

From the Office of the Mayor

25 July 2012

Our Ref: 13/87

Your Ref:

Enquiries to: Robert Armstrong

Mr Stuart Wright
Secretary
The Legislative Council Government
Administration Committee "B"
By email: stuart.wright@parliament.tas.gov.au

Dear Mr Wright

Investigation into Integrated Transport in Southern Tasmania

Thank you for the invitation to provide a written submission in response to the Inquiry in relation to the integrated transport options for Southern Tasmania dated 2 July 2012.

Please find attached a copy of the Huon Valley Council's submission. The Council is happy to provide any additional information at the Committee's request.

Kind regards

**CR ROBERT ARMSTRONG
MAYOR**

Enc. Submission



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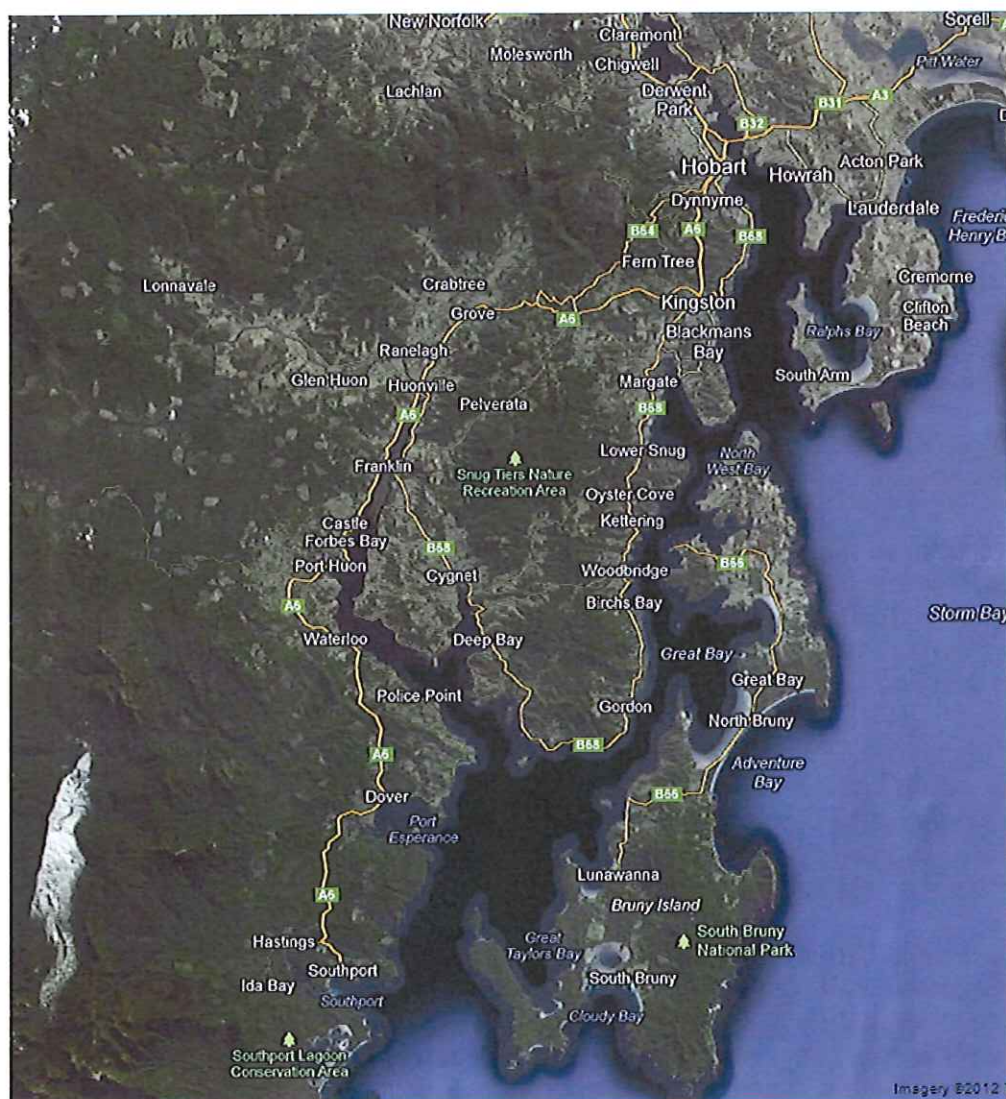
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1 Executive Summary

This submission is to provide input from the Huon Valley Council into the Legislative Council Government Administration Committee "B"'s inquiry in relation to the integrated transport options for Southern Tasmania. The Huon Valley Council's submission is that there should be an integrated approach to bus services, even when provided by different service providers. There should be equity in the services offered by Metro Tasmania (MetroTas) and TassieLink.

2 Background

The Huon Valley Council covers 5497kms² and is the southern most local government area in Australia. It is proximate to Hobart, a 40 minute drive away. The population of the Huon Valley currently stands at approximately 15,000 persons and is growing rapidly. The Council area is spread across the 5 main townships of Huonville, Franklin, Cygnet, Geeveston and Dover.



There is a growing commuter population in the Huon Valley as well as those people employed in local industries. These local industries, particularly the fruit growing industry, rely heavily on seasonal workers. These workers often rely on

public transport. The Huon Valley Council's 2010-2015 Strategic Plan makes direct reference to *'To increase the skilled workforce that meets the needs of business and industry'*. There is a need for improved integrated public transport links between Southern Tasmania and Hobart based workers deterred from working in the Huon Valley as due to restricted transport options.

