

Launceston Transport Strategy 2020-2040

Four Year Implementation Plan 2021/22 - 2024/25

October 2021

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1. Introduction

In Tasmania, the State Government delegates the authority to manage and develop local transport networks to local governments, including the City of Launceston. The City of Launceston's transport portfolio includes 750km of roads, 89 bridges and many other ancillary road structures such as kerb and channel, footpaths, retaining walls and street lighting. All of these assets require investment to ensure ongoing management of these assets.

In order to guide expenditure and derive value from investment, the City has developed the Launceston Transport Strategy 2020-2040 (LTS).

The Launceston Transport Strategy 2020-2040 has defined the City's 20-year transport vision as:

Our community will have access to diverse transport choices that connect them to our places. Our focus on partnerships and innovation will promote our community's wellbeing and improve Launceston's liveability.

The LTS supersedes all previous transport strategy related documents developed by the City of Launceston and should be read in conjunction with this Implementation Plan.

The LTS outlines 30 strategic initiatives identified to progress the City's vision. The strategic initiatives are not prioritised, nor do they provide the detail required to populate an implementation plan.

Prior to the finalisation of the LTS, the City of Launceston also completed a number of transport related planning documents where projects, actions and initiatives have been identified that align, to varying degrees, with the City's strategic vision as outlined in the LTS.

The intent of this Implementation Plan is to document a succinct 4-year delivery plan spanning financial years 2021/22 to 2024/25 to begin working toward the strategic vision set in the LTS.

The City of Launceston has finite resources. The City of Launceston's primary role in transport is to operate, maintain and renew/upgrade assets as required to manage the risks associated with the transport network. Council officers are also required to adhere to the

Council's adopted Customer Service Charter and respond to customer requests in a timely manner.

2. Implementation Plan Inputs

This section documents the significant body of work that has been produced to inform transport related investment for the Launceston municipality. These works have been considered throughout the development of the Launceston Transport Strategy 2020-2040 and need to be considered within this Plan.

In order to develop a deliverable Implementation Plan, clear decisions need to be made regarding which initiatives are resourced moving forward, taking into consideration existing resourcing constraints.

2.1 Launceston Transport Strategy 2020-2040

The primary input and overarching document that guides this Plan is the Launceston Transport Strategy 2020-2040. The LTS defines the City's vision that is supported by themes, strategic directions and identified initiatives. Figure 1 details the strategic framework of the LTS.

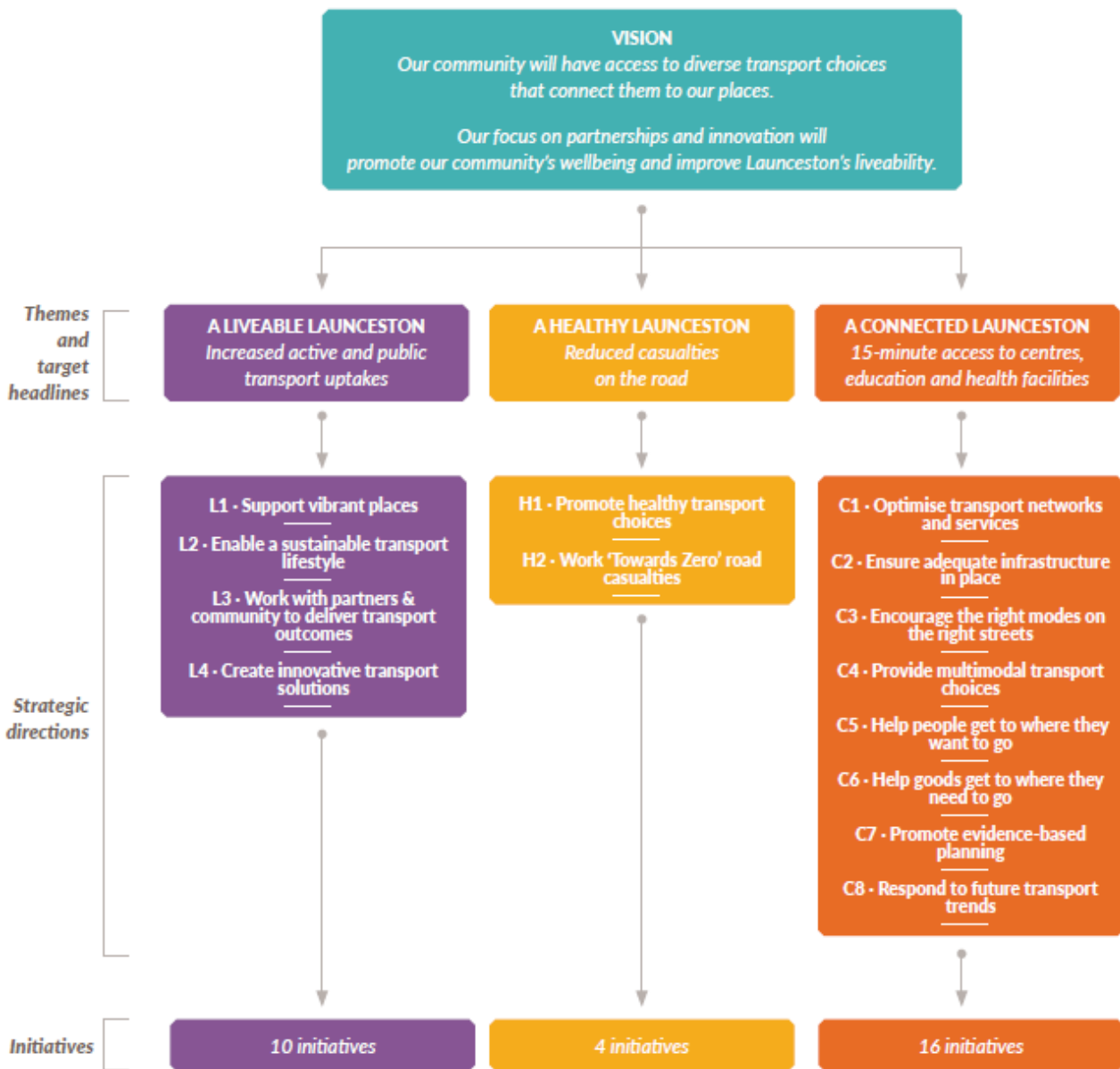


Figure 1: Strategic Framework of Launceston Transport Strategy

The transport related initiatives documented within the LTS are summarised within Appendix 1: Initiatives. Further detail regarding the initiatives is documented within the LTS.

