantage within Council and the broader community will enhance opportunities to collaborate at grass-roots level to reduce the level of disadvantage.

Compliance with accessibility guidelines and regulations is an ongoing challenge which should consider partnership with other systems to provide end-to-end solutions as a priority to smaller isolated improvements.

Social equity should consider Council's role in providing better connectivity and services for those who are most disadvantaged and dedicate relatively increased resources to those people.

## Collaboration

There is scope for the transport team to work more closely, or expand upon, the Kingborough Volunteer Program which currently caters to people aged over 65 and is focused on independent living.

Partnerships with schools and other community organisations to develop or enhance existing programs which are in operation elsewhere (such as Safe Routes to Schools<sup>3</sup>) which not only teaches children good travel behaviours, but also engages parents in the process.

Public-Private partnerships might also become potential options for the delivery of community-based transport with existing service providers or for new event or regular-use services.

## Systems

Undertaking planning changes which are based on transport network capacity and accessibility would make planning changes more responsive to transport availability and embed transport within the planning system framework.

Systems for engaging individually and collectively as either Kingborough Council, or as part of the Greater Hobart Strategic Partnership are effective and should be expanded to more formally recognise transport issues. The system is already in place but could be used more effectively.

Systems should be put in place for the enabling of new and emerging technologies such as electric-powered personal travel devices (scooters and bicycles) in a safe and efficient manner. Likewise for electric vehicles and other not-yet-identified technologies, Council should take a systemic approach to assessing how it will facilitate and enable the positive benefits of such innovations without compromising other objectives.

Adopting Movement and Place strategies in Council projects and other developments occurring within the municipality would ensure that the development of the transport networks considers all factors and users. DSG has recently developed a Network Operating Plan for central Hobart with Hobart City Council. The expansion of this program into Kingborough in busy areas could provide an opportunity for Council to plan and prioritise network upgrades in busy areas.

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<sup>2</sup> <https://www.kingborough.tas.gov.au/wp-content/uploads/2024/03/Sports-Recreation-Facilities-Strategy-2024.pdf>

<sup>3</sup> <https://transport.vic.gov.au/news-and-resources/education-resources/safe-routes-to-schools-program>

## Economy

The benefits of increased active transport through busy commercial areas of the municipality will create ongoing benefits to customers and businesses. While the long-term economic benefits of sustainable travel modes such as direct health outcomes for users and reduced pollution, the other short and medium term economic benefits such as greater footfall and increased dwell times in commercial areas is less well understood.

Continuing to manage freight vehicle access, ferry services and managing parking and seasonal travel requirements will continue to sustain the economic viability of the region. Using Movement and Place-based principles to enhance central areas will enhance commercial opportunities in these areas.

