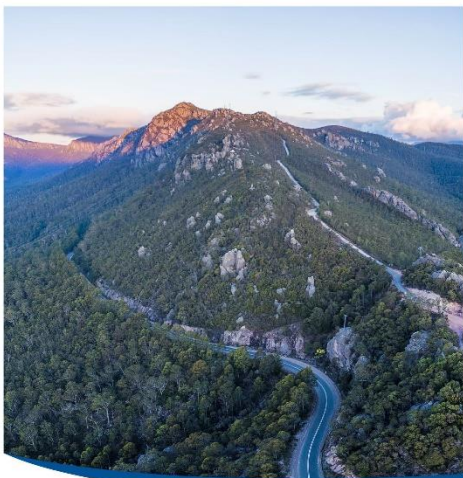
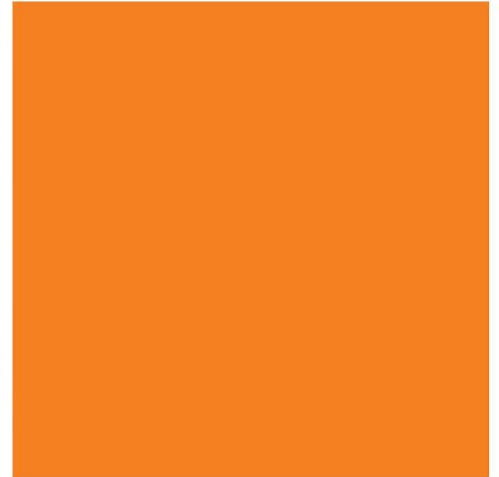


Greater Hobart Park and Ride

Public Works Committee Submission



Final to PWC 2 August 2023

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Introduction

This document is a submission to the Tasmanian Parliamentary Standing Committee on Public Works (PWC) for its hearing into the Greater Hobart Park and Ride works scheduled for early 2024.

This submission has been developed by the works proponent, the Department of State Growth Tasmania.

The proposed works are located in the Greater Hobart area and comprise of three sites:

- Midway Point at the corner of Tasman Highway and Penna Road
- Rokeby at the corner of Rokeby Main Road and Pass Road
- Claremont at the corner of Claremont Link Road and Myella Drive