The tourism industry is a significant drawcard for the region, and the 2010-2015 Strategic Plan aims *'To increase tourist visits, tourist spending and tourist length of stay'*. The most feasible mode of transport for tourist currently visiting the Huon Valley region is independent vehicle transport (car hire). An integrated approach to transport options in Southern Tasmania would provide options for visitors to the region and would increase visitor numbers including day tourism from Hobart.

Discussions with local education professionals have indicated the reluctance of students to continue tertiary education given the poor transport networks between Hobart where the education institutions are located. Further to this, students undertaking primary or secondary institutions in Hobart have to leave their homes before 7am to ensure transport connections to travel to Hobart.

The public transport servicing the municipal area is only bus transport provided by TassieLink from Hobart to Huonville and the other towns. MetroTas provides limited services to Cygnet via Gordon.

■ 3 Integration of Service Provision

A key consideration for the options for integrated sustainable public transport system in Southern Tasmania is the integration of the service offered by the providers including timetabling, ticketing, marketing, promotion and information provision and infrastructure.

Whilst it may be desirable to have multiple service providers in different geographical areas the journey from one area to another should be seamless.

In order to achieve this integration is required in timetabling and ticketing in particular. This is particularly the case for a person wishing to travel, for example, from Cygnet to Glenorchy. An integrated system could include and offer this person a journey planner which incorporates the timetable of both service providers and one ticket purchase.

Similarly an integrated approach to marketing and information provision would provide a unified "face of bus services" in Southern Tasmania. This could include one internet site, a similar format for timetables and for the presentation of information, such as fare structures. It could also provide one telephone number for information in relation to bus services.

The integration of infrastructure such as common bus stops, sharing of park and rides (for example in Kingston) may result in a cost savings and offer a centralised location for bus services where two providers are servicing the same area. There may also be a savings in the construction of infrastructure, such as bus stops and shelters, if an integrated approach was taken to procurement.

■ 4 Equity in Service Provision

The services offered by TassieLink should be equitable to those offered by MetroTas. Tassie Link operate the Hobart to Huonville route and the Hobart to Margate to Woodbridge route is operated by MetroTas.

In order to determine equity in services the following routes have been compared:-

Hobart to Margate	Distance 19 km
Hobart to Woodbridge	Distance 37 km
Hobart to Huonville	Distance 38 km

The pricing for all three have been compared so as to allow for a comparison of price for distance travelled.

The frequency of services for Hobart to Margate and Hobart to Huonville only have been compared due to the similar function of these centres being centralised to outlying villages and providing a rural centre.

■ 4.1 Frequency of Services

Monday to Friday

TassieLink operate 11 services per day in both directions.

These depart Huonville between the hours of 6.55am and 4.20pm.

Hobart to Huonville services depart Hobart between the hours of 8.00am and 5.20pm.

MetroTas operate 14 services per day in both directions.

These depart Margate between the hours of 7.02am and 5.35pm.

Hobart to Margate services depart Hobart between the hours of 8.00am and 6.14pm.

Commuter Services

In the morning Tassie Link has 4 services leaving Huonville and arriving in Hobart by 9.05am and 1 service arriving in Huonville before 9.00am. MetroTas has 8 services leaving Margate and arriving in Hobart by 9.00am and 1 service leaving Hobart and arriving in Margate before 9.00am.

In the afternoon Tassie Link has 3 services leaving Hobart after 5 pm and 2 services leaving Huonville after 5pm. MetroTas has 5 services leaving Hobart after 5pm and 1 service leaving Margate after 5pm.

In conclusion, MetroTas offer 3 more services per day than Tassie Link and these are concentrated in the commuter time.

Other Services

The balance of the Tassie Link services are spread roughly evenly throughout the day. The Metro services are concentrated in the late afternoon but do offer one service mid morning and mid afternoon.

Weekend Services

Tassie Link operate 6 services on both days in both directions (24 in total). MetroTas offer 3 services from Margate to Hobart and 2 services from Hobart to Margate (5 in total) on a Saturday only. MetroTas do not offer any services on a Sunday.

4.2 Travel Time

The travel times appear to be comparable for the distance travelled on both services.

4.3 Price of Services**Tassie Link**

Huonville – Hobart (Distance 38km)

Adult	\$10.00
Concession	\$5.00
Student	\$1.00

Adult 10 trip ticket \$74.30, concession \$37.10

Metro Tas

Woodbridge – Hobart (Distance 37km)

Adult	\$9.70
Concession	\$4.90
Student	\$1.30

Margate – Hobart (Distance 19km)

Adult	\$5.80
Concession	\$2.90
Student	\$1.30

The pricing structure for both services is similar for the distance travelled. MetroTas however does offer special tickets such as non peak hour tickets that may benefit some public transport users. These may be of particular benefit to those public transport users that are travelling from Southern areas through the city to other Metro Tas serviced areas as compared to those travelling on Tassie Link services and changing service providers.

An issue to be furthered considered is whether pricing should be based on distance travelled or on the basis of travel between a rural centre and the metropolitan centre.

5 Conclusion and Recommendations

A seamless integrated service should be offered regardless of service provider. The services offered by MetroTas to the Margate area provide more frequent services in the key weekday commuter times. Commuters travelling from Huonville to Hobart could be offered a similar level of service. Further consideration should be given to equity in pricing between rural centres and metropolitan centres, rather than pricing based on distance travelled alone.