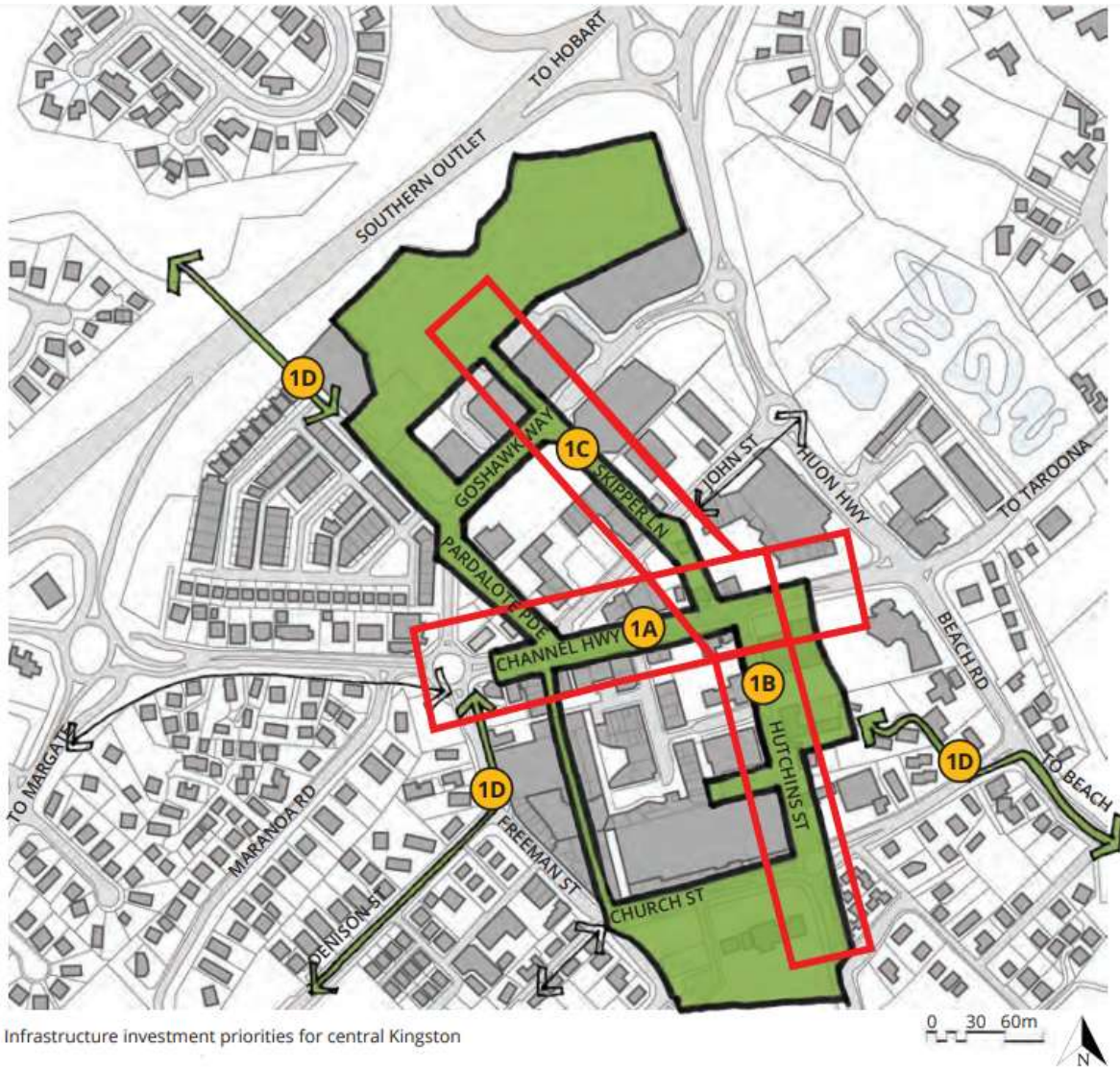


Figure 9: Projects Identified in Kingston Place Strategy 2020-2050

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## 6. Action Plan

The Action Plan has been broken into Objective categories of:

- Accessibility
- Health and Safety
- People
- Collaboration
- Systems
- Economy

The action plan does not call for specific locations for investment or advocacy with specific locations identified in the relevant strategies and plans developed external to this ITS. The purpose of this categorisation is so that if a specific issue is raised, Council or other users of this Strategy can reference the tables and understand the range of options available to solve their specific issue.

The action plan outlines Council's role in:

- Control;
- Advocate; or
- Influence

By using this method, users of the strategy can look at other ways of achieving objectives beyond direct investment.

The timeframes outline which actions can be undertaken immediately or may require medium or long term planning and development to achieve. Ongoing items are those which are generally business-as-usual actions for Council which should not be discounted or discontinued.

The price of each option is generally aligned with the type of project. For infrastructure projects, the cost is dependent on the scope of the project. For advocacy and influence projects, the cost is generally associated with the time required for Council to undertake the action such as updating a Council webpage or engaging with the media or other stakeholders.

Users of this Action Plan should consider the sequence in which projects are undertaken and the prospective benefits of sequencing. For example, where immediate action is required, influence and advocacy actions could be undertaken in the short term to win funding for large-scale infrastructure investment.

Where large scale infrastructure investment is made, stakeholders should consider other actions which could enhance the effectiveness of the investment such as active transport promotions and education coinciding with opening new cycling paths or public transport promotion and education in conjunction with opening new routes, services or interchange facilities.

## Accessibility

The KITS is committed to creating a municipality that is accessible to all residents, regardless of their physical abilities. This includes ensuring that public infrastructure, services, and information are accessible to people with disabilities. The strategy focuses on improving accessibility in several key areas, including private, public and active transport modes. By investing in accessible infrastructure and supporting sustainable practices in private vehicle use and sustainable modes, the Actions aim to maintain performance across networks and improve accessibility for all residents and businesses.

