

Tasmanian Government
2012 Submission to Nation Building 2 Program

Greater Hobart Household Travel Survey

September 2012

<p>Priority assigned by jurisdiction for NB2 funding consideration</p>	<p>Priority five under Innovation</p>
<p>Details of full scope of project, including objectives, service requirements, project status and project phase(s) seeking funding.</p> <p>Note: It is expected that this will be largely addressed through the main IA submission. However, the Department requires cost estimates to be provided using the Best Practice Cost Estimation Standard and at both P50 and P90. Also to use both 4% and 7% for BCRs.</p>	<p>Information on project objectives, strategic context and options analysis is discussed in the Stage 1-6 template.</p>
<p>Alignment with objectives of NB2</p> <p>Note: This should include how a project aligns with the overarching objective of NB2, as well as how it aligns with the objective of each relevant NB2 subprogram.</p>	<p>The Greater Hobart Household Travel Survey is submitted under the <i>Innovation</i> theme of Nation Building 2, and also aligns with <i>Connecting People</i>.</p> <p>Understanding passenger travel patterns is essential to inform strategic policy and planning. The second iteration of the Greater Hobart Household Travel Survey will provide information on passenger demand, mode choice and route patterns.</p> <p>Further details are contained under Goal Definition (Stage1 - 6 template).</p>
<p>Alignment with broader Commonwealth and state/territory policies and plans</p> <p>Note: Specific plans/policies to be addressed (at a minimum) include the Commonwealth's Infrastructure Investment Framework; the National Urban Policy; the National Ports and Land Freight Strategies; and the Australian Government commitment on the incorporation of ITS for major urban roads (as appropriate).</p>	<p>The project aligns with a number of Infrastructure Australia's strategic priorities, including:</p> <ul style="list-style-type: none"> • Increase Australia's productivity • Developing Australia's cities and regions • Improve social equity, and quality of life, in our cities and our regions <p>This project aligns with the National Urban Policy's strategic priorities of integrating planning of land use, social and economic infrastructure and investing in urban passenger transport by understanding passenger travel demand, mode choice and route patterns.</p> <p>Further details are contained under Goal Definition (Stage1-6 template).</p>
<p>Overall financial exposure including identification of other partner funding</p> <p>Note: It is expected that this will be addressed in the main IA submission.</p>	<p>The project is low-cost and considered low-risk.</p>

<p>Identification of key strategic risks to the project</p> <p>Note: It is expected that this will be addressed in the main IA submission</p>	<p>Key strategic risks will be further considered in the project planning phase.</p>
<p>Quantification of the expected benefits from the proposal</p> <p>Note: It is expected that this will be addressed in the main IA submission.</p>	<p>The benefits associated with this project are ongoing and relate to improved strategic planning, strategy development and investment decision-making.</p>
<p>Information regarding the extent to which the potential for private sector involvement or investment has been evaluated</p> <p>Note: It is expected that this will be addressed in the main IA submission.</p>	<p>This is a low cost initiative that is unlikely to attract or require any private sector investment.</p>
<p>Likely impacts from the project proposal on citizens and the market</p> <p>Note: Detail is needed on how each proposal will impact citizens and the market (as two distinct groups) – positively or negatively, and the extent of the impact</p>	<p>Further details on the impacts are outlined in Problem Identification, Assessment and Analysis (Stage 1-6 template).</p>
<p>Identification of key stakeholders in the project and the complexity of stakeholder relationships</p>	<p>Key stakeholders will be further identified in the project planning phase.</p>
<p>Extent of multijurisdictional and/or private sector involvement in the proposal</p>	<p>No other jurisdictions or private sector entities are involved in developing this proposal.</p>
<p>Details of the level of innovation and information technology involved in the proposal, including in relation to information technology requirements to successfully manage/implement the proposal</p> <p>Note: Detail is to include identification of any new/untried methodologies or technologies to be used in the project, as well as IT requirements for the proponent agency to successfully manage or implement the proposal.</p>	<p>Survey methodology and appropriate technologies to analyse data from the Survey, will be investigated in the project planning phase.</p>
<p>Details of the proposed procurement methods for the proposal</p>	<p>Procurement in accordance with the Tasmanian Government's procurement guidelines.</p>

<p>Note: It is expected that this will be addressed in the main IA submission.</p>	
<p>Level of complexity in construction, and any known issues in relation to the construction of the project, including environmental and heritage considerations</p> <p>Note: It is expected that this will be largely addressed through the main IA submission. However, the Department requires sufficient detail to fulfil its probity and accountability requirements, so any additional information not explicitly addressed in the main IA submission should be provided here.</p>	<p>N/A</p>
<p>Any known issues in relation to contractual or service delivery obligations stemming from the proposal</p> <p>Note: This is to include any issues that are not currently present but could reasonably be foreseen.</p>	<p>No contractual or service delivery issues are expected.</p>
<p>Details of the proposed governance arrangements for the proposal</p> <p>Note: This should be largely addressed in the main IA submission. However, the Department requires an explicit statement about the experience of the management team in delivering similar proposals and whether there are any expected knowledge gaps or training needs to successfully implement the proposal.</p>	<p>To be determined in the project planning phase.</p>
<p>Details of the proposed delivery timetables and whether there are any known challenges to achieving those timeframes</p> <p>Note: It is expected that this will be addressed in the main IA submission.</p>	<p>To be determined in the project planning phase.</p>
<p>Details of any significant interdependencies for the project</p> <p>Note: It is expected that this will be addressed in the main IA submission.</p>	<p>There are no significant interdependencies for this project.</p>