The strategic directions identified within the LTS are intended to guide day-to-day operations to help Officers make informed decisions, through overarching objectives for our transport network. However, there are distinct initiatives listed that reside outside the Transport Team's day-to-day activities that need to be prioritised.

It is important to note that the LTS is the first Launceston-centric transport-related strategy that considers the many ways we move about our municipality, rather than focusing in on one distinct transport mode. Recognising this intent, a balanced approach is required with regard to the initiatives that seek to improve the user experience on the transport network.

2.2 Additional Transport Related Documents

The City of Launceston has completed several transport related investigation reports that have been utilised to inform both the LTS and this Plan.

The following documents informed the LTS:

- Tomorrow Together - A mobile and accessible city (2019) (TT:AMC 2019)
- Towards Zero Tasmania Road Safety Strategy (2017)
- Greater Launceston Plan (2012)
- Corporate Strategic Plan 2014-2024: 2019 Review
- Greater Launceston Transport Vision and Work Plan (2020) (GLTV 2020)
- Greater Launceston Metropolitan Passenger Transport Plan (GLMPTP 2016)
- Horizon 2021: City of Launceston Economic Development Strategy (Horizon 21)
- Northern Tasmania Regional Land Use Strategy (2018)
- Launceston City Deal (2017)
- City of Launceston Four Year Delivery Plan (CoL 4-YDP)
- Draft Network Operations Plan (2021) (LNOP 2021)
- Launceston Sustainable Mobility Plan (2020) (SMP 2020)
- Launceston EV City Readiness Plan (2020)
- Launceston AV City Readiness Plan (2020)
- Launceston Shared Mobility Model (2020)
- Launceston Bike Strategy (2015) (LBS 2015)
- Launceston Pedestrian Strategy (2015) (LPS 2014)
- Launceston Workplace Sustainable Transport Issues and Opportunities Report (2019)
- Launceston Safer Roads Strategy (2012) (LSRS 2012-22)
- Residential Land Demand Supply Assessment (2019)
- Access Framework for Action 2020-2024 (AFA 2020-24)
- UTAS Sustainable Transport Strategy (2017)
- Launceston Parking and Sustainable Transport Strategy (2009) (PSTS 2009)

The transport related initiatives documented within these investigation reports (and the LTS) are summarised within Appendix 1: Initiatives. Further detail regarding the initiatives is documented within each relevant document.

The initiatives total 498 across the documents listed in section 2.1 and 2.2 of this Plan. These initiatives have been distilled into 16 priority areas. The City of Launceston is committed to delivering these initiatives to work toward our 2040 LTS Vision.

3. Committed Works

There is a significant body of work already committed to in the transport portfolio. Some of these works are ongoing, and others are due to start imminently. The initiatives listed in this section are taken as City of Launceston priority projects and are not subject to re-prioritisation as part of this Implementation Plan development.

The recent commitment to construct a new Bus Interchange on Paterson Street will require road network changes within the CBD. The initiatives required to facilitate the Bus Terminal include:

1. Launceston City Heart - St John Street Upgrade;
2. Active transport end-of-trip facilities;
3. The Two-way Streets Proposal which includes;
 - a. Conversion of Charles Street (York to Paterson) and Paterson Street (St John to Charles) to two-way;
 - b. Lane reduction of Paterson Street (George to St John) to two lanes/one direction; and
 - c. Lane reduction of George Street (Paterson to Brisbane) to one lane/one direction;
4. Intersection works are required at Paterson/George, Paterson/St John, Paterson/Charles, and Brisbane/Charles Streets, and reconfiguration of traffic light sequencing is also required.

These works are committed and will proceed to ensure the City obtains a highly functional Bus Terminal and improved inner city streetscape. The Bus Terminal and associated works align with the strategic directions of the LTS. Whilst the Transport Team is not charged

with the responsibility for delivering these works, like all projects that impact our road network, as custodians we are a significant stakeholder in these projects and time will need to be dedicated to them.

The final committed package of works surrounds the transport planning required to facilitate major urban growth areas within the Launceston municipality. Transport planning activities are likely to be required within the applicable time frame of this Plan in the following locations:

1. South Prospect;
2. St Leonards;
3. Relbia; and
4. Alanvale.

4. Prioritisation

When considering the prioritisation of initiatives, a balanced approach will be taken. The vision outlined in the LTS states:

Our community will have access to diverse transport choices that connect them to our places. Our focus on partnerships and innovation will promote our community's wellbeing and improve Launceston's liveability.

A balanced approach must include supporting initiatives for each transport mode, and ideally the initiatives selected work together to make a better transport experience. It is proposed that distinct initiatives are selected for the following modes of transport; vehicular (motorbike inclusive), public and active.

Generally speaking, each initiative can be categorised as:

1. Educational and promotion opportunities;
2. Advocacy;
3. Physical infrastructure improvements; and
4. Forward planning activities.

5. Implementation Plan

Table 1 contains the draft list of initiatives that form the Implementation Plan.

Table 1: Implementation Plan Draft Initiatives

Initiative	Summary
Launceston Bus Interchange	Deliver the Launceston bus interchange on Paterson Street and implement two-way street conversions and upgrades on Paterson Street, Charles Street, and George Street to facilitate the interchange.
Launceston City Heart - Streetscape Improvements	Continue to design and implement streetscape upgrades as part of the Launceston City Heart Project, to improve amenity and safety for pedestrians and cyclists. Includes St John Street revitalisation and the Greening the City initiative.
Shared Micro-Mobility Trial	Undertake a trial of shared micro-mobility (e-scooters / e-bikes) in Launceston. If successful, facilitate a more permanent micro-mobility solution for the City.
Launceston Transport Committee	Establish the Launceston Transport Committee, to collaborate with key stakeholders on transport issues and advocate for improved transport services.
Transport Options Promotion and Education	Develop a promotional and educational campaign to inform the public of transport choices, transport issues, and the transport initiatives the City has undertaken. Includes development of an online portal (one-stop-shop) for information on transport choices in Launceston, and make information on transport services more readily available. Also includes investigating opportunities to collaborate with and support local community transport groups to deliver events and other programs.
Transport Data and Performance Management Plan	Develop and implement a transport data strategy and performance measures to enable deliberate monitoring of travel demand and the performance of the transport network.
Network Operating Plan	Integrate the Launceston Network Operating Plan developed by the Department of State Growth into the management of the City's transport network, to encourage the right modes on the right streets, and leverage the outcomes of the Launceston Traffic Signal Upgrade Project.
CBD Speed Limit Review	Conduct (and implement the outcomes of) a speed limit review in Launceston's CBD and key activity areas.
Parking Implementation Plans	Develop the Central Activities District Parking Implementation Plan and prioritise and develop Parking Improvement Plans for key activity areas beyond the CAD.
Transport Safety Improvements	Develop a prioritised program of safety improvements (including Black Spot and Vulnerable Road User projects) to enable these improvements to continue in a deliberate and methodical manner.