Action	Description	Outcome	Role	Timeframe
Enhance road network	As responsible road manager, Council should ensure its network is fit for purpose to provide safe and convenient access. Includes network upgrades such as Gormley Drive Upgrade and the Spring Farm to Kingston View Drive Connector.	Safe and convenient access for private vehicle users, freight and public transport. Should be undertaken in conjunction with a Road Network Plan.	Control	Long
Advocate for network enhancements from DSG.	Advocate for improvements to state road network (e.g. Leslie Road/Huon Highway junction upgrade, Sandfly Road/Channel Highway junction upgrade).	Safe and convenient access for private vehicle users, freight and public transport on the state road network.	Advocate	Long
Road Network Plan	Prepare plan for future road network requirements within Kingborough.	Efficient staged road network investment.	Control	Medium
Increase Active Transport with investment in networks.	Enhance cycling and walking routes with a focus on journeys to work and education (non-recreational). Routes are outlined in Kingborough Cycling Strategy.	Improved physical, mental, social, and environmental well-being of residents and tourists.	Control	Medium
Easy access in commercial precincts	Provide upgrades throughout commercial precincts for more connected parking, path connections and amenity.	Encourage parking on the periphery and promote walking within commercial and tourist areas.	Influence	Long
Road Safety Plan	Work with relevant stakeholders to periodically review and act on crash trends.	Identify and address key road safety issues.	Control	Medium
Road safety improvements	Implement safety treatments on local Council roads. Pursue funding opportunities	Safer roads and reduced crash rates.	Control	Short-Long

Action	Description	Outcome	Role	Timeframe
	such as Blackspot and Safer Rural Roads Programs or any other State or Federal grant funding sources.			
Advocate for safer roads	Work with DSG to provide safer roads in Kingborough which are out of Council's control.	Road safety improvements.	Advocate	Short-Long