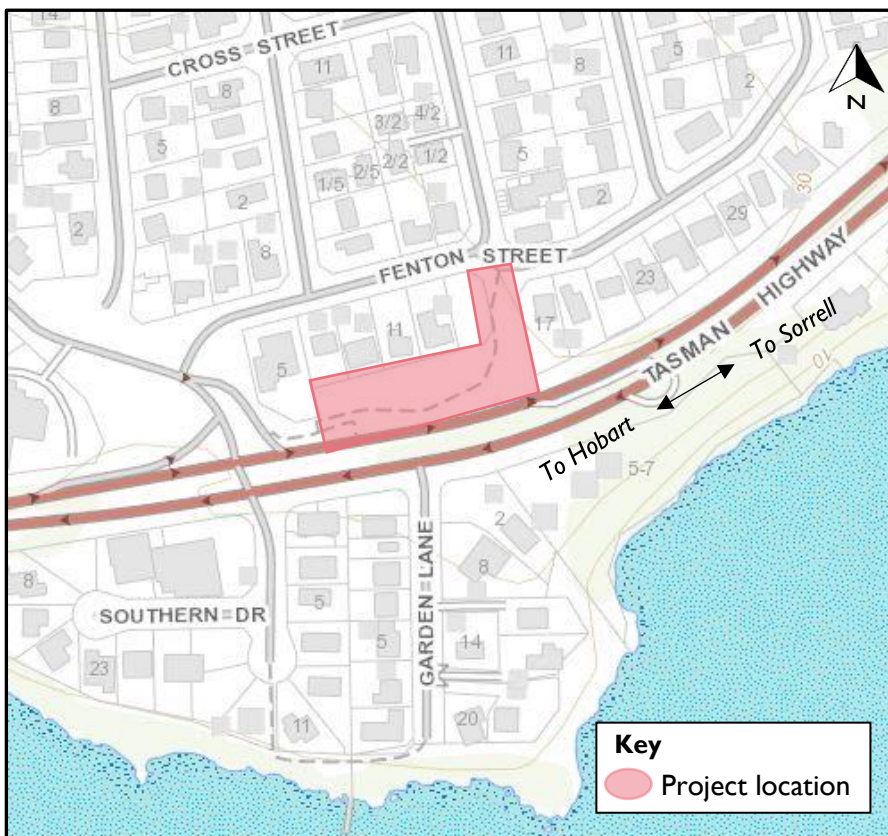


Figure 1: Midway Point project location area

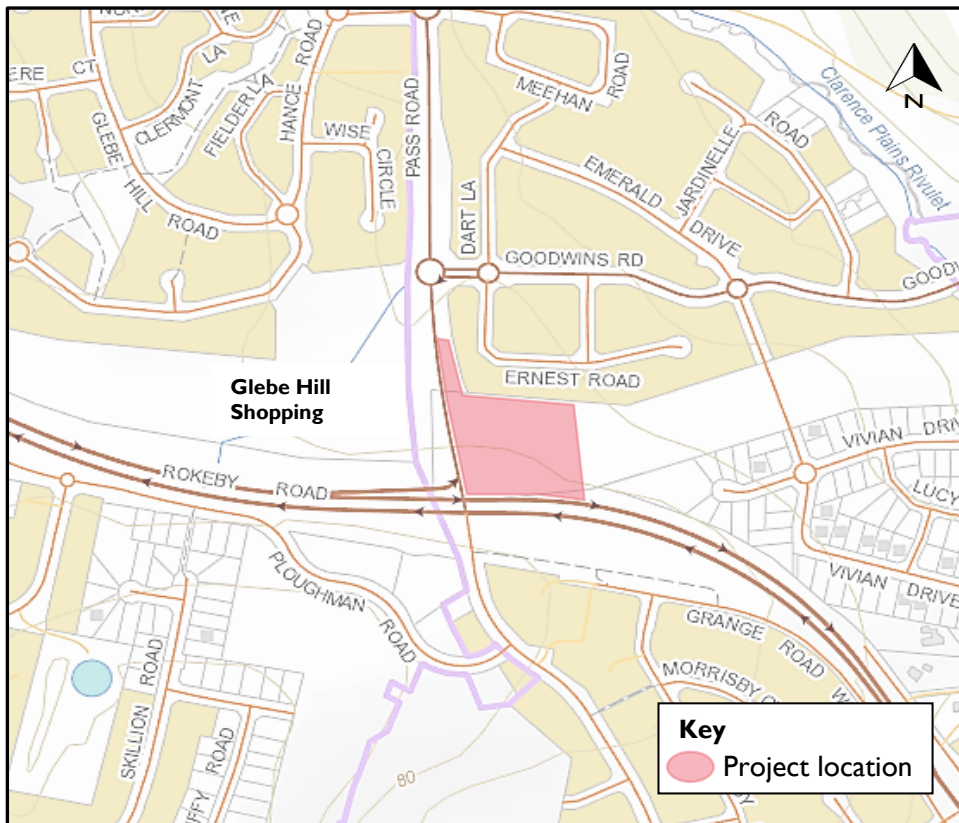


Figure 1: Rokeby project location area

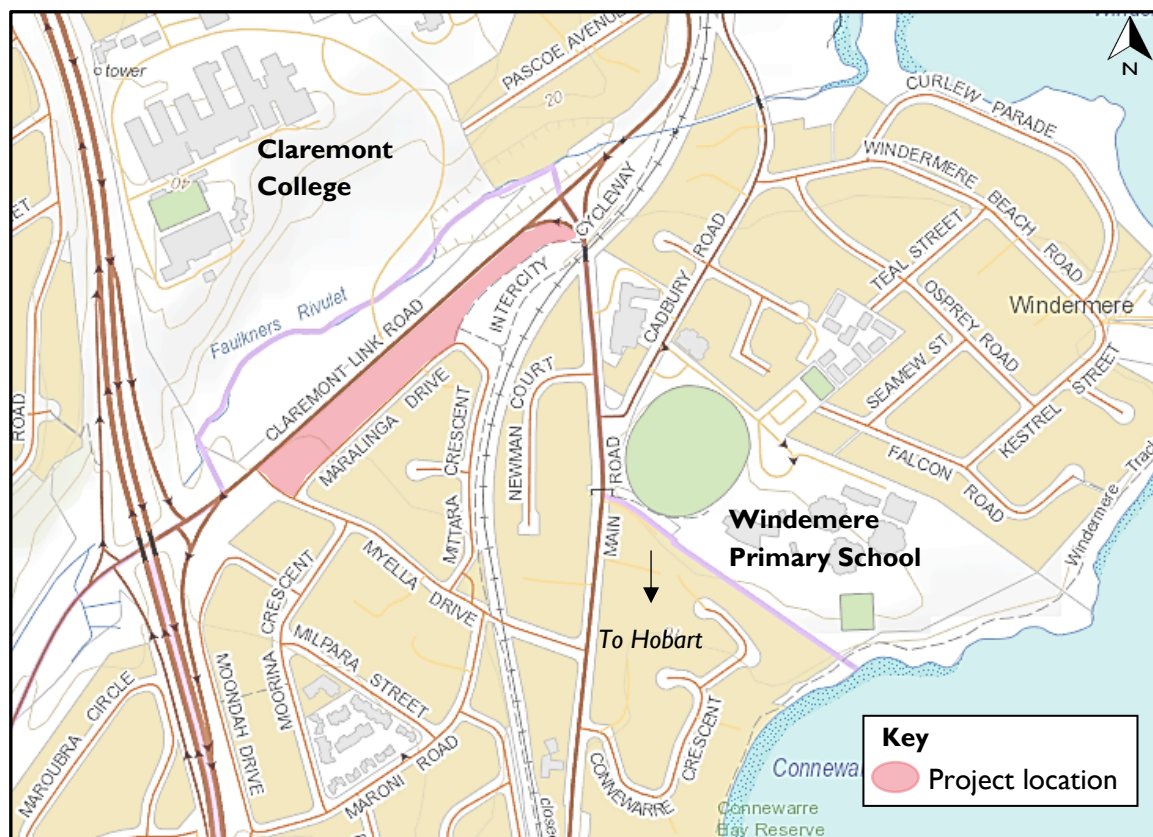


Figure 3: Claremont project location Area

Need for Works

The three new sites contribute to the Department of State Growth's Transit Transformation Strategy 2040. The Department estimates that about 60 000 more people will arrive in the Greater Hobart region by 2050. This population growth is increasing the demand for transport, with an additional 32 000 trips to work anticipated. To best meet the needs of this growing population, the Department is taking measures to increase public transport ridership. Supporting this is the philosophy that constructing more roads alone will not sufficiently service Hobart's growing population.

The objectives of the three new park and ride facilities are to:

- Make public transport more accessible and support a mode shift away from private motor vehicles.
- Meet the needs of Hobart's population growth, particularly in the outer suburbs.
- Provide infrastructure to support new bus services.
- Provide commuters with a choice for travel options into the CBD.

Related Works

Late in 2019 and early 2020, the Tasmanian Government, as part of the Hobart City Deal, successfully gained wide reaching support for Huntingfield and Firthside park and ride facilities for the growing Kingborough area. Construction of these two park and ride facilities have recently been completed.