Initiative	Summary
Pedestrian Improvement Program	Develop a prioritised improvement program for pedestrian connectivity and to implement the Access Framework for Action across the city, to ensure more equitable access for all members of the community. Include auditing bus stops and pedestrian crossings in key activity areas / priority routes. Investigate scatter crossings and other pedestrian priority measures.
Off-Road Trail Network Improvement Plan	<ul style="list-style-type: none"> • Construct the Forster St shared path and upgrade the North Esk River Trail (Henry to Hoblers) and the West Tamar Trail. • Plan for the extension of the North Esk River Trail to St Leonards. • Plan for the connection of the northern off-road cycle route between Mowbray Levee and Heritage Forest. • Incorporate wayfinding improvements to existing and new off-road trails
School Travel Audit	Undertake an audit of active transport, public transport, and parking infrastructure around schools and develop a prioritised improvement plan to manage demand and allow better mode choices around schools.
End of Trip Facilities	Audit Council facilities for end-of-trip facilities, and their connection/accessibility to the transport network for cyclists (or other recreational transport modes). Include investigation of opportunities and locations to better accommodate transfer to active transport modes.
UTAS Relocation Access Improvements	<p>Continue to facilitate the UTAS campus relocation and ensure improved connectivity/accessibility, safety, and wayfinding for active and public transport in the precinct.</p> <p>Includes replacement of the Invermay Rd / Lindsay St roundabout with traffic signals for pedestrian safety and traffic capacity benefits and lighting upgrades for the UTAS precinct surrounding areas.</p>
UTAS Transport Innovation Partnership	Develop a partnership with UTAS to explore opportunities for transport related research and development.

6. Implementation Plan Alignment

The initiatives presented in Section 5 of this report were assessed against the strategic themes of the LTS. The image below shows the alignment of the initiatives to the strategic themes and directions of the LTS.

	Alignment to Strategy Themes															
	Liveable				Healthy		Connected									
	L1	L2	L3	L4	H1	H2	C1	C2	C3	C4	C5	C6	C7	C8		
Launceston Transport Committee																
Transport Options Promotion and Education																
Transport Data and Performance Management Plan																
Network Operating Plan																
CBD Speed Limit Review																
CAD Parking Implementation Plan																
Transport Safety Improvements																
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End of Trip Facilities																
Utas Relocation Access Improvements																
Launceston Bus Interchange																
Launceston City Heart Streetscape Design																
Shared Micro-Mobility Trial																
Utas Transport Innovation Partnership																

Figure 2: Work plan alignment

7. Appendix 1: Initiatives

Online Transport Portal	
Document	Transport-related initiative
GLMPTP 2016	Develop quality information for the public to support the wider utilisation of public transport, and uptake of walking and cycling for transport, through a review of existing passenger transport information and development of new information which is simple and easy to understand and targets the user.
GLTV 2020	Provide a range of targeted promotion and education programs aimed at promoting the benefits of a variety of sustainable transport options
LTS 2020-40	Develop a one-stop online portal for active transport, public transport and micro mobility
LPS 2014	Promote internet links to walking programs on council's website for the community
LTS 2020-40	Consolidate all resources relating to non-motorised modes on website to help first-time users
LTS 2020-40	Develop interactive tools to support modes including mapping, dedicated travel planning, reporting of issues and needs etc.
LTS 2020-40	Advocate for increased availability of real-time information with integrated travel planning apps such as Google Maps
LTS 2020-40	Advocate for dynamic timetable displays and kiosks such as e-paper to give passengers up to date information for all multi-modal options
LTS 2020-40	Integrate data with the planned bespoke Launceston catalogue on data.gov.au and NationalMap as part of the Launceston City Deal
LTS 2020-40	Maintain GIS and other datasets to support infrastructure planning for shared-mobility services
LTS 2020-40	Provide map of electric vehicle (EV) chargers on the City of Launceston's website
Transport Options Promotion and Education	
SMP 2020	Develop and implement a <i>Community Green Travel Program</i> once the physical infrastructure actions recommended in this Strategy have begun to be implemented. The target of the program should be the local community who live within a walk or ride of key destinations within the CBD
LBS 2015	Utilise community engagement mechanisms
LBS 2015	Publicly acknowledge projects that improve the cycling culture
LBS 2015	Launch a promotion and engagement strategy
Horizon 21	Continue to work with State and Federal governments regarding Launceston's critical infrastructure needs. Particular attention should be paid to: energy infrastructure; freight and transport infrastructure, including public transport; tourism infrastructure; community infrastructure (e.g. sporting, recreation and cultural facilities); health; and education.
LPS 2014	Provide information to community walking programs

LPS 2014	Encourage community based walks
LSRS 2012-22	Raise community awareness of road environment safety
LTS 2020-40	Improve education and training opportunities for cycling across all age groups
LTS 2020-40	Engage the community regarding new network (including frequency, reliability, operating hours and fare structure) using the Your Voice Your Launceston platform
LTS 2020-40	Advocate for specific changes to Metro based on community engagement results, if needed
LTS 2020-40	Continue community engagement and communicate the results to the Department of State Growth
LTS 2020-40	Promote ride-sharing (car-pooling) to the community, focusing on high-congestion corridors supported by potential transit lanes
LTS 2020-40	Promote cycling through media coverage, event sponsorship and community initiatives
LTS 2020-40	Partner with surrounding councils, Tourism Northern Tasmania, Tasmania Bicycle Group and UTAS to start a comprehensive cycling campaign
LTS 2020-40	Provide information to promote the benefits of end-of-trip facilities for businesses
LTS 2020-40	Review program performance in promoting non-car modes
LTS 2020-40	Promote walking in parks and trails through websites, brochures and media coverage
LTS 2020-40	Develop an overarching travel planning strategy
PSTS 2009	Regularly generate good news press releases in regard to cycling and walking and publicise its successes.
PSTS 2009	Prepare a simple communication strategy identifying which, how and when stakeholders will be involved in cycling promotional activities. Continue involvement in Bike to Work Day, annual, national community events and Bike Week, an internationally run campaign to promote cycling. Continue to run annual cycling events e.g. Great Launceston Cup Ride. Continue to provide cycling and public transport local access guides and maps.
PSTS 2009	Implement a cycle training program to: <ul style="list-style-type: none"> • Improve safety and support people to take up cycling for the first time by increasing increase confidence and skills. • Increase awareness amongst motorists about cycling, particularly amongst parents who can be invited to participate in the delivery of cyclist training. • Teach new cyclists where best to position themselves on the road and how to safely negotiate intersections, roundabouts and obstacles.
TT:AMC 2019	Incentives to cycle and promotional activities, such as cycle to work or school programs.
TT:AMC 2019	Better education and driver awareness promoting safe behaviours focused around sharing the road with cyclists.