\* Carried over from KITS 2010

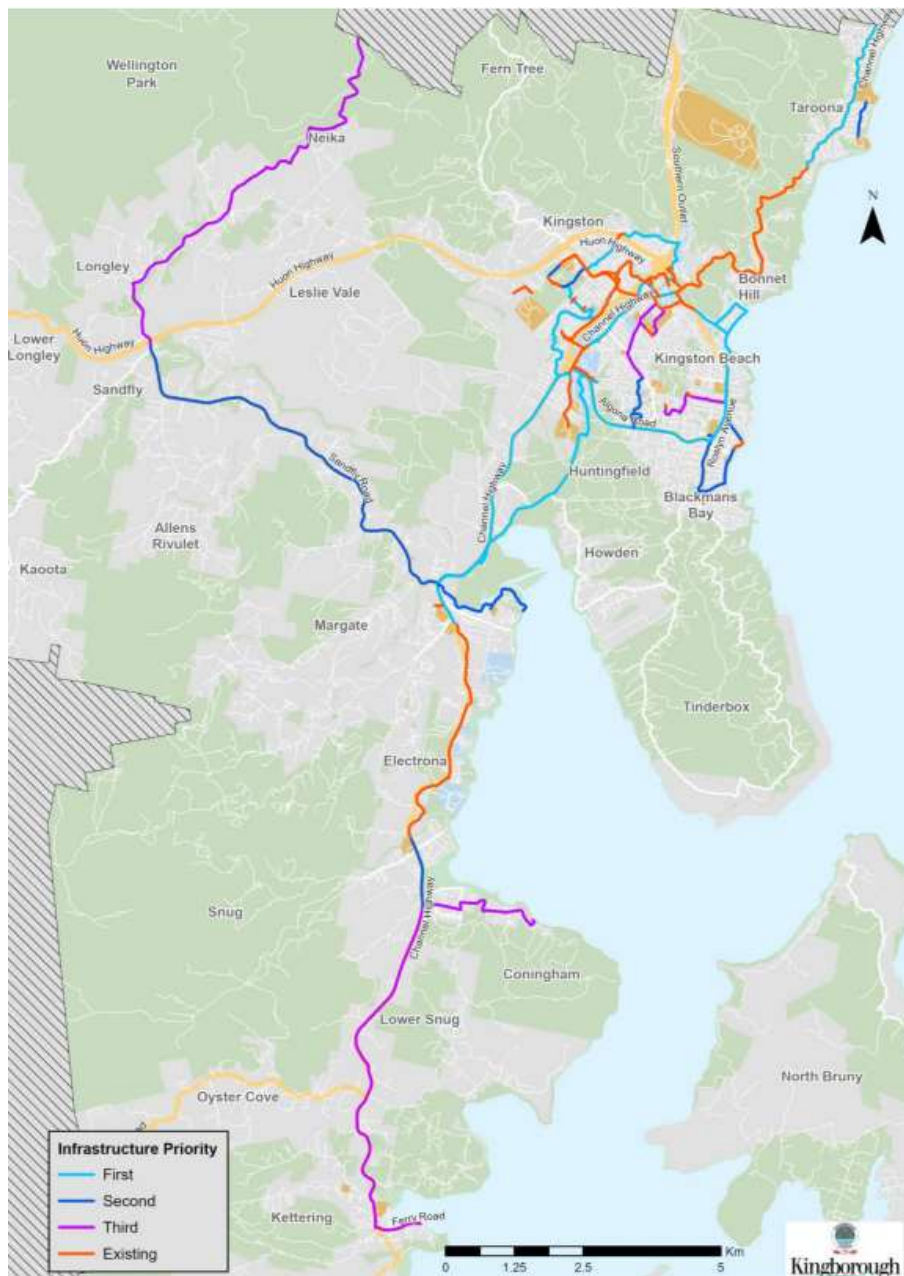


Figure 10: Kingborough Cycling Strategy 2021-2030: Proposed Cycling Infrastructure Priority

## Health and Safety

Promoting active transport and sustainable travel is a key focus of the strategy. Initiatives like the Kingborough Cycling Strategy aim to create safer road conditions for cyclists and pedestrians, thereby encouraging more people to choose these healthier and more sustainable modes of transport. The strategy also includes measures to improve road safety, such as better signage, traffic calming measures, and educational campaigns to raise awareness about safe travel practices. These efforts are designed to reduce accidents and injuries, making the municipality a safer place for everyone. The actions outlined below are aimed at improving safety on the network as well as the general health and wellbeing of the region.

Action	Description	Outcome	Role	Timeframe
Increase Active Transport	Infrastructure upgrades and promotion in accordance with existing strategies. Focus on recreational and local accessibility projects such as those in Kingborough Tracks and Trails Strategic Action Plan. Pursue source funding from state and government grant programs were available.	Improved physical, mental, social, and environmental well-being of residents and tourists.	Control	Medium
Active health promotion	Educate and promote active transport including the individual and collective health benefits.	Increased active transport to events within the region.	Influence	Medium
Active Transport requirement for event planning	Events planned in the Council area which require approval or traffic management should also include active transport considerations.	Council works with event planners to ensure active transport is a viable option where possible.	Control	Medium
Safe Routes to School	Work with schools to investigate and develop safe walking routes to school for more remote parking and for longer walking routes.	Increase number and distances of children walking to school and creating healthy travel habits.	Control and Influence	Medium
Reduce car dependence	Creates congestion and amenity impacts.	Reduce traffic congestion and improve air quality.	Influence	Long
Education about travel options	Provide easily accessed links or transport summaries for residents.	Maps and links on website to enable greater use of active and public transport	Control	Short



Action	Description	Outcome	Role	Timeframe
		options as alternatives.		
Youth programs (E.g. an Active School Travel Program) *	Programs and events with youth and school groups to introduce public and active transport options.	More use of active transport to access social areas.	Influence	Medium
Road safety promotion	Promote safe road behaviour on Council's roads.	Safer behaviours and reduced crash rates.	Influence	Long
Improve liveability	Improved sociability within areas of the transport network including footpaths and trails	Enhance the quality of life for residents and promote a sense of community.	Influence	Medium
Increase security measures	Install surveillance cameras and implement crime prevention strategies.	Reduce crime rates on public transport and improve passenger safety.	Control	Medium
Local Service Provision	Encourage and enable temporary or permanent provision of health services locally (i.e. dental vans, health checks).	Reduce the need for residents to travel further distances, or not able to access services.	Influence	Medium
Improve air quality	Install air filtration systems in public transport vehicles and reduce overall traffic in busy commercial and recreational areas.	Reduce the health risks associated with air pollution for public transport passengers.	Advocate	Medium

\* Carried over from KITS 2010

## People

The KITS places a strong emphasis on ensuring that all public infrastructure is compliant with the Disability Discrimination Act (DDA). This includes significant upgrades to bus stops, footpaths, and other public amenities to make them accessible to people with disabilities. The goal is to create an inclusive environment where everyone, regardless of physical ability, can navigate the municipality with ease. This also involves regular audits and updates to existing infrastructure to meet current accessibility standards.