Bus services

- The park and ride locations for Claremont, Midway Point and Rokeby were carefully selected as they are close to existing bus routes.
- The department is currently reviewing which of these existing bus routes will service the park and ride facilities.
- For Midway Point, passengers will use the bus stops on either the Tasman Highway or Fenton Street.
- For Rokeby, passengers will use the bus stops on Rokeby Road. The department is also investigating the feasibility for new bus stops to be built on Pass Road to support the park and ride.
- For Claremont, bus routes at peak times will be diverted into the park and ride. The department is looking at which interpeak and evening services are available for commuters in Claremont and the impact that this would have on frequency and passengers.
- We will also review existing timetables and make adjustments where required to better cater to passenger demand.
- The department actively monitors patronage and demand for services, so adjustments can be made over time for park and ride services.
- The department will soon begin working with existing bus operators to ensure the timing of delivery of the infrastructure can be appropriately matched to any required changes in the bus network.
- The department is working on a number of transport-related projects to keep Hobart moving and cater for our growing population. More information can be found on transport.tas.gov.au.

Proposed Works

Capital Works

The works proposed for the Midway Point site include provision of parking, bus shelters, bicycle storage and pathways. The scope of works identified include:

- Car parking with vehicle access via Fenton Street
- Provision parking for 59 vehicles, 5 motorcycles and 2 disability spaces
- Shared pathway connectivity from Tasman Highway to Fenton Street
- Provision of a bus stop and shelter on Fenton Street
- Streetlighting and underground electrical works
- Future proofing for the installation of CCTV
- Stormwater works
- Sewer and sewer rising main works
- Telecommunication relocation works
- Returning of existing playground equipment to Council
- Bicycle storage construction.

A plan is included in Attachment A: Plans.

The works proposed for the Rokeby site include provision of parking, bus shelters, amenities building, bicycle storage and pathways. The scope of works identified include:

- Car parking with vehicle access via Pass Road
- Provision parking for 162 vehicles, 8 motorcycles and 4 disability spaces
- Shared pathways
- Provision of bus stops and shelters on Pass Road
- Streetlighting and underground electrical works
- Future proofing for the installation of CCTV
- TasNetworks high voltage underground power protection
- Stormwater works
- Sewer works
- Upgrade of the Claremont Link Road and Claremont College junction
- Amenities building construction
- Bicycle storage construction.

A plan is included in Attachment A: Plans.

The works proposed for the Claremont site include provision of parking, bus shelters, amenities building, bicycle storage and pathways. The scope of works identified include:

- Car parking with vehicle access via Claremont Link Road and Maralinga Drive

- Provision parking for 248 vehicles, 8 motorcycles and 4 disability spaces.
- Shared pathways
- Provision of bus pickup areas
- Streetlighting and underground electrical works
- Provision of CCTV
- Stormwater works
- Sewer works
- Upgrade of the Claremont Link Road and Claremont College junction
- Bus pickup areas off Claremont Link Road and Maralinga Drive
- Bus shelter construction
- Amenities building construction
- Bicycle storage construction.

A plan is included in Attachment A: Plans.

Materials

The works are substantially car park construction involving typical roadworks activities.

The design has been completed in accordance with Austroads Guidelines and Australian Standards with the pavements designed for a service life of at least 40 years and the bitumen surfacing, being sprayed or asphalt seal, a service life of at least 15 years.

The majority of the materials for the construction are aggregates sourced from local quarries that have been certified in accordance with Transport Victoria specifications as adopted by the department. These aggregates include the crushed rock used to build the underpinning structure of the pavement, as well as stone used in sealing (when mixed with bitumen) and used in concrete elements (when mixed with cement and water).

All construction must meet the department's road and bridge specifications which have been developed from the Transport Victoria specifications as amended to reflect Tasmanian conditions, industry products and construction methods. The quarries are certified under a Quality Assurance process administered by Transport Victoria which includes regular audits. The department decided some years ago to enter into an arrangement with Transport Victoria to use their specifications under licence, with appropriate modifications, rather than to divert substantial departmental resources into the professional maintenance and upkeep of these documents. This approach enables Tasmania to leverage off the depth of knowledge and resources available in a larger state.

Concrete structures, line marking, road barriers and other traffic furniture are likewise designed and constructed in accordance with Austroads Guidelines and sourced from local suppliers where available.

Concrete is manufactured in Tasmanian concrete plants from locally sourced stone and water with imported cement as there is no cement manufacture in Tasmania. Some concrete is poured on site (for example, bridge piers or bus stop bases), while other concrete products are manufactured offsite in casting yards elsewhere in Tasmania (drainage culverts for example).

Steel is commonly fabricated outside Tasmania, with some final detailing in Tasmania. For example, poles and sheet metal inputs for signage are imported into Tasmania with the final signs being printed and assembled here. Metal barriers are typically manufactured on the Australian mainland or overseas and assembled in Tasmania.

Electronic components, where required, are imported into Tasmania as there is no local manufacturing base.

Materials for the amenities buildings for the Rokeby and Claremont sites are yet to be determined. Material selection will include balancing durability and minimising potential vandalism against aesthetic principles.

Benefits

The new park and ride facilities will play a pivotal role in enhancing public transportation accessibility and fostering a shift away from private motor vehicles. By offering commuters alternative transportation options, these facilities will contribute to sustainable urban mobility. Firstly, they afford travellers more choices for commuting into the city, promoting flexibility and reducing dependency on individual cars. Furthermore, park and ride facilities effectively alleviate congestion on roads leading to the city, particularly during peak hours, as more people opt for public transportation. This, in turn, helps enhance overall traffic flow and reduces carbon emissions, contributing to a greener environment.

The advantages of such facilities extend beyond congestion reduction. Park and ride facilities encourage commuters to integrate active modes of transportation, such as cycling or walking, with public transport, promoting healthier lifestyles and reduced environmental impact.