Proposal Summary

Initiative Name:	Greater Hobart Household Travel Survey
Location (State/Region(or City)/ Locality):	Greater Hobart
Name of Proponent Entity:	Tasmanian Department of Infrastructure, Energy & Resources
Contact (Name, Position, phone/e-mail):	David Spence, General Manager Infrastructure Strategy Department of Infrastructure, Energy and Resources Tel: (03) 6233 2089 Email: david.spence@dier.tas.gov.au
Executive summary	<p>Greater Hobart is Tasmania's largest urban area, containing over forty percent of Tasmania's total population. Transport plays an important role in people's everyday lives, enabling access to work, school, shops and other essential services such as health care and child care facilities.</p> <p>Current, accurate data is critical to support effective transport planning. An understanding of passenger transport needs, mode choice, route patterns and the motivations behind transport decisions is essential to long-term passenger transport planning, and the development of effective strategies to improve passenger transport outcomes for the community.</p> <p>In 2008-09, the Tasmanian Government undertook a Greater Hobart Household Travel Survey. The Survey was the first of its kind in Tasmania and collected valuable information on household travel behaviour across Greater Hobart, including mode, trip types and length, and origin and destination information. Survey data has been a key input to strategic policy and planning initiatives at a range of levels – and metropolitan, network, corridor – and is the key dataset underpinning the Greater Hobart Urban Travel Demand Model.</p> <p>The Tasmanian Government is seeking to undertake a new household travel survey for the Greater Hobart area. Data from this survey is identified as a key input to support passenger transport modelling and broader planning.</p>
Is this a new submission?	Yes
Estimated cost of problems?	
Estimated Capital Cost of Initiative by Proponent (\$M, nominal, undiscounted):	\$450,000
Commonwealth contribution sought by Proponent (\$M, nominal, undiscounted):	\$350,000
Other funding (source/amount/cash flow) (\$M, nominal, undiscounted):	<p>The Tasmanian Government would also contribute project management, and data analysis, to the project, which is expected to be \$100 000.</p> <p>The Tasmanian Government has invested \$350 000 in an Urban Travel Demand Model. Survey data would be the key input to this Model.</p>
BCR by Proponent excluding Wider	N/A

Economic Benefits	
Estimated program	2014 – 2015

Goal Definition

To capture reliable and accurate travel data to inform passenger transport planning and investment decisions.

Current, accurate data is critical to support effective transport planning. An understanding of passenger transport needs, mode choice, route patterns and the motivations behind transport decisions is essential to long-term passenger transport planning, and the development of effective strategies to improve passenger transport outcomes for the community.

In 2008-09, the Tasmanian Government undertook a Greater Hobart Household Travel Survey. The Survey was the first of its kind in Tasmania and collected valuable information on household travel behaviour across Greater Hobart, including mode, trip types and length, and origin and destination information. Survey data has been a key input to strategic policy and planning initiatives at a range of levels – and metropolitan, network, corridor – and is the key dataset underpinning the Greater Hobart Urban Travel Demand Model. Much of the data from the Household Travel Survey underpins many of the Tasmanian Government's submissions under Nation Building 2.

Positive contribution to Infrastructure Australia and Nation Building 2 strategic priorities

The project aligns well with Infrastructure Australia's strategic objectives, including:

- **Achieving better utilisation of existing infrastructure** – understanding the travel behaviour of households is key to ensuring transport infrastructure and services are planned and targeted to meet current and future travel needs. An absence of this data can lead to the over or under-provision of transport infrastructure (road and active transport) and public transport services.

The project is submitted under the Innovation theme of Nation Building 2, and furthers the objectives of this program area:

- **Innovation** – Greater Hobart is Tasmania's largest metropolitan area. It is a car-dependent community, and the Tasmanian Government is investing significant resources in promoting a greater modal shift in support of improved accessibility and travel choice. The development of effective passenger transport strategies requires current, accurate data, including of passenger transport needs, mode choice, route patterns and the motivations behind transport decisions. A household travel survey is a valuable tool to obtain real travel information, as a basis for analysis and to inform broader policy.

The project would also contribute to the *Moving People* theme, by improving the evidence base for investments in the urban transport system.

Alignment with State/regional strategic plans

Tasmanian Infrastructure Strategy

The Tasmanian Infrastructure Strategy is a ten year plan that guides infrastructure development in Tasmania. One of the key recommendations of the strategy is the need to make informed evidence based decisions in regards to planning the future passenger transport network. A key recommendation from the Tasmanian Infrastructure Strategy is the undertaking of a second Greater Hobart Household Survey.