The KITS stresses the importance of prioritising footpath installations and other infrastructure projects in areas with high demand. This approach ensures that the needs and preferences of the residents are at the forefront of planning and implementation. The strategy also highlights the importance of creating public spaces that encourage social interaction and community cohesion.

People are the focus of all movements on the network, including freight which is aimed at providing economic support and goods and services to people. The actions outlined below are aimed at providing for all people within the municipality.

Action	Description	Outcome	Role	Timeframe
Reduce Transport disadvantage	Access to health and recreational services.	Improve access to essential services for all residents.	Control	Medium
Improved network compliance	Improve compliance for all users.	Ensure that all users comply with traffic laws and regulations.	Control	Medium
Multimodal Options	Promote the use of multiple modes of transport.	Encourage people to choose more sustainable and efficient modes.	Influence	Long
Implement customer satisfaction surveys	Distribute surveys to passengers and analyse the results to identify areas for improvement.	Identify areas for improvement in public transport services and increase customer satisfaction.	Control and Influence	Short
Organise community forums	Conduct regular meetings with community members to discuss public transport issues and gather feedback.	Increase community involvement in public transport planning and decision-making.	Influence	Short
Promote diversity and inclusion	Develop policies and programs to ensure that public transport staff reflect the diversity of the community.	Create a more inclusive and welcoming public transport environment for all passengers.	Control	Medium
Prioritise sustainable transport infrastructure at key activity centres*	Invest in infrastructure that supports walking, cycling, and public transport in areas with high levels of activity.	Reduce car dependency and create healthier and more liveable communities.	Control	Medium
Address gaps in cycle and walking access for schools	Targeted improvements at major destinations which support access by walking and cycling	Improve safety and accessibility for pedestrians and cyclists, encouraging	Control	Medium

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and activity  
centres. \*

people to choose active  
modes of transport.

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\* Carried over from KITS 2010

## Collaboration

By fostering strong partnerships and open communication, the strategy aims to ensure that all voices are heard and that projects are implemented smoothly and effectively. This collaborative approach also extends to seeking funding and resources from state and federal governments to support the municipality's transport initiatives.

The collaborative actions outlined below are aimed at creating formal and informal partnerships to achieve the best outcomes in all areas. Where other actions might be falling down, if stakeholder co-operation is a root cause of failing to meet KPIs, the actions below will assist, particularly in the medium and long term with achieving lasting outcomes.

Action	Description	Outcome	Role	Timeframe
Greater collaboration with service providers	Improve coordination and efficiency of transport services.	Enhance the effectiveness of transport services and improve customer satisfaction.	Advocate	Medium
School and youth group programs	Improve information sharing and communication.	Educate young people about the benefits of public transport and promote sustainable transport habits.	Influence	Medium
Programs with aged and elderly care providers	Improve coordination of transport planning.	Ensure that the needs of aged and elderly residents are met through the transport system.	Advocate	Medium
Strengthen partnerships	Establish formal agreements with other government agencies and private sector organisations to collaborate on public transport initiatives.	Improve coordination and efficiency in public transport planning and implementation.	Advocate	Short
Improve data sharing	Develop a centralised data platform to collect and share data between nearby councils and transport agencies.	Enable better decision-making and resource allocation in public transport.	Control	Medium
Coordinate transport policies	Create a transport planning committee to develop and implement coordinated policies at the local, regional, and national levels.	Effective advocacy group for a more integrated and efficient transport system.	Advocate	Long

## Systems

The strategy aims to align closely with State Government policies and regional plans, such as the Greater Hobart Plan. This involves a coordinated approach to transport planning that integrates various modes of transport, including public transit, cycling, and walking. By working in tandem with neighbouring councils and state departments, the strategy seeks to create a seamless and efficient transport network that meets the needs of all users. This integrated approach also includes leveraging technology and data to optimise transport systems and improve user experience.

How the Council works with internal and external systems matters to the outcomes achieved. The Safe Systems approach to road safety is being reflected in the number of crashes increasing while the overall number of injuries is decreasing. Developing and following a systems approach to integrated transport planning by following the actions below will improve the performance of all parts of the network.