These facilities also contribute to better connectivity between growth areas and Hobart's CBD. As the city expands, it becomes essential to establish efficient transportation links to accommodate population growth sustainably. Park and ride facilities create connections, ensuring that commuters from suburban and developing areas can easily access the city centre without the hassle of driving to and parking in the city.

In conclusion, the implementation of new park and ride facilities offers a multitude of benefits for both commuters and the environment. By expanding public transport options, alleviating road congestion and fostering multimodal transport, these facilities pave the way for a more sustainable and accessible urban future.

Progress to Date

The works are currently at various design stages. The Midway Point facility is at the detailed design stage. The Rokeby and Claremont facilities are in the preliminary design phase.

Completed activities for the Midway Point facility include:

- Geotechnical investigations
- Land survey
- Environmental (flora and fauna) investigations
- Heritage assessment (Aboriginal and historic)
- Concept design
- Preliminary design.

Activities underway currently for the Midway Point facility include:

- Telecommunications relocations
- Noise Assessment
- Development Application preparation

- Detailed design.

Completed activities for the Rokeby facility include:

- Geotechnical investigations
- Land survey
- Desktop environmental (flora and fauna) investigations
- Desktop heritage assessment (Aboriginal and historic)
- Concept design.

Activities underway currently for the Rokeby facility include:

- Confirmation whether a planning permit is required
- Preliminary design.

Completed activities for the Claremont facility include:

- Geotechnical investigations
- Land survey
- Desktop environmental (flora and fauna) investigations
- Desktop heritage assessment (Aboriginal and historic)
- Concept design.

Activities underway currently for the Claremont facility include:

- Confirmation whether a planning permit is required
- Preliminary design.

Impacts arising from the investigations and engagement are addressed in the section below.

Future activities are discussed in the section on timing later in this document.

Potential Impacts and Opportunities

Community

The stakeholder engagement undertaken from June 2022 to present has identified the following community impacts and opportunities, with actions to date and proposed.

Midway Point

Community impact	Involved parties	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
Known growing population* according to 2016/2021 Census data	17,695 to 20,555 residents of surrounding areas.	Not applicable.	The department will work closely with bus operators to evaluate current bus services. Where required, we will plan for service improvements as park and ride facilities become available.	Not applicable.
Opportunity for population* uptake of passenger transport services	20,555 residents of surrounding areas.	Not applicable.	The department will work closely with bus operators to evaluate current bus services. Where required, we will plan for service improvements as park and ride facilities become available.	Not applicable.
Property Accesses	Not applicable this project.	Not applicable.	Not applicable.	Not applicable.
Property Acquisition	Not applicable this project.	Not applicable.	Not applicable.	
Safety and security	Facility users.	Preparing the site infrastructure for future CCTV. Landscaping designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles.	Finalise design details.	
Safety	Adjacent neighbours.	Preparing the site infrastructure for future CCTV. Landscaping designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles.	Finalise design details.	

Community impact	Involved parties	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
Facility operating nuisances (facility lighting, operating noise, operating times, street traffic, views to the water)	Adjacent neighbours.	Lighting designed in accordance with AS 4282 Control of the Obtrusive Effects of Outdoor Lighting. Shelter locations designed in positions to maintain water views.	Noise assessment being undertaken.	
Optimal use from specific group	Cyclists.	New bicycle storage design progressed. Security (CCTV/swipe card access) for bicycle storage investigated.	Finalise design details.	
Optimal use from specific group	Motorcycle and scooter riders.	Reviewed the number of motorcycle/scooter parking spaces.	Secure motorcycle and scooter options to be investigated (e.g. bollards and bars). Sheltered lockers for protective clothing to be investigated.	
Optimal use from specific group	Public transport operators.	The department's Passenger Transport Branch works closely with bus operators to design facilities for optimal bus usage.	Finalise design details.	
Facility construction nuisances (access, dust, mould, noise, parking, property damage, worker behaviour)	Adjacent neighbours.	Construction activities to be undertaken in accordance with department standard specifications.	Eligible and identified properties near the construction zone to be offered a complimentary property condition report prior to the start of construction. Engagement services to function during the construction period for timely advice regarding any impacts and resolving	

Community impact	Involved parties	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
			construction-related stakeholder concerns.	
Traffic Management during construction	Through traffic. Local traffic.	Traffic management activities to be undertaken in accordance with department standard specifications.		

* Combined 2016/2021 Census population data for Midway Point, Penna and Sorell.

Rokeby

Community impact	Involved parties	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
Known growing population [^] according to 2016/2021 Census data	6,664 to 8,297 residents of surrounding areas.	Planning for extension of the South Arm Highway from Pass Road to Oakdowns Parade in progress.	The department will work closely with bus operators to evaluate current bus services. Where required, we will plan for service improvements as park and ride facilities become available.	Not applicable.
Opportunity for population [^] uptake of passenger transport services	8,297 residents of surrounding areas.	Not applicable.	The department will work closely with bus operators to evaluate current bus services. Where required, we will plan for service improvements as park and ride facilities become available.	Not applicable.
Property Accesses	Not applicable this project.	Not applicable.	Not applicable.	Not applicable.
Property Acquisition	Not applicable this project.	Not applicable.	Not applicable.	Not applicable.
Safety and security	Facility users	Preparing the site infrastructure for future CCTV	Finalise design details.	