PSTS 2009	Investigate measures to encourage carpooling and vanpooling especially through the carpooling scheme 'coolpools', a car sharing website promoted and endorsed by state government.
Transport Data and Performance Management Plan	
LNOP 2021	Develop Design Guidelines for the urban Launceston area - a translation of network priorities and objectives into performance measures and design solutions
LNOP 2021	Develop Design Guidelines for the urban Launceston area - a translation of network priorities and objectives into performance measures and design solutions
LTS 2020-40	Undertake regular travel surveys to understand travel needs in Launceston
LPS 2014	Data collection and analysis
LSRS 2012-22	Initiate and continue data collection and monitor the Road Safety Strategy
LNOP 2021	Undertake network wide road safety auditing, concentrating on areas of high priority
LTS 2020-40	Continue regular counts of pedestrian and cyclist in key locations
LTS 2020-40	Develop data sharing agreements with key stakeholders
LTS 2020-40	Develop and undertake household travel surveys (HTS) regularly to understand people's movement and transport needs within the city
LTS 2020-40	Integrate data with the planned bespoke Launceston catalogue on data.gov.au and NationalMap as part of the Launceston City Deal
PSTS 2009	Launceston should develop a monitoring strategy that makes provision for the following to be consistently monitored (against targets): <ul style="list-style-type: none"> • Usage via manual or automated cycle counts • Cycle parking utilisation Network implementation and maintenance against intended time frames
PSTS 2009	It is important that on typical working days, (not in December or at other times of high demand), the City surveys the vacancy and parking utilisation in its own and in competitor car parks in the CBD. These surveys are to be repeated at least every 5 years. Surveys should examine parking demand, volumes, duration of stay, peak usage and compliance with restrictions in the CBD. Simultaneously, parking origin and destination surveys should be undertaken. An annual budget allocation should be set aside for the City to undertake rolling surveys of all car parking demand and supply over a five year period, with critical areas surveyed every two years.
Launceston Bus Interchange	
LTS 2020-40	Advocate for better availability of real-time information for bus services
GLTV 2020	Support public transport with high-quality pedestrian facilities and bus stop infrastructure to improve passenger experience
LTS 2020-40	Deliver the Launceston Interchange and CBD redevelopment projects
CoL 4-YDP	Continue work on Launceston City Heart Bus Interchange

GLMPTP 2016	Investigate the Launceston CBD interchange (St John Street) to determine the most effective location and design in terms of passenger convenience, amenity and bus operational improvements including the efficiency of bus movements through the CBD.
LTS 2020-40	Collaborate with State Growth to provide input to Launceston Interchange plan and design
LTS 2020-40	Assist State Growth in stakeholder engagement, particularly with businesses impacted
LTS 2020-40	Continue working with State Growth to minimise construction impact
LTS 2020-40	Review and update provision for other transport modes (including car and bike parking, loading zones) in surrounding area prior to the opening of Launceston Interchange
LTS 2020-40	Advocate for dynamic timetable displays and kiosks such as e-paper to give passengers up to date information for all multi-modal options
PSTS 2009	The St John Street bus station should be made available to all 'urban' bus operators. Should the station be re-located to an off-street site, it should be ensured that the alternative facility is attractive and affordable, is available to all approved users, and provides sufficient space to accommodate future growth in bus numbers
Two-Way Street Conversions	
CoL 4-YDP	Launceston City Heart CBD Traffic Movements
SMP 2020	Convert Charles St from one-way street to two way (between Paterson Street and York Street)
LPS 2014	Reduced vehicle traffic on inner city streets
LTS 2020-40	Implement pedestrian priority schemes including changes to the one-way traffic schemes in Launceston CBD, and Mowbray and Kings Meadows activity centres
PSTS 2009	Undertake an investigation into the effects and potential benefits of altering the way in which the street system round the CBD is managed to improve the pedestrian and cycle environment and reduce the volume of through traffic
SMP 2020	Convert George St from one-way street to two way (between Paterson Street and York Street)
Launceston City Heart Streetscape Design	
CoL 4-YDP	Launceston City Heart Stage 3 Implementation Planning
GLTV 2020	A central Launceston and CBD core that prioritises the safety, accessibility and amenity of pedestrians and cyclists
LPS 2014	Reduced vehicle traffic on inner city streets
LPS 2014	Increased pedestrian use of inner city streets
LPS 2014	Revitalisation projects and streetscape enhancements
LPS 2014	Local culture and visual interest in public spaces
LTS 2020-40	Promote pedestrian movements to support vibrant places, particularly in the centres

SMP 2020	Create pedestrian priority street on Cameron St
GLTV 2020	A central Launceston and CBD core that prioritises the safety, accessibility and amenity of pedestrians and cyclists
SMP 2020	Celebrate Launceston with regular street festivals. Using special events, run regularly during summer or annually, can be helpful for showing people new ways to use street space. Special events, on street, provide opportunities for the Council and the community to trial a new road layout or space configuration, allowing for tweaks and adjustments. If popular, some of these changes may become permanent.
LTS 2020-40	Identify any other key streets for shared use, or improved pedestrian amenity, low speed limits and reduced parking time limits within the CBD and CAD (York, George and Cameron Streets)
Paterson Street Revitalisation	
SMP 2020	Revitalise Paterson Street with wider footpaths, bus priority lane, bidirectional protected bike lane, and street greenery. Kerbside parking is removed
SMP 2020	Convert Paterson St from one-way street to two way (between Charles St and George Street)
St John Street Revitalisation	
SMP 2020	Revitalise St John Street as a 'green spine' prioritising pedestrians through wider footpaths, street greening and use the narrowed roadway as a bus/bike shared zone through a ban on private motor vehicles.
CoL 4-YDP	Commence the redevelopment of St John Street (Central North and Central South) as part of Stage 1 of the Launceston City Heart Masterplan
Launceston Transport Committee	
LTS 2020-40	Establish cross-organisation working groups for transport
SMP 2020	Bike racks to be installed on all Launceston buses.
LTS 2020-40	Advocate for the bike rack on buses where possible
LTS 2020-40	Advocate for Tasmanian Government to include cycling in driver's license test
LTS 2020-40	Advocate for Tasmanian Government to include cycling in driver's license test
LTS 2020-40	Establish TOR of Launceston Transport Committee
PSTS 2009	Work with providers to investigate the feasibility of bike racks on buses servicing key bus routes
TT:AMC 2019	Improved frequency - frequency of buses was the most common area of improvement identified by participants, with many suggesting increased frequency could allow the service to better fit into their day-to-day activities and scheduling
TT:AMC 2019	Wider network coverage - having a bus route and bus stop that is close to home was often mentioned by participants as an important factor in encouraging a higher rate of use
TT:AMC 2019	Improve and maintain quality - some participants indicated that the overall quality of the bus service had decreased over time which has meant their use of the bus service in Launceston had lapsed.