Action	Description	Outcome	Role	Timeframe
Integration with other systems	Integrate public transport systems with other modes of transport, such as cycling and walking.	Improve the efficiency and reliability of the transport network.	Advocate and Control	Long
	Integrate transport systems with other services, such as ticketing (links) and information systems.	Make it easier for users to access and use public transport.	Advocate	Medium
	Integrate transport systems with sustainable energy sources and infrastructure.	Reduce the environmental impact of public transport and promote sustainable transportation.	Advocate	Long
Improve integration	Advocate for a unified ticketing system that allows passengers to use a single ticket for multiple modes of public transport and perhaps local event integration.	Increase the convenience and accessibility of public transport for passengers.	Advocate	Medium
Network Operating Plans	Utilise emerging DSG NOP Framework to develop similar frameworks for Kingborough.	Strategic management of transport networks to set a progressive vision.	Control	Long
Movement and Place	Adopt Movement and Place principles for internal, external and other development projects.	Enhanced outcomes for transport network upgrades on surrounding places.	Control	Long
Improve state government engagement systems	Work with other Greater Hobart LGAs on multi-level engagement strategy with DSG and other state agencies for systemic engagement.	Greater outcomes from engagement with DSG and joint outcomes.	Advocate and Influence	Long

Improve DSG engagement	Foster and deepen technical engagement at officer level.	Greater outcomes from engagement with DSG and joint outcomes.	Advocate and Influence	Long
Invest in new technologies	Advocate and enable the use of technologies such as real-time information systems, and mobile apps.	Improve the efficiency, reliability, and sustainability of public transport.	Advocate	Medium
Review parking plan for Kingborough*	Provides for park-and-ride and car and cycle parking based on parking strategy aims and principles and community needs.	Ensures adequate parking facilities are available to meet the needs of residents and visitors, reducing traffic congestion and promoting sustainable transport.	Control	Medium
Develop a promotional Walking Plan for Kingborough*	Develop a comprehensive plan to promote walking as a sustainable and healthy mode of transport. (in addition to tracks and trails and footpath provision policy)	Encourage more people to walk for short trips, improving health and reducing traffic congestion. Help focus path building.	Control	Medium

\* Carried over from KITS 2010

## Economy

The KITS considers the impact of economic development projects on transport infrastructure and travel demand. For example, developments like the Huntingfield subdivision are expected to increase traffic and require corresponding upgrades to transport infrastructure. By planning ahead and integrating these projects into the overall transport strategy, the municipality aims to support economic growth while minimising congestion and ensuring efficient movement of people and goods. This also includes fostering partnerships with local businesses to support economic vitality and job creation.

Following the actions below will contribute to enhancing the economic performance not only of residents and businesses within Kingborough, but also the performance of Greater Hobart where Kingborough's residents and businesses play an important role.

Action	Description	Outcome	Role	Timeframe
Improved economic potential	Greater access for residents to jobs / services.	Stimulate economic growth and job creation.	Control and Influence	Medium
	Vibrant retail and tourism precincts.	Attract businesses and visitors, creating jobs and economic opportunities.	Control	Long
Freight efficiency	Improved freight accessibility.	Enhance the efficiency of freight transport and support local businesses	Control	Long
Improved economic activity	Vibrant retail and tourism precincts.	Attract businesses and visitors, creating jobs and economic opportunities.	Control	Long
Support economic development	Improve public transport access to key areas such as business districts, hospitals, and universities.	Stimulate economic growth and job creation in areas served by public transport.	Influence	Long
Enhance Commercial Areas	Create active and vibrant streetscapes.	Improved amenity and activity in commercial areas.	Influence	Long
Improve freight efficiency	Enable heavy vehicle movements between industry and state road network.	Prosperous industrial areas with reduced supply chain costs.	Influence	Long
Plan expanded networks for growth	Expand networks to allow sustainable residential, commercial growth.	Growth does not lead to reduced transport network performance.	Control and Influence	Long
Positive sustainable transport provisioning	Allow sustainable transport options in lieu of private vehicle provision in infill areas.	Sustainable transport provided on infill developments.	Control and influence	Long

Promote tourism	Develop public transport routes that connect to popular tourist destinations and provide accessible information for visitors.	Increase tourism revenue and visitor satisfaction.	Influence	Medium
Provide amenity at tourism related transport nodes	Provide amenity for active and public transport nodes.	Increased satisfaction and tourism numbers.	Control and Advocate	Medium
Create jobs	Invest in transport infrastructure to create jobs in the construction, maintenance, and operations sectors.	Reduce unemployment and improve the local economy.	Control	Medium
Support job creation	Ensure transport elements of planning scheme enable sustainable transport for commercial developments including parking.	Ease of doing business locally resulting in more local work trips.	Control, Advocacy and Influence	Long term



## 7. Key Performance Indicators

The KPIs outlined below are aligned to the objectives of the strategy. Council should use these KPIs to monitor overall performance and trends in the network and, where KPIs may not be being met, or are falling behind, should refer back to the relevant action plan for actions to take which align with the relevant KPI.