Community impact	Involved parties	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
		Landscaping designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles		
Safety	Adjacent neighbours.	Preparing the site infrastructure for future CCTV. Landscaping designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles.	Finalise design details.	
Facility operating nuisances	Facility lighting, operating noise, operating times, street traffic.	Lighting designed in accordance with AS 4282 Control of the Obtrusive Effects of Outdoor Lighting.		
Optimal use from specific group	Cyclists.	New bicycle storage design progressed. Security (CCTV/swipe card access) for bicycle storage investigated.	Finalise design details.	
Optimal use from specific group	Motorcycle and scooter riders.	Reviewed the number of motorcycle/scooter parking spaces.	Secure motorcycle and scooter options to be investigated (e.g. bollards and bars). Sheltered lockers for protective clothing to be investigated.	
Optimal use from specific group	Public transport operators.	The department's Passenger Transport Branch works closely with bus operators to design facilities for optimal bus usage.	Finalise design details.	

Community impact	Involved parties	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
Facility construction nuisances (access, dust, noise, parking, property damage, worker behaviour)	Adjacent neighbours.	Construction activities to be undertaken in accordance with department standard specifications	Eligible and identified properties near the construction zone to be offered a complimentary property condition report prior to the start of construction. Engagement services to function during the construction period for timely advice regarding any impacts and resolving construction-related stakeholder concerns.	
Traffic Management during construction	Through traffic. Local traffic.	Traffic management activities to be undertaken in accordance with department standard specifications.		

^ combined 2016/2021 Census population data for Clarendon Vale, Glebe Hill, Oakdowns and Rokeby.

Claremont

Community impact	Involved parties	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
Known growing population~ according to 2016/2021 Census data	12,444 to 13,352 residents of surrounding areas.	Not applicable.	The department will work closely with bus operators to evaluate current bus services. Where required, we will plan for service improvements as park and ride facilities become available.	Not applicable.
Opportunity for population~ uptake of passenger transport services	13,352 residents of surrounding areas.	Not applicable.	The department will work closely with bus operators to evaluate current bus services. Where required, we will plan for service	Not applicable.

Community impact	Involved parties	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
			improvements as park and ride facilities become available.	
Property Accesses	Not applicable this project.	Not applicable.	Not applicable.	Not applicable.
Property Acquisition	Not applicable this project.	Not applicable.	Not applicable.	Not applicable.
Safety and security (facility users)	Facility users.	Preparing the site infrastructure for future CCTV Landscaping designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles	Finalise design details.	
Safety (adjacent neighbours)	Adjacent neighbours.	Preparing the site infrastructure for future CCTV. Landscaping designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles.	Finalise design details.	
Facility operating nuisances (facility lighting, operating noise, operating times, street traffic)	Adjacent neighbours.	Lighting designed in accordance with AS 4282 Control of the Obtrusive Effects of Outdoor Lighting.		
Optimal use from specific group (cyclists)	Cyclists.	New bicycle storage design progressed. Security (CCTV/swipe card access) for bicycle storage investigated.	Finalise design details.	

Community impact	Involved parties	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
Optimal use from specific group	Motorcycle and scooter riders.	Reviewed the number of motorcycle/scooter parking spaces.	Secure motorcycle and scooter options to be investigated (e.g. bollards and bars). Sheltered lockers for protective clothing to be investigated.	
Optimal use from specific group	Public transport operators.	The department's Passenger Transport Branch works closely with bus operators to design facilities for optimal bus usage.	Finalise design details.	
Facility construction nuisances (access, dust, noise, parking, property damage, worker behaviour)	Adjacent neighbours.	Construction activities to be undertaken in accordance with department standard specifications.	Eligible and identified properties near the construction zone to be offered a complimentary property condition report prior to the start of construction. Engagement services to function during the construction period for timely advice regarding any impacts and resolving construction-related stakeholder concerns.	
Traffic Management during construction	Through traffic. Local traffic.	Traffic management activities to be undertaken in accordance with department standard specifications.		

~ combined 2016/2021 Census population data for Berriedale, Chigwell and Claremont

The Stakeholder Engagement Consultation and Feedback Summary Report is appended in Attachment B.

Environmental and Heritage

The multi-disciplinary investigations undertaken to date have identified the following community impacts and opportunities with actions to date and proposed.

Midway Point

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
Surface water / hydrology	<p>Pitt Water is located 180m south of site. Onsite development could impact the reserve through downstream discharge within the catchment.</p> <p>The western section of Fenton Street is mapped as a flood prone area.</p>	<p>A preliminary drainage design has been developed which integrates with the surrounding drainage infrastructure and ensures flooding risk for the site is appropriately managed.</p> <p>Water sensitive urban design principals have been incorporated into the design aligned with the State Stormwater Strategy to ensure runoff from the site is treated before entering Pitt Water.</p>	<p>Finalise design details.</p> <p>Contractor to prepare an erosion and sediment control plan prior to commencement of construction, ensuring proper assessment of site constraints and integration of the various components and minimise the area of soil disturbed.</p>	
Threatened flora	No threatened flora recorded in area or likely to be present based on desktop assessment / publicly available data.	None.	Not applicable.	If threatened species or communities are identified during any stage of development, the approval process will be reviewed.
Threatened fauna	A natural values assessment conducted by North Barker Ecosystem Services (NBES) in 2019 did not identify	None.	Not applicable.	If threatened species or communities are identified during any stage of development,

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
	any threatened fauna species. NBES have confirmed there are no new recordings or suitable habitat onsite in 2023.			the approval process will be reviewed.
Threatened vegetation communities	No threatened flora recorded in area or likely to be present based on desktop assessment / publicly available data.	None.	Not applicable.	If threatened species or communities are identified during any stage of development, the approval process will be reviewed.
Native vegetation	A small amount of non-threatened native vegetation will be cleared for development.	None.	Not applicable.	If threatened species or communities are identified during any stage of development, the approval process will be reviewed.
Weeds	<p>No priority weeds identified onsite from desktop assessment / publicly available data.</p> <p>The 2019 natural values survey found numerous other weed species in the area.</p>	None.	<p>Generic biosecurity guidelines are available to manage site hygiene to prevent the spread of disease, pathogens and weeds.</p> <p>Weeds are managed by the Department of State Growth (State Roads) in three ways:</p> <ol style="list-style-type: none"> 1. During road construction projects under the contract, 2. As part of Maintenance Services annual road verge spraying for 	The requirements for weed management for construction projects is assessed via a desktop assessment followed by targeted weed surveys within the study area. This information informs the project specific Weed and Hygiene Management Plan, which is a contractual document developed by the construction contractor and describes the weed management obligation and activities throughout the construction