Support Local Community Transport Groups	
LPS 2014	Support external groups to coordinate events and programs
LTS 2020-40	Support external groups to coordinate community walking and cycling events and programs
CBD Speed Limit Review	
GLMPTP 2016	Identify high-priority pedestrian areas and improve conditions for pedestrians, including: reallocation of road space; giving pedestrians priority; and creating a safer street environment (including lower speed limits).
TT:AMC 2019	Reduce the severity of intersection crashes through improved infrastructure treatments
TT:AMC 2019	Establish speed limits that are more appropriate to the safety features of individual roads
LSRS 2012-22	Network-wide alignment of speed limits
LSRS 2012-22	Promote changes in speed limits of road network
GLMPTP 2016	When road upgrades are planned, incorporate the needs of cyclists, utilising the Department of State Growth's <i>Positive Provision for Cycling Infrastructure</i> as a guideline.
GLMPTP 2016	Implement the Principal Urban Cycling Network, the Greater Launceston Arterial Bike Network and local Government bicycle strategies and determine route adjustments or additions as required
LBS 2015	Give increased safety and priority to cyclists
LTS 2020-40	Review speed limits across the city and introduce lower speed limits where appropriate, considering recommendations in Sustainable Mobility Plan
PSTS 2009	Launceston should prioritise the provision of on-road cycling infrastructure in the central area and prioritise the reduction of road traffic volumes and traffic speeds ahead of or in tandem with infrastructure provision to create pleasant conditions for walking and suitable conditions for cycling in mixed traffic.
TT:AMC 2019	Less traffic and lower speed limits to create a friendlier road environment for cycling.
CAD Parking Implementation Plan	
AFA 2020-24	Clarification/signage of more disabled parking at venues such as Launceston Aquatic Centre (LAC) and QVMAG
GLTV 2020	On and off street car parking facilities that are strategically located to promote growth and amenity of the Launceston's CBD and key employment and retail precincts
LTS 2020-40	Develop a Central Activities District Parking Implementation Plan that aligns with the promotion of active and public transport
SMP 2020	Include car parking management within the soon-to-be developed Launceston Transport Strategy, with a focus on policies designed to achieve Launceston's mode share targets towards more sustainable modes of transport. Parking Strategy should be encompassed within a broader Transport Strategy, not an isolated document.

SMP 2020	Seek opportunities to shift on-street parking to consolidated sites at the edge of the CBD. The intention is to better utilise street space for wider footpaths, street greenery, café dining etc.
SMP 2020	Install Parking Overstay Detection System (PODS) using in-ground sensors or other technology to detect when a vehicle entered and exited a bay, to better manage car parking in parking bays that have 2 hour limits or less.
SMP 2020	Integrate PODS with real-time parking information to make it easier for drivers to know where they can find an available bay.
SMP 2020	Introduce demand responsive paid kerbside parking in high demand areas with the intention of keeping occupancy to ~85%. This means that 15% of bays are available, even at high demand times.
SMP 2020	Update Planning Scheme to ensure new developments include a maximum rather than minimum parking requirement in developments within or in close proximity to the CBD.
AFA 2020-24	Undertake an audit across the city to determine the number and location of current public accessible parking bays
LTS 2020-40	Review freight patterns post-COVID19 and identify any additional need for freight (e.g. additional loading zones in certain areas, provision for freight delivery using smaller vehicles, etc.)
LTS 2020-40	Identify dynamic kerbside management through adaptive and responsive parking and kerbside restrictions
LTS 2020-40	Install automatic counters such as ANPR, Parking Overstay Detection Systems. Work with telecom operators to analysis real-time information
LTS 2020-40	Provide more passenger loading zones in the CBD and activity centres to support shared-mobility services such as parking for car share memberships (e.g. GoGet), pick up/drop off by on-demand shuttles and ride-share
LTS 2020-40	Explore ITS solutions such as smart parking, dynamic kerbside management and intermodal interchanges to integrate AV with other modes
LTS 2020-40	Provide visitor facilities such as caravan parking in appropriate locations
LTS 2020-40	Prioritise parking for car-poolers, motorbikes and special needs (e.g. drivers with disability, prams, etc.)
LTS 2020-40	Prioritise short-term parking to increase turnover at key activity centres such as the CBD
LTS 2020-40	Implement intelligent parking solution to reduce the need for parking
LTS 2020-40	Adjust pricing and supply of on-street parking incrementally as a mechanism to shift towards greater use of off-street facilities and enable vibrant places
LTS 2020-40	Improve the design of disabled parking spaces
LTS 2020-40	Consider supply of on-street parking in the CBD with the intent to create better places and connection (e.g. repurposing some spaces for outdoor dining, cycle path)
LTS 2020-40	Adjust overall parking pricing incrementally to support the goal of reducing driving
LTS 2020-40	Identify car parks with low utilisation and potential for redevelopment

