

Mr Stuart Wright  
Committee Secretary  
Legislative Council  
Parliament House  
HOBART TAS 7000

Dear Mr Wright

## INTEGRATED TRANSPORT OPTIONS

I refer to the current enquiry that is being conducted by the Legislative Council Government Administration Committee "B" in relation to integrated transport options for Southern Tasmania.

Kingborough Council commissioned its own kingborough Integrated Transport Strategy (KITS) in 2009/10. A copy of this Strategy can be found on Council's website ([www.kingborough.tas.gov.au](http://www.kingborough.tas.gov.au)) and a hard copy can be forwarded to you under separate cover if you wish.

The recommendations of the Strategy were meant to be practical and achievable and Council has been implementing most of them since. I would refer you, in particular, to the actions proposed for "regionally significant projects" within the Strategy (see page 55).

The KITS has sections on the land use/transport relationship, walking and cycling, public transport, the road network and public education/promotion. The Legislative Council's enquiry is evidently focussed on public transport. The KITS concentrated on improving local bus services, and these improvements were mainly envisaged to be operational in nature and in being able to provide new services to the Channel area south of Margate. Some of these improvements have since been implemented.

One matter that is particularly worth mentioning is the need to provide good park-and-ride facilities. The KITS suggests a number of suitable sites in the general Kingston area. A major facility at Huntingfield for example could get a lot of commuters out of their cars and on to buses. It is important that a better understanding be obtained of the relationships between parking and public transport use, both in central Hobart and in other local business districts such as Kingston. Coordinated policies need to be developed at a regional level so that car use can be reduced for commuters and the correct pricing signals are made to encourage more sustainable practices.

The KITS also recommends that investigations be carried out into the feasibility of ferry services between Kingborough and Hobart. These investigations have not been done, but would need to consider such matters as the capacity of the land based infrastructure (noting that jetty and suitable parking areas do not currently exist), plus the real demand for such a service.

For Kingborough, the Bruny Island ferry remains one of the most important public transport issues. This service does require its own independent review that investigates the capacity of the ferry during peak periods and the suitability of the related land-based infrastructure. Council is particularly concerned about the standard of the public infrastructure at Roberts Point and supports the notion of a surcharge being imposed as part of the ferry fees to improve local infrastructure such as this. Bruny Island has become one of the most popular destinations in Tasmania and this has resulted in undue strain being placed upon the existing ferry infrastructure. Standards need to be improved and it appears that this could only be achieved if there was a revenue source created for that purpose.

The KITS also highlights the need for the ferry services to be coordinated with the timetable for the Channel bus services. This would enable passengers to travel on public transport between Bruny Island and Hobart. In future this may create a demand of long term parking at Roberts Point or a small Island bus service, though it is more likely that passengers would be dropped off or collected by private vehicle.

Another opportunity is a passenger ferry being provided between Hobart and Dennes Point, at the northern tip of Bruny Island. The tourism potential of such a service may well make it viable and it could link up with a bus service on the Island. It might also have some commuter interest if there was an early morning and evening service with a suitable timetable. Such a service, if operated during peak periods, could also alleviate some of the pressures placed on the existing Bruny Island ferry.

Thank you for the opportunity to contribute to this enquiry.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Tony Ferrier', written over a faint, stylized logo that resembles a triangle with a circle inside.

TONY FERRIER  
DEPUTY GENERAL MANAGER