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
			<p>maintaining sight lines and asset protection, and</p> <p>3. Through the Priority Weed Program (PWP) managed by Environment and Development Approvals Unit (EDA) with a focus on strategic and targeted weed treatment in alignment with the “State Roads Weed Management Strategy 2016-2026”.</p>	<p>period within the project site.</p> <p>The focus of weed control for construction projects is weeds declared under the Biosecurity Act 2019. Under the Priority Weed Program declared and non-declared weeds are targeted based on priorities under legislation (State & Federal) as well as potential impacts to areas of high conservation value, agriculture value, amenity and cross tenure management.</p>
Biosecurity risks	No biosecurity risks identified onsite from desktop assessment / publicly available data.	None.	Generic biosecurity guidelines are available to manage site hygiene to prevent the spread of disease, pathogens and weeds.	
Contamination	<p>The site has no history of contamination in the area based on desktop assessment / publicly available data.</p> <p>There is one active EPA regulated Underground Petroleum Storage</p>	None.	<p>Where soil will be removed, or introduced as fill, contract documents will include requirement for a plan outlining the intentions for disposal and use.</p> <p>The UPSS is downgradient from site and contamination is</p>	Soil will be tested if contamination is suspected at any stage.

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
	<p>System (UPSS) 80m southwest of site.</p> <p>Some ground levelling works involving the removal or introduction of fill may be required during development.</p>		unlikely to have migrated from this source uphill to the site.	
Geoconservation	No geoconservation sites identified onsite from desktop assessment / publicly available data.	None.	Not applicable.	
Acid Sulfate Soils	No mapping in area or likely to be present onsite from desktop assessment / publicly available data.	None.	Not applicable.	
Parks and reserves	<p>No parks or reserves recorded in area or likely to be present based on the desktop review.</p> <p>Pitt Water is the nearest marine reserve. Onsite development could impact the reserve through downstream discharge within the Pitt Water catchment.</p>	None.	<p>Not applicable.</p> <p>Construction contract documents will include requirements to contain site works to the development area and manage release of contaminants to stormwater drains.</p>	
Historic Heritage	No historic heritage recorded in area or likely to be present based on the desktop review.	None.	The works will be guided by the Unanticipated Discovery Plan.	

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
Aboriginal Heritage	No Aboriginal heritage recorded in area or likely to be present based on the desktop review.	None.	The works will be guided by the Unanticipated Discovery Plan.	

Rokeby

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
Surface water / hydrology	An artificial watercourse drains from underneath Rokeby Road to site where there is a pond. The watercourse meanders east from site towards the Clarence Plains Rivulet.	None.	<p>The watercourse will be altered which will affect onsite drainage and impact water quality in the Clarence Plains Rivulet. The design and construction will accommodate relevant hydrology.</p> <p>The preliminary design will be developed to minimise the area of disturbance likely to migrate towards the Clarence Plains Rivulet.</p> <p>Water sensitive urban design principals will be incorporated into the design aligned with the State Stormwater Strategy to ensure runoff from the site is treated before entering Clarence Rivulet.</p> <p>Contractor to prepare an erosion and sediment control plan prior to commencement of construction, ensuring</p>	

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
			proper assessment of site constraints and integration of the various components and minimise the area of soil disturbed.	
Threatened flora	No threatened flora recorded in area or likely to be present based on desktop assessment / publicly available data.	None.	Not applicable.	If threatened species or communities are identified during any stage of development, the approval process will be reviewed.
Threatened fauna	No threatened fauna recorded in area or likely to be present based on desktop assessment / publicly available data.	None.	Not applicable.	If threatened species or communities are identified during any stage of development, the approval process will be reviewed.
Threatened vegetation communities	No threatened vegetation communities recorded in area or likely to be present based on desktop assessment / publicly available data.	None.	Not applicable.	If threatened species or communities are identified during any stage of development, the approval process will be reviewed.
Native vegetation	There are grasslands and trees onsite that will be removed / impacted by the proposed works.	None.	An arborist assessment is required for the removal of trees onsite. A revegetation plan will be developed for remediation of the watercourse and park and ride after development.	
Weeds	Numerous declared weeds under the Weeds Management	None.	Generic biosecurity guidelines are available to manage site hygiene to prevent the spread of	The requirements for weed management for construction

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
	<p>Act have been recorded onsite.</p> <p>Land disturbance from development has a high risk of facilitating and dispersing weeds.</p>		<p>disease, pathogens and weeds.</p> <p>Weeds are managed by the Department of State Growth (State Roads) in three ways:</p> <ol style="list-style-type: none"> 1. During road construction projects under the contract, 2. As part of Maintenance Services annual road verge spraying for maintaining sight lines and asset protection, and 3. Through the Priority Weed Program (PWP) managed by Environment and Development Approvals Unit (EDA) with a focus on strategic and targeted weed treatment in alignment with the "State Roads Weed Management Strategy 2016-2026". 	<p>projects is assessed via a desktop assessment followed by targeted weed surveys within the study area. This information informs the project specific Weed and Hygiene Management Plan, which is a contractual document developed by the construction contractor and describes the weed management obligation and activities throughout the construction period within the project site.</p> <p>The focus of weed control for construction projects is weeds declared under the Biosecurity Act 2019. Under the Priority Weed Program declared and non-declared weeds are targeted based on priorities under legislation (State & Federal) as well as potential impacts to areas of high conservation value, agriculture value, amenity and cross tenure management.</p>
Biosecurity risks	No biosecurity risks identified onsite from	None.	Generic biosecurity guidelines are available	