LTS 2020-40	Redevelop select car parks into other more active uses
LTS 2020-40	Identify appropriate min/max parking targets for cars and bikes in all new developments
PSTS 2009	Parking management policies should also clearly distinguish between short stay and long stay parking, and integrate parking supply and management with measures to encourage more use of public transport, walking and cycling.
PSTS 2009	Determine zones for pedestrian priority and short stay parking only within the CBD and implement planning controls to enable the desired use of these zones is retained
PSTS 2009	A wayfinding system should be applied uniformly across the entire City equally to council and privately owned public car parking areas
PSTS 2009	At the same time, amend the Planning Scheme to introduce parking maximums over the whole of the CAD including the current Car Parking Exemption Area, and that this is accompanied by a 40 space site cap and criteria setting out conditions for exceeding the maximum permitted parking
PSTS 2009	Extending the car parking exemption area to cover the Extended CPEA and introducing parking maximums is to be adopted in Launceston as it is consistent with and supports a sustainable transport strategy
PSTS 2009	An audit of the car parks against Principles of CPTED is to be undertaken at all existing and new car parks, especially at-grade sites
Off-Road Trail Network Improvement Plan	
GLMPTP 2016	When road upgrades are planned, incorporate the needs of cyclists, utilising the Department of State Growth's <i>Positive Provision for Cycling Infrastructure</i> as a guideline.
GLMPTP 2016	Implement the Principal Urban Cycling Network, the Greater Launceston Arterial Bike Network and local Government bicycle strategies and determine route adjustments or additions as required
GLMPTP 2016	Implement the State Growth Cycleway Directional Signage Resource Manual.
GLTV 2020	Enhance and create cycling and walking corridors to central Launceston and major employment, recreation and education nodes
LNOP 2021	Update Launceston Arterial Bike Rout Network
LTS 2020-40	Maintain and expand cycle paths and supporting infrastructure on priority routes
LTS 2020-40	Maintain the regional network of shared paths and invest in feasible extensions
LBS 2015	Give increased safety and priority to cyclists
LTS 2020-40	Complete the Launceston Arterial Bike Route Network with a review every 2 years to identify additional treatments with priority for separated cycle facilities
LTS 2020-40	Deliver critical improvements in the cycling network following review of Launceston Bike Strategy and Sustainable Mobility Plan

LTS 2020-40	Expand the cycling network on priority routes following the Sustainable Mobility Plan, informed by evidence e.g. household travel survey, annual bike counts, automatic counters and national cycling/crash datasets
LTS 2020-40	Collaborate with Greater Launceston councils to identify key connections in providing seamless cycling connections across boundaries, following the Greater Launceston Bicycle Commuting Network Project
LTS 2020-40	Review existing shared paths and identify gaps in linking the city's major parks and reserves to key suburbs and localities
LTS 2020-40	Deliver medium-term improvements, particularly expanding shared paths network
TT:AMC 2019	Dedicated cycling paths separate from roads, separating cyclists from other traffic on existing roads.
TT:AMC 2019	Focus on creating well-connected cycling corridors and networks to provide whole of journey cycling routes.
Forster Street Shared Path	
SMP 2020	Construct protected bike lane: Forster Street (River Tamar to Invermay Road)
LTS 2020-40	Determine best linkage between the Invermay levee shared trail and the East Tamar shared trail / Mayne Street overpass
Upgrade North Esk River Trail	
SMP 2020	Construct shared path: Hobbles Bridge Road (Waverley to Newstead)
LPS 2014	Tools to plan for new walking routes and maintenance of existing routes
LTS 2020-40	Upgrade and determine the feasibility of extension of the Ribbon of Blue
Wayfinding Improvements	
GLMPTP 2016	Implement the State Growth Cycleway Directional Signage Resource Manual.
LTS 2020-40	Develop a clear wayfinding standard across the region's key activity areas
LNOP 2021	Develop a CBD wayfinding and access plan to identify key access routes into the CBD
GLMPTP 2016	Identify high volume pedestrian areas to develop and implement way-finding systems
LPS 2014	Improved signage/guidance and promotion of footpath network
SMP 2020	Develop a Launceston Wayfinding Strategy (see Plan for further details)
LTS 2020-40	Implement wayfinding in the CBD as part of the Launceston City Heart project and identify any gaps
LTS 2020-40	Partner with Greater Launceston councils to develop and implement consistent wayfinding in key locations, particularly recreational areas
PSTS 2009	A wayfinding system should be applied uniformly across the entire City equally to council and privately owned public car parking areas
PSTS 2009	Launceston should review the quality and consistency of pedestrian and cyclist signage and way finding information, particularly in regard to bicycle parking and off-road walking trails and paths

TT:AMC 2019	Better connected walking paths and trails with improved signage and wayfinding to help people identify walking tracks
TT:AMC 2019	Signage displaying estimated walking travel times to key destinations.
Network Operating Plan	
LNOP 2021	Incorporate identified pedestrian and cyclists strategies into Traffic Signal Network Operating Plan
LNOP 2021	Incorporate operational and improvement strategies into the Launceston Transport Strategy currently being developed
SMP 2020	Develop a road hierarchy framework, with clear differences in function and design requirements
LNOP 2021	Incorporate network operational strategies into the Launceston Transport Strategy currently being developed
LTS 2020-40	Implement network priorities in line with the adopted Launceston Network Operations Plan
GLTV 2020	A network that balances corridor efficiency with local precinct amenity and safety
LNOP 2021	Incorporate network operational strategies into the Launceston Transport Strategy currently being developed, taking a safe systems approach to managing safety performance issues
LTS 2020-40	Implement adopted Network Operation Plan
LTS 2020-40	Review Network Operation Plan and adjust provisions as needed
LTS 2020-40	Designate priority freight routes following the Network Operation Plan
LTS 2020-40	Identify high volume crossing point and review phase timings and operation e.g. scattered crossing, point to point etc.
LTS 2020-40	Review traffic signal phasing in City Centre to maximise pedestrian phases
TT:AMC 2019	Shorter wait times at well-used pedestrian crossings with longer crossing times
TT:AMC 2019	Focus on creating well-connected cycling corridors and networks to provide whole of journey cycling routes.
LTS 2020-40	Improve the interface across different modes to facilitate multimodal trips
TT:AMC 2019	More sustainable and appropriate bus fleet - participants often mentioned that Launceston would be better serviced by a bus fleet with more compact vehicles appropriate for the urban environment of Launceston and the usage and demand for the service. Participants sometimes mentioned that exhaust fumes from buses were a negative impact on Launceston, particularly in built up areas of the city
Shared Micro-Mobility Trial	
SMP 2020	Conduct a Launceston Bike Share/E-Scooter Share Feasibility Study
LTS 2020-40	Investigate the role of micro mobility in providing transport alternatives
LTS 2020-40	Encourage the adoption of shared-mobility models