It is envisaged that Council develops measurements for each of the KPIs and keeps regular review of the KPIs throughout the life of the KITS to adjust focus onto areas which are under-performing and to highlight success stories where action has had tangible impact.

The regularity of reviewing KPI performance should be aligned with the resources available within Council to monitor them, as well as the availability of data to measure them.

The upcoming release of a new Greater Hobart Household Travel Survey is an opportunity to further investigate emerging trends in travel types, distances and purposes. To measure how this has changed post-COVID and how this might impact actions to be undertaken.

Objective	Purpose	KPI	Nominal Target	Review Date
<b>Accessibility</b>				
Improved access to jobs and services	Enhance economic opportunities and quality of life for residents.	Travel time to key destinations (e.g., employment centres, healthcare facilities).	Decrease in average travel time in Census Journey to Work data.	2026 Census data release.
Reduced transport barriers	Create a more inclusive and equitable transport system for all residents.	Accessibility index for disadvantaged groups.	Increase in accessibility index.	2026 Census Data Release.
	Create a more inclusive and equitable transport system for residents and tourists.	Percentage of residents living within a 5-minute walk of bus stops.	Increase in percentage of people who live within 5-minutes to public transport stops.	2026 Census Data Release or after any changes to PT network.
Enhanced network connectivity	Improve accessibility and convenience for residents, reduce reliance on private vehicles, and promote sustainable transport.	Route frequency and coverage.	Increase in route frequency and expansion of service areas. Increased mode share of active and public transport in Greater Hobart Travel Survey (GHTS).	Release of next GHTS – Est 2029.
	Improve accessibility and convenience for residents, reduce reliance on private vehicles, and promote sustainable transport.	Infrastructure quality.	Improve pavement condition and increase number of footpaths, cycle paths and shared paths.	Asset inventory, or in conjunction with Release of next GHTS – Est 2029.
<b>Health and Safety</b>				

Objective	Purpose	KPI	Nominal Target	Review Date
Increase Active Transport	Improved health outcomes.	Increased number of Active Transport users.	Increase in mode share for walking and cycling and increased cyclists and walkers on key routes and in GHTS.	Release of next GHTS – Est 2029.
Reduce car dependence	Creates congestion and amenity impacts.	Private vehicle mode share.	Decrease in private vehicle mode share from GHTS for non-work-related travel.	Release of next GHTS – Est 2029.
Reduce transport injuries	Reduce fatal, serious and other injuries on transport networks.	Accident rate.	Decrease in crash rates on Council roads and State roads.	Yearly review of crash data.
Improve liveability	Improved sociability.	Community satisfaction surveys.	Increase in public satisfaction with transport options and public spaces.	Propose inclusion in future Council surveys such as Sport and Recreation Facilities Strategy.
Air quality	Improve air quality in busy areas.	Air Quality measures including fine particulate matter and nitrogen dioxide (NO <sub>2</sub> ) in areas where pedestrians and traffic are present.	Reduce PM <sub>2.5</sub> and NO <sub>2</sub> quantities.	Propose regular surveys conducted, or liaise with EPA Tasmania for permanent station.

## People

Reduce Transport disadvantage	Access to health and recreational services.	Accessibility index for disadvantaged groups.	Increase in accessibility index for disadvantaged groups.	2026 Census Data Release.
Improved network compliance	Improve compliance for all users.	Accessibility audits.	Increase in the number of infrastructure elements that meet accessibility standards.	Undertake Regular Audits as part of paths and road strategies.
	Improve compliance for all users.	Complaints related to accessibility.	Decrease in number of accessibility complaints.	Yearly Review of Council database.