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
	desktop assessment / publicly available data.		to manage site hygiene to prevent the spread of disease, pathogens and weeds.	
Contamination	<p>The Site has no history of contamination in the area based on desktop assessment / publicly available data.</p> <p>Some ground levelling works involving the removal or introduction of fill may be required during development</p>	None.	Where soil is to be removed, or introduced as fill, there will be a plan outlining the intentions for disposal and use.	Soil will be tested if contamination is suspected at any stage.
Geoconservation	No geoconservation sites identified onsite from desktop assessment / publicly available data.	None.	Not applicable.	
Acid Sulfate Soils (ASS)	<p>No mapping in area or likely to be present onsite based on desktop assessment / publicly available data.</p> <p>ASS is known to occur in naturally wet, waterlogged soils, such as those within riverine areas. Therefore, the artificial watercourse should be expected to contain ASS which, when disturbed during proposed works, has the potential to contaminate sensitive downstream</p>	None.	<p>Geological assessment will determine the presence / absence of ASS for development consideration.</p> <p>Sediment erosion control plan will be developed as per hydrology.</p>	

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
	receptors significantly affecting water quality.			
Parks and reserves	No parks or reserves recorded in area or likely to be present based on desktop assessment / publicly available data.	None.	Not applicable.	
Historic Heritage	No Historic Heritage present based on desktop assessment / publicly available data.	None.	Not applicable.	
Aboriginal Heritage	<p>No Aboriginal heritage in area based on desktop assessment / publicly available data from AHT.</p> <p>The absence of known Aboriginal heritage within the current works area in this instance cannot be taken as an indication that there is no Aboriginal Heritage present onsite, but rather a result of having never been surveyed.</p>	None.	<p>Due to the high level of disturbance expected during development, an Aboriginal heritage assessment will be undertaken jointly by a consulting archaeologist and Aboriginal heritage officer.</p> <p>Once the Aboriginal heritage assessment has been completed a copy of the report will be forwarded to AHT for review/comment.</p>	

Claremont

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
Surface water / hydrology	<p>Faulkners Rivulet is within the footprint of proposed works.</p> <p>Upgrade works to the Claremont College access junction will require extending the culvert which will impact the rivulet.</p> <p>Faulkners Rivulet is within a waterway and coastal protection area within the Glenorchy Local Provisions Schedule.</p> <p>The rivulet and some of the surrounding area is also mapped as a flood prone area.</p>		<p>Contractor to prepare an erosion and sediment control plan prior to commencement of construction, ensuring proper assessment of site constraints and integration of the various components and minimise the area of soil disturbed.</p> <p>Onsite access will be restricted to defined tracks to ensure minimal environmental impact. Sediment control plan will include any works on the boundary that will affect water flow if applicable.</p> <p>Due to the Rivulet's waterway and coastal protection area status, an assessment to evaluate the impact will be conducted.</p> <p>The design and construction will accommodate relevant hydrology (flood assessment) criteria.</p> <p>Water sensitive urban design principals will be incorporated into the design aligned with the State Stormwater Strategy to ensure runoff from the site is treated before</p>	

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
			entering Faulkners Rivulet.	
Threatened flora	No threatened flora recorded in area or likely to be present based on desktop assessment / publicly available data.	None.	Not applicable.	If threatened species or communities are identified during any stage of development, the approval process will be reviewed.
Threatened fauna	No threatened fauna recorded in area or likely to be present based on desktop assessment / publicly available data. Due to the Site's close proximity to the Derwent Estuary, the PMST identifies a number of migratory marine birds likely to occur within the area for foraging, feeding or flying over.	None.	No mitigation actions proposed as no specific surveys required. However, if migratory birds identified, a suitably qualified ecologist will survey the site.	If threatened species or communities are identified during any stage of development, the approval process will be reviewed.
Threatened vegetation communities	No threatened vegetation communities recorded in area or likely to be present based on desktop assessment / publicly available data.	None.	Not applicable.	If threatened species or communities are identified during any stage of development, the approval process will be reviewed.
Native vegetation	Faulkners Rivulet has the potential to support non-threatened native species. A small amount of native vegetation will be cleared in the	None.	An arborist assessment is required for the removal of trees onsite. A revegetation plan will be developed for remediation of the Faulkner Rivulet and	

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
	western area of site for development.		park and ride after development.	
Weeds	No weeds identified onsite from desktop assessment / publicly available data.	None.	<p>Generic biosecurity guidelines are available to manage site hygiene to prevent the spread of disease, pathogens and weeds.</p> <p>Weeds are managed by the Department of State Growth (State Roads) in three ways:</p> <ol style="list-style-type: none"> 1. During road construction projects under the contract, 2. As part of Maintenance Services annual road verge spraying for maintaining sight lines and asset protection, and 3. Through the Priority Weed Program (PWP) managed by Environment and Development Approvals Unit (EDA) with a focus on strategic and targeted weed treatment in alignment with the "State Roads Weed Management Strategy 2016-2026". 	<p>The requirements for weed management for construction projects is assessed via a desktop assessment followed by targeted weed surveys within the study area. This information informs the project specific Weed and Hygiene Management Plan, which is a contractual document developed by the construction contractor and describes the weed management obligation and activities throughout the construction period within the project site.</p> <p>The focus of weed control for construction projects is weeds declared under the Biosecurity Act 2019. Under the Priority Weed Program declared and non-declared weeds are targeted based on priorities under legislation (State & Federal) as well as potential impacts to areas of high</p>