LTS 2020-40	Participate in national and regional discussions surrounding the legality of micro mobility where possible
LTS 2020-40	Set clear guidance on micro mobility provision in Launceston (subject to legislation approval)
LTS 2020-40	Maintain GIS and other datasets to support infrastructure planning for micro mobility
LTS 2020-40	Investigate the feasibility of a shared micro mobility program (e.g. shared bike/e-bike/e-scooter) in Launceston
LTS 2020-40	Work with industry to implement a shared micro mobility program with potential pilot at UTAS
LTS 2020-40	Expand shared e-bike/e-scooter program across Launceston
LTS 2020-40	Partner with UTAS to implement pilot project for ride-share or on-demand shuttle service
LTS 2020-40	Seek an EOI for shared mobility service providers and establish an MOU with preferred provider
TT:AMC 2019	Charging stations for new active transport technology such as e-bikes and e-scooters.
LTS 2020-40	Evaluate shared mobility programs and evaluate its performance in reducing travel and emission
LTS 2020-40	Support shared mobility with promotion and public engagement
School Travel Audit	
GLMPTP 2016	Improve pedestrian connectivity to high priority bus stops (high patronage bus stops within activity centres and serving key trip attractors for example schools).
LPS 2014	Liaise with schools regarding walking programs
GLMPTP 2016	Identify key walking and cycling routes to schools and undertake an assessment of the needs to create a safer environment, including infrastructure changes and safer speeds. Develop a program of infrastructure upgrades which can be considered in future budget processes.
LTS 2020-40	Create safer and more convenient cycling routes to schools to support early cycling education (in conjunction with school travel plans)
PSTS 2009	Facilitate the provision of secure, covered bicycle parking in all schools to promote cycling by students
Pedestrian Crossing Audit	
AFA 2020-24	An audit of pedestrian crossings to determine a priority list for Tactile Ground Surface Indicators (TGSI), audible pedestrian crossing signals, pedestrian crossovers in the direction of travel
AFA 2020-24	Replace/insert high priority TGSI at high traffic pedestrian intersections
Scatter Crossings	
LPS 2014	Priority areas for pedestrians in locations of significant activity
LPS 2014	Pedestrian crossings

SMP 2020	Introduce scatter crossing at Charles Street (at Cameron, Paterson, Brisbane, York, and Elizabeth Streets)
SMP 2020	Introduce scatter crossing at St John Street (at Cameron, Paterson, Brisbane, York, and Elizabeth Streets)
SMP 2020	Introduce scatter crossing at George Street (at Cameron, Paterson, Brisbane, York, and Elizabeth Streets)
LTS 2020-40	Identify high volume crossing point and review phase timings and operation e.g. scattered crossing, point to point etc.
PSTS 2009	Investigate the use of innovative treatments to improve priority for pedestrians and cyclists such as demand-actuated signals, advanced stop lines and pedestrian crossing controls.
Bus Stop Audit	
GLMPTP 2016	Develop a program of bus stop infrastructure upgrades focusing on priority areas and ensure stops are accessible (DDA compliant)
LTS 2020-40	Review bus stops within the city to ensure DDA-compliant access for all with adequate facilities
GLMPTP 2016	Assess the location and spacing of bus stops and access to, based on impacts on bus travel time, proximity to key tip attractors and pedestrian accessibility
SMP 2020	Improve service frequency on 'limited' bus route in the Launceston Urban Bus Network
SMP 2020	Investigate options for through routing, creating more cross-city services.
SMP 2020	All stops should have concrete pads, which extend from the footpath to the kerb, allowing a smooth surface directly onto the bus, without steps, meeting DDA requirements, with upgrades prioritised per 9.5.
SMP 2020	All stops should provide tactile markings to assist those with low vision to locate stops and board the bus, meeting DDA requirements, with upgrades prioritised per 9.5
LTS 2020-40	Prepare key bus stops to have the suitable wiring for real-time information display
PSTS 2009	Bus priority measures be progressively introduced on high frequency bus corridors
Renewable Council Fleet	
SMP 2020	Transform the Launceston City Council fleet to 100% zero emission by 2028 – 2030. This should include an audit of the existing fleet, an identification of the staging of the transition (i.e. which models to transition to EV and when) as well as an assessment of the charging infrastructure required to facilitate this transition. Given Launceston's commitment to climate change, there is a rationale for broadening the evaluation from a narrow cost benefit analysis, to also include emissions savings, as carbon is not currently priced in the market, but does have meaning, in terms of supporting Council's wider policy objectives. Council should coordinate with other Tasmanian councils (and large institutions such as UTAS) for bulk purchase agreements.

LTS 2020-40	Provide regional leadership in emission reduction through appropriate zero-emissions fleet
LTS 2020-40	Identify appropriate zero-emission vehicles for City of Launceston and plan for replacement through renewal and expansion
LTS 2020-40	Coordinate with Greater Launceston councils to bulk purchase vehicles and chargers and reduce cost
LTS 2020-40	Transition City of Launceston fleet vehicles to electric vehicles through renewal and expansion
Greater Launceston Transport Vision	
CoL 4-YDP	To support the delivery of the Greater Launceston Transport Vision, develop a Launceston Transport Strategy which will include consideration of parking, active transport, freight movement and smart city mobility opportunities.
CoL 4-YDP	Consider and plan for delivery of priorities identified as part of Greater Launceston Transport Vision.
Launceston Transport Strategy	
CoL 4-YDP	Develop a Transport Strategy for the municipality that captures the challenges and opportunities that come with the growth and development across the City, the relocation of the UTAS to Inveresk and the trends and technological advances in sustainable transport planning and operation.
Launceston Traffic Signal Upgrade Project	
CoL 4-YDP	Continue upgrade of the City's traffic signal infrastructure (owned by State Growth), targeted improvement of intersections, implementation of data capture technology and data analytics, and provide a framework to encourage more sustainability transport options.
LTS 2020-40	Review recommendations from Launceston City Deal's Smart City Project
Transport Safety Improvements	
LSRS 2012-22	Seek funding for treatment of crash locations and road hazards
GLMPTP 2016	Identify intersections and crossing points that are unsafe for pedestrians and cyclists. Focus initially on areas with higher demand, such as activity centres and between major trip attractors or vulnerable users (schools, hospitals and aged- care facilities). Determine improvements with a focus on solutions that can be replicated elsewhere (e.g. pedestrian signal phasing, footpaths crossing commercial driveways).
GLTV 2020	Prioritise safety as a key objective within all transport initiatives
LNOP 2021	Undertake further crash analysis investigation into key intersections
LNOP 2021	Undertake network wide road safety auditing, concentrating on areas of high priority
LTS 2020-40	Reduce road accidents, including heavy vehicle accidents, through design i.e. mandating safety as key element to consider in all transport studies
LTS 2020-40	Deliver projects to improve safety with focus on vulnerable users