Objective	Purpose	KPI	Nominal Target	Review Date
Multimodal Options	Promote the use of multiple modes of transport.	Mode share for different modes.	Increase in mode share for walking, cycling, and public transport in GHTS.	Release of next GHTS – Est 2029.
<b>Collaboration</b>				
Greater collaboration with service providers	Improve coordination and efficiency of transport services.	Number of partnerships formed.	Increase in number of partnerships with transport providers.	Release of next GHTS – Est 2029 or after any PT network changes.
School and youth group programs	Improve information sharing and communication.	Number of interactions between groups and transport providers.	Increase in uptake of youth programs due to enhanced accessibility.	Release of next GHTS – Est 2029.
Programs with aged and elderly care providers	Improve coordination of transport planning.	Alignment of transport plans with other relevant plans.	Increase in program adoption by aged and elderly care providers.	Biennial review with Community and Economic Development.
<b>Systems</b>				
Integration with other systems	Improve efficiency and connectivity of the transport network.	Percentage of transport infrastructure that is intermodal compatible.	Increase in percentage of transport infrastructure that is intermodal compatible.	Next Census and GHTS data for multi-modal travel.
	Improve accessibility and convenience for users.	Travel time for multimodal journeys.	Decrease in travel time for multimodal journeys.	2026 Census and ~2029 GHTS.
	Promote sustainable transport.	Mode share for public transport and active transport.	Increase in mode share for public transport and active transport.	2026 Census and ~2029 GHTS.
<b>Economy</b>				
Improved economic potential	Greater access for residents to jobs / services.	Employment rate.	Increase in employment rate figures including increased participation rate and reduction in underemployment.	2026 Census and ABS data.
	Vibrant retail and tourism precincts.	Visitor satisfaction surveys.	Increase in visitor satisfaction with transport options.	Propose inclusion in future Council surveys.

Objective	Purpose	KPI	Nominal Target	Review Date
Freight efficiency	Improved freight accessibility.	Freight transport delays.	Improved average freight travel times.	2026 Census and ~2029 GHTS and review of traffic models with DSG – Biennial.
Improved economic activity	Vibrant retail and tourism precincts.	Economic activity in key areas (e.g., CBD, tourist destinations).	Increase in economic activity in key areas as measured by sales, employment, or property values.	Review in conjunction with 2026 and future census years.

## KPI Evaluation

It is recommended that each of the KPIs is measured annually, or as new information is released. A review date has been included for each KPI which estimates when information would be available to evaluate progress against each KPI. Regular updates for each of the main data sources (Greater Hobart Travel Survey and Australian Census) are likely to proceed and KPIs should be measured against ongoing progress, noting that the previous Census was taken at a period which was likely impacted by COVID, so longer timeframes should be used when reviewing Census data.

# Appendix A – Overview of roles

Stakeholder	Role	Kingborough Council's Role
<b>Federal (Australian) Government</b>	<ul style="list-style-type: none"> <li>• Provide strategic direction and funding for transport network and community infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Partner to support delivery of infrastructure</li> </ul>
<b>State (Tasmanian) Government</b>	<ul style="list-style-type: none"> <li>• Provide strategic direction and policy relating to all modes of transport and freight</li> <li>• Provide major road and public transport infrastructure</li> <li>• Fund public transport service provision</li> <li>• Set regulations to transport and infrastructure use</li> </ul>	<ul style="list-style-type: none"> <li>• Support state road safety initiatives and programs</li> <li>• Integrate with state road infrastructure with connections to the local road network</li> <li>• Undertake studies at a street, neighbourhood and suburban level</li> <li>• Contribute to regional transport studies</li> <li>• Provide and maintain bus stop and active transport infrastructure</li> </ul>
<b>Developers</b>	<ul style="list-style-type: none"> <li>• Fund and deliver infrastructure to support major developments</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of consistent and transparent approach to infrastructure requirements</li> </ul>
<b>Industry</b>	<ul style="list-style-type: none"> <li>• Provide public transport services on behalf of the State Government</li> </ul>	<ul style="list-style-type: none"> <li>• Collaborate with industry to share learnings, address challenges and capitalise on opportunities to improve user experiences</li> </ul>
<b>Community</b>	<ul style="list-style-type: none"> <li>• Share local knowledge</li> <li>• Engage in safe travel behaviour</li> <li>• Undertake actions to improve environmental sustainability of transport</li> </ul>	<ul style="list-style-type: none"> <li>• Engage with the community relating to local challenges and opportunities on the transport network</li> <li>• Share information on emerging trends and challenges facing Tasmania relating to transport</li> </ul>

# Kingborough



## Kingborough Council

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