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
				conservation value, agriculture value, amenity and cross tenure management.
Biosecurity risks	No biosecurity risks identified onsite from desktop assessment / publicly available data.	None.	Generic biosecurity guidelines are available to manage site hygiene to prevent the spread of disease, pathogens and weeds.	
Contamination	The site has no history of contamination in the area based on desktop assessment / publicly available data. Some ground levelling works involving the removal or introduction of fill may be required during development.	None.	Where soil is to be removed, or introduced as fill, there will be a plan outlining the intentions for disposal and use.	Soil will be tested if contamination is suspected at any stage.
Geoconservation	No geoconservation sites identified onsite from desktop assessment / publicly available data.	None.	Not applicable.	
Acid Sulfate Soils	The site has been mapped as having low - extremely low risk of coastal ASS however ASS is known to occur in naturally wet, waterlogged soils, such as those within riverine areas. Therefore, Faulkners Rivulet should be expected to contain ASS which, when disturbed during road extensions works, has the potential to	None.	Geological assessment will determine the presence / absence of ASS for development consideration. Sediment erosion control plan will be developed as per hydrology.	

Environmental / Heritage Topic	Potential Impact or Opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
	contaminate sensitive downstream receptors significantly affecting water quality.			
Parks and reserves	<p>No Historic Heritage recorded in area or likely to be present based on desktop assessment / publicly available data.</p> <p>The Derwent Estuary is the nearest marine reserve. Onsite development could impact the reserve through downstream discharge within the Derwent Estuary catchment.</p>	None.	As per hydrology, biosecurity, weeds and ASS.	
Historic heritage	No Historic Heritage recorded in area or likely to be present based on desktop assessment / publicly available data.	None.	Not applicable.	
Aboriginal heritage	No Aboriginal Heritage recorded in area or likely to be present based on the desktop review.	None.	The works will be guided by the Unanticipated Discovery Plan.	Faulkners Rivulet is the only area that has not previously been disturbed, and therefore has a higher possibility of containing Aboriginal artifacts.

Funding and Cost

The works are funded under the Greater Hobart Park and Ride project, which has a commitment of \$20 million from the Tasmanian Government.

The current cost estimate is summarised below.

Item	P50 estimate	P90 estimate	Notes
Base Estimate	\$13,942,500	\$13,942,500	Works including investigations, design, community engagement, approvals, acquisition (including related compensation), project management and construction.
Contingency	\$2,052,500	\$3,312,500	Contingency 15 % – 24 % of base estimate.
Escalation	\$337,500	\$364,000	Escalation 2.4% - 2.6% of base estimate. Refer below for discussion.
Total	\$16,332,500	\$17,619,000	

This demonstrates that the works are currently forecast to be delivered well within budget.

Contingency

The contingency allowance provides for contingent events – that is events which may or may not occur. For this project, key contingent risk items include:

- Overheated market
- Construction contractor makes a claim
- Discovery of additional services or service clashes
- Design liaison tasks allows significant landowner demands
- Development application delays construction.

Escalation:

The escalation allowance is a provision in costs for changes in economic and market conditions over time.

Estimates of escalation are not intended to be precise forecast of future prices; they are approximations intended to represent the average trends for a large group of projects in a broad region.

For projects which are solely Tasmanian Government funded projects, the escalation has been determined using the Australian Government Template for Road Project Cost Reporting. This template provided by the Australian Government includes Tasmanian specific forecast escalation rates. It is noted in this project that the contingencies include an allowance for uncertainty in market conditions.

Timing

Past and current activities are described in the “Progress to Date” section above.

Future activities for Midway Point include:

- Development application submission (August 2023)
- Detailed design and tender documentation completion (August 2023)
- Tender advertisement (September 2023, subject to PWC and other approvals)
- Construction commencement (November 2023)
- Construction completion (April 2024).

Future activities for Rokeby include:

- Preliminary design completion (September 2023)
- Detailed design and tender documentation completion (November 2023)
- Tender advertisement (September 2024, subject to PWC and other approvals)
- Construction commencement (October 2024)
- Construction completion (April 2025).

Future activities for Claremont include:

- Preliminary design completion (September 2023)
- Detailed design and tender documentation completion (November 2023)
- Tender advertisement (September 2024, subject to PWC and other approvals)
- Construction commencement (October 2024)
- Construction completion (April 2025).

These works are being presented to the Public Works Committee at this time when the design is relatively well developed and community feedback known, with some details to be resolved in the coming months ahead of advertising construction tenders.

Conclusion and Recommendation

The proposed Greater Hobart Park and Ride works have been developed in response to make public transport more accessible and support a mode shift away from private motor vehicles.

The proposed works comprise of three park and ride facilities at Midway Point, Rokeby and Claremont. Key benefits of these works include:

- Making public transport more accessible and supporting a mode shift away from private motor vehicles
- Providing commuters with more choices for travelling into the city
- Easing congestion on roads into the city, particularly during peak times
- Encouraging commuters to mix active and public modes of transport
- Creating connections from growth areas to Hobart's CBD.

The works are at various stages of design and will be tendered at different times. Construction tenders for the first package at Midway Point are scheduled to be advertised September 2023, subject to receipt of PWC and other relevant approvals.

The estimated cost of the works is \$17,619,000 which is within the budget of \$20,000,000. The current cost estimate is considered reasonable for the scale and scope of works proposed.

These Greater Hobart Park and Ride works are considered to be a fit for purpose and value for money solution to address the existing community need of making public transport more accessible and supporting a mode shift away from private motor vehicles in areas of Midway Point, Rokeby and Claremont.

Attachments

Attachment A Plans

Attachment B Stakeholder Engagement Consultation and Feedback Summary Report