LTS 2020-40	Evaluate existing infrastructure and identify any additional safety provisions required
TT:AMC 2019	Reduce run-off-road and head-on crashes through improved infrastructure
TT:AMC 2019	Manage a balance between efficient traffic flow and safety for road users, particularly those that host a mix of cars and other road users, such as pedestrians and cyclists. The type of road should influence speeds, with examples provided such as wider roads primarily used by cars set at a higher speed compared with narrow roads or roads with a high rate of cars turning across traffic set at lower speed.
SMP 2020	Create a preferred traffic route along Cimitiere Street, Racecourse Crescent and then to the A3. This minimise the harmful impact of large volumes of through traffic within the core of the CBD and opens sustainable mobility corridors.
SMP 2020	Upgrade intersections identified in Figure 11, including the installation of traffic lights on the roads that are part of the Arterial Road proposal and pedestrian friendly intersections on those identified for upgrade that are on other CBD streets (see Section 7 for more information).
TT:AMC 2019	Implement a designated freight route to reduce the impacts of trucks through the city; including considering limiting the size and weight of freight and establishing truck curfews to manage the time freight is allowed to pass through city areas
Tiger Bus and Park-N-Ride Improvements	
LTS 2020-40	Increase park-and-ride uptake through promotion, improved bus services and more park-and-ride sites
LTS 2020-40	Identify improvement opportunities of existing park-and-ride, including increased Tiger Bus frequency
LTS 2020-40	Encourage driving in combination with others modes such as park and ride (bus) or park and walk/cycle (from CBD-fringe parking)
LTS 2020-40	Assess park-and-ride user experience and barriers to uptake
LTS 2020-40	Undertake feasibility study to identify potential new park and ride sites
LTS 2020-40	Deliver an additional park-and-ride site if needed
PSTS 2009	Introduce a dedicated CBD bus service with frequent services using buses with a distinctive livery. The bus service should be funded from additional revenues raised from increased parking charges or other non-property rate based sources, and should be free or low fare
PSTS 2009	Consider introducing a park and ride facility at an outer area such as Legana (in partnership with West Tamar) or at the Silverdome on a trial basis. Commit to a trial for a 12 month period of a park and ride services after analysis of available/suitable locations
Bicycle End of Trip Facilities	
LTS 2020-40	Provide tiered end of trip facilities at key council venues
LTS 2020-40	Integrate recreational transport with tourism and the wider transport network
LBS 2015	Provide convenient and secure amenities

LTS 2020-40	Provide e-bike and e-scooter charging facilities at key locations
LTS 2020-40	Identify key council venues to focus on
LTS 2020-40	Review existing provisions at council buildings
LTS 2020-40	Create tiers of facilities and the correlating standards for each, e.g. showers and change rooms at council offices and bike cage at public facilities
LTS 2020-40	Deliver end-of-trip facilities at key council venues
LTS 2020-40	Provide clear incentive for businesses to add end of trip facilities, such as subsidy or reduced fees for certain services
LTS 2020-40	Provide tailored advice or subsidies to support industry in implementing proposals
LTS 2020-40	Review best practice and compare with existing end-of-trip provisions
LTS 2020-40	Deliver additional end-of-trip facilities as needed
LTS 2020-40	Review existing shared paths and identify gaps in linking the city's major parks and reserves to key suburbs and localities
LTS 2020-40	Develop an integrated recreational transport and tourism strategy in line with the Launceston Cultural Strategy from the Launceston City Deal
PSTS 2009	Investigate audit system to ensure the provision for walking and cycling is integrated into the planning and design stage of all new projects including linkages and end-of-trip facilities.
TT:AMC 2019	Charging stations for new active transport technology such as e-bikes and e-scooters.
UTAS Relocation Access Improvements	
UTAS STS	Work with other agencies to plan improved cycle network connectivity, safety, and wayfinding to enhance connectivity to university campuses and student accommodation facilities (e.g. within and between Tasmanian CBDs and campuses)
LTS 2020-40	Partner with UTAS to develop and implement consistent wayfinding towards and inside UTAS campuses
LTS 2020-40	Increase street lighting provision on identified priority pedestrian routes to support the UTAS redevelopment
Access Framework For Action	
LTS 2020-40	Complete and implement Access Framework for Action, which may include upgrading footpaths with uneven surfaces, inadequate width and clutter
LTS 2020-40	Complete and implement Access Framework for Action, which may include increasing tree plantings, awnings and covered areas along high-traffic walking routes to provide weather protection
LTS 2020-40	Evaluate access level and targets in the Access Framework for Action
TT:AMC 2019	Improved accessibility - participants suggested the need to improve the accessibility of buses, particularly for people who use a wheelchair or need to move around with a pram. Note - Twelve new Metro buses came into action in January 2020, which makes all Launceston buses accessible

TT:AMC 2019	Better designed disabled parking spaces to allow easy access from the road to path, particularly for those with walking aids and wheelchairs
Active Transport Interchanges	
LTS 2020-40	Identify hubs on key arterial and metro bus routes to accommodate transfer to active modes
LTS 2020-40	Create 'bike hubs' at key transport interchanges
Greening The City	
LTS 2020-40	Increase tree plantings and covered areas along high-traffic walking routes to provide weather protection
TT:AMC 2019	More trees to provide shade and weather protection
UTAS Transport Innovation Partnership	
LTS 2020-40	Partner with UTAS to explore transport innovations and trial them
PSTS 2009	Consider working with the University to pilot TravelSmart initiatives.
Pedestrian Improvement Program	
TT:AMC 2019	More dedicated and connected walking paths and trails separated from car traffic
LPS 2014	Additional community focussed pedestrian studies and projects
LTS 2020-40	Upgrade footpath with uneven surfaces, inadequate width and clutter
LTS 2020-40	Provide incentives for developers to provide walking and cycling facilities in new developments and redevelopment sites (especially multi-unit developments)
LTS 2020-40	Advocate for changes in state-wide planning scheme to make walking and cycling provisions mandatory in all new development and redevelopment sites
TT:AMC 2019	More covered areas along high-traffic walking routes to provide protection from the weather.
TT:AMC 2019	De-cluttered footpaths to maximise footpath space for walking.
TT:AMC 2019	Traffic calming measures, such as pedestrian crossings, cycling paths, and greater street space allocation to active transport uses.
EV/FCEV Charging Facilities	
LTS 2020-40	Partner with RACT to understand their plan of EV chargers rollout and identify opportunities to support them, including through bulk purchase to lower cost
LTS 2020-40	Identify potential for hydrogen fuel cell electric vehicle (FCEV) implementation in Launceston
LTS 2020-40	Support EV/FCEV charging facilities with standardised signage and promotion to maximise use
LTS 2020-40	Incentivise business and property owners to install EV/FCEV charging facilities e.g. offices, shopping precincts