

Northern Integrated Transport Plan

- *Goals and Strategies*

Department of Infrastructure,
Energy and Resources



Tasmania
Explore the possibilities

Northern Integrated Transport Plan

Goals and Strategies

People

Opportunities and Challenges

Population – including dispersed, low density populations, low population growth, ageing population and decreasing household sizes
Growing transport demand from expanding urban areas
High dependence on private motor cars
Need for settlement patterns and infrastructure to be targeted towards the same modal priorities
Encouraging the uptake of more sustainable and non-motorised forms of transport – behavioural change
Accessibility within the Northern Region, including air access to Flinders Island
Carbon emissions from transport
Lack of information on personal travel behaviour
Community concerns – heavy vehicles in urban areas, conflicts between road users (eg freight, commuters, tourists, buses and cyclists)
Achieving behavioural change with motorists
Understanding the concept of a safe system

Goals

- Improved liveability, accessibility, connectivity and safety for communities including affordability of public passenger transport
- Integrated, evidence-based planning for the public passenger transport system which provides a long-term plan for the future
- Increased choice to meet personal transport needs

Strategies

1. Improve understanding of personal travel behaviour and methods of demand management including key passenger datasets
2. Develop mechanisms to match public passenger services to demand based on data
3. Integrate infrastructure and services across all passenger transport modes – bus, cycling, walking, taxis, private vehicles
4. Encourage residential development within existing urban boundaries
5. Facilitate greater uptake of public transport and active transport
6. Identify and target highest priority corridors for passenger transport and active transport infrastructure and service delivery
7. Encourage safer travel speeds through driver behaviour and safer speed limits
8. Improve safety for younger drivers and vulnerable transport users including pedestrians, cyclists and motorcyclists
9. Enhance safety of vehicles

Actions

To be developed

Land Use Planning

Opportunities and Challenges

- Ongoing planning reform to better integrate land use and transport planning
- Growing transport demand
- Induced demand from expanded infrastructure networks
- High dependence on private motor cars
- Dispersed and low density populations
- Need to provide infrastructure for non-motorised transport
- Encouraging the uptake of more sustainable and non-motorised forms of transport – behavioural change
- Ageing population and decreasing household sizes
- Need to consolidate and centralise freight nodes (including ports)

Goals

- Greater integration of transport with economic and land use planning for the Region at a strategic and operational level
- Protect the strategic function of regionally significant transport infrastructure
- Transport investment and planning decisions in the Region are informed by evidenced based strategic land use planning

Strategies

1. Ensure appropriate land use adjacent to existing and planned major transport routes and intermodal sites
2. Ensure transport investment decisions are consistent with the regional land use strategy
3. Promote residential development and services in locations with good access to viable public transport services, particularly within in priority transport corridors
4. Incorporate walking and cycling connections in subdivision design
5. Locate major industrial development in locations with good access to the Region's strategic freight network
6. Undertake long-term, evidence-based planning on a regional basis to better understand the relationship between transport and land use, and to inform future planning and investment decisions

Actions

To be developed

Freight

Opportunities and Challenges

Maintaining competitive transport costs for freight demanders

Changes to the relative importance of different sectors in the Northern Region – including uncertainties regarding future of various industries in the Northern Region (forestry and forest products, heavy industry and agriculture) and predicted increases in food processing industries and niche products

Growing, diverse and spatially separated freight demand (eg forestry, mining, agriculture)

Changes in urban freight movement

Range of modes used in the freight system including, ports, airports, road and rail

Extensive, ageing transport system with duplicated infrastructure and high cost of new infrastructure and ongoing maintenance

Constraints in different parts of the system (eg limitations on rural roads and bridges for freight movement)

Limited competition in the freight industry

Increased availability of new technology to increase the efficiency of the freight system

Changes in logistics chains

Changes in shipping arrangements and capacity of port infrastructure across the Northern ports including Bell Bay

Location of industrial areas and freight generating industries in relation to major transport networks

Availability of data on freight movements

Goals

- A regional freight network which can cater for the current and future freight task including intrastate, interstate and international linkages
- A safe transport system including road, rail, ports, airports, and intermodal facilities, that supports lowest cost, efficient, reliable supply chains
- Integrated, evidence-based planning for the freight system which provides a long-term plan for the future

Strategies

1. Encourage a competitive freight and logistics sector through improved regulatory arrangements
2. Identify industry growth and development areas and link to transport planning
3. Identify and target capital and maintenance investment in the strategic regional freight network including road, rail, ports, airports and intermodal facilities which supports the principal freight network
4. Identify and target improvements to key last mile connections to the strategic regional freight network
5. Improve key freight datasets and analysis to support planning and investment for the freight system
6. Ensure safety is considered during planning and design of transport infrastructure

Actions

To be developed

Environment and Climate Change

Opportunities and Challenges

Growing transport demand in a carbon constrained economy
Minimising the environmental impacts of transport
Potential for greater use of alternative transport energy sources
Impacts of extreme weather events and climate change on the transport network
Promoting rail as an environmentally-friendly alternative to road use
High dependence on private motor cars
Need to provide infrastructure for non-motorised transport
Encouraging the uptake of more sustainable and non-motorised forms of transport – behavioural change
Impacts of noise pollution with increasing transport task

Goals

- Reduced transport emissions (carbon dioxide, noise, particulates)
- Reduce the impact of climate change on transport infrastructure
- Minimise the adverse impact of transport on communities and the environment

Strategies

1. Investigate ways to reduce emissions from freight eg productivity gains, road vs rail, alternative fuels, technology, local services
2. Ensure climate change and the environment are taken into account in decisions about the transport system through the planning and design of infrastructure
3. Encourage more sustainable travel choices by improving options for transport users to access transport which produces lower emissions
4. Mitigate/manage the effects of climate change on transport infrastructure eg landslip, flooding etc
5. Reduce excessive noise from transport and mitigate/manage the effects of noise
6. Review existing planning for inclusion of climate change impacts and oil price vulnerability
7. Investigate the environmental impacts of different personal transport options, and use this to better inform travel choices
8. Ensure natural, cultural and indigenous heritage values are considered in future transport infrastructure developments
9. Improved understanding of the impact of climate change on transport infrastructure

Actions

To be developed

Tourism and Transport

Opportunities and Challenges

Potential for increased tourism through promotion of region's liveability
Supporting safe travel for tourists both into and within the Region
Air access to the Region, and within (particularly Flinders Island)
Availability of information on tourist needs and movements
Providing tourists with a positive transport experience
Perceptions around mix of heavy vehicles and tourist vehicles

Goals

- Transport infrastructure and services that contribute to a positive tourism experience

Strategies

1. Improve understanding of the specific needs of tourists as users of the transport system
2. Ensure tourist needs are considered, particularly for facilities and infrastructure at ports, airports and surrounding areas
3. Work with industry in developing touring routes

Actions

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