Tasmanian Urban Passenger Transport Framework

The Tasmanian Urban Passenger Transport Framework identifies the challenges faced with land use and urban transport movements, and the need to have a better understanding of how, where and why people are moving over the transport networks.

Southern Integrated Transport Plan

The Southern Integrated Transport Plan is a collaborative initiative between the Tasmanian Government and local government. It provides a coordinated and strategic framework to recognise and address transport issues within the Southern Region over the next twenty years.

The Plan identifies improved analysis and understanding of travel patterns as a key objective in infrastructure planning.

Problem identification, assessment and analysis

Car ownership and usage, including the number and average length of trips has steadily increased in Tasmania over the last decade. This trend is likely to continue over the long term. 75 per cent of all trips in Greater Hobart are undertaken by car, even though many trips are less than three kilometres.

Daily transport needs are increasingly complex. Households undertake a diversity of trips, such as to work, school, shopping and visiting friends; make some trips more often; and combine different trip purposes as part of one longer journey. Understanding why, how and where people are travelling is critical. We are no longer just planning for point-to-point journeys to our central business districts. People now live more distant from activity centres, and there is greater choice in where we travel to access services and activities.

Greater Hobart is Tasmania's largest urban area with over forty percent of Tasmania's population living within this boundary. The settlement pattern of the metropolitan area is highly dispersed, and has developed to support car-based travel. Significant investment in arterial roads has greatly improved mobility for people with cars, and made outer urban areas more attractive places to live by reducing travel times.

Public transport continues to provide an important transport role, especially as a mode choice for commuters, and as a transport option for those without access to a car. Peak commuter services include targeted products offering fewer stops and greater use of higher speed arterials.

An understanding of passenger demand, mode choice, route patterns and the motivations behind transport decisions is essential to long-term planning and the development of effective strategies to improve transport outcomes for the community.

Application of the Survey

The Greater Hobart Household Travel Survey has been a key input into a range of policy and planning initiatives, and is the key input to the Greater Hobart Urban Travel Demand Model, completed in 2012.

Greater Hobart Urban Travel Demand Model

The Tasmanian Government has developed a four-step travel demand model for Greater Hobart. The Model allows the modelling of different transport interventions and the effect these have on people's travel behaviour. The Model supports the long-term forecasting of traffic volumes and public transport patronage across the network under a range of transport and land use scenarios, including changes to:

- Transport infrastructure (new roads, increased road capacity, light rail, bus lanes, etc)
- Land use (new residential developments, new industrial sites, infill development, etc)
- Demographics (changes in population and employment levels)
- Economic conditions (changes in employment type, increased vehicle operating costs, etc)
- Public transport service characteristics (improved frequencies and travel times, fare changes, etc).

In addition, model outputs support the undertaking of benefit cost analysis and emissions modelling.

The ability to confidently model likely changes to the passenger transport system from different strategies is critical to making informed decisions on passenger transport.

Data from the Greater Hobart Household Travel Survey is a key input to the Model.

Strategic policy and planning

Information from the Survey informs strategic policy and planning by providing accurate information on how people are travelling, where and why to better target policy and planning responses.

For example, active transport is a key focus area to help deliver a low emission economy and healthy outcomes for the community. The Survey indicated that a high number of trips are walking trips (around twenty percent across all Hobart municipal areas). The Survey also showed that a low number of trips were undertaken by cycling (around one percent of total trips). This information indicates there is an opportunity to consolidate the strong modal share of walking, while investigating measures to increase the proportion of people cycling.

Passenger forecasting

The detailed information collected from the initial Greater Hobart Household Travel Survey has been used to develop passenger transport forecasts. This has allowed the Tasmanian Government to develop detailed passenger growth forecasts for the Greater Hobart urban area. The data has also been used to analyse the modal split, origin-destination matrices, purpose of trip and average distance and time in travel.

Metropolitan, network and corridor planning

Data and forecasts from the Survey have been a key input to passenger transport planning at the metropolitan, network and corridor levels. This includes the ability to model the future performance of the network or parts of the network, and determine the effect of different interventions on passenger transport outcomes. Key measures modelled include road expansion; increased frequency of public transport services and public transport priority measures; and land use change.

Site level assessment for major developments

The investigation of specific development proposals has benefited from analysis using data from the Survey. For example, to investigate park and ride site proposals; subdivisions on the outer fringes of Greater Hobart; and proposed land use changes (commercial, industrial). The analysis supports detailed forecasting of the mode share these sites would generate and attract, time of day analysis, changing demographics and trip types.

Option Generation

Options relate to the way in which the Survey would be delivered, and reflect learnings from the 2008/09 Survey.

In developing a second household travel survey for Greater Hobart, the following areas will be reviewed and amended:

- Sample size and composition. The 2008/09 Survey interviewed just over 2,400 households (5,300 people), representing a sample size of around three percent of the total population of Greater Hobart. The available budget and resources determined the sample size. Ideally, for statistical significance purposes, a sample size of five percent or more households is the preferred target for any subsequent Survey;
- Sampling bias;
- Survey instrument design; and
- How non-responses are factored in the weightings.

Updating the methodology will ensure data collected is fit for purpose, meets statistical standards and is comparable with other jurisdictions within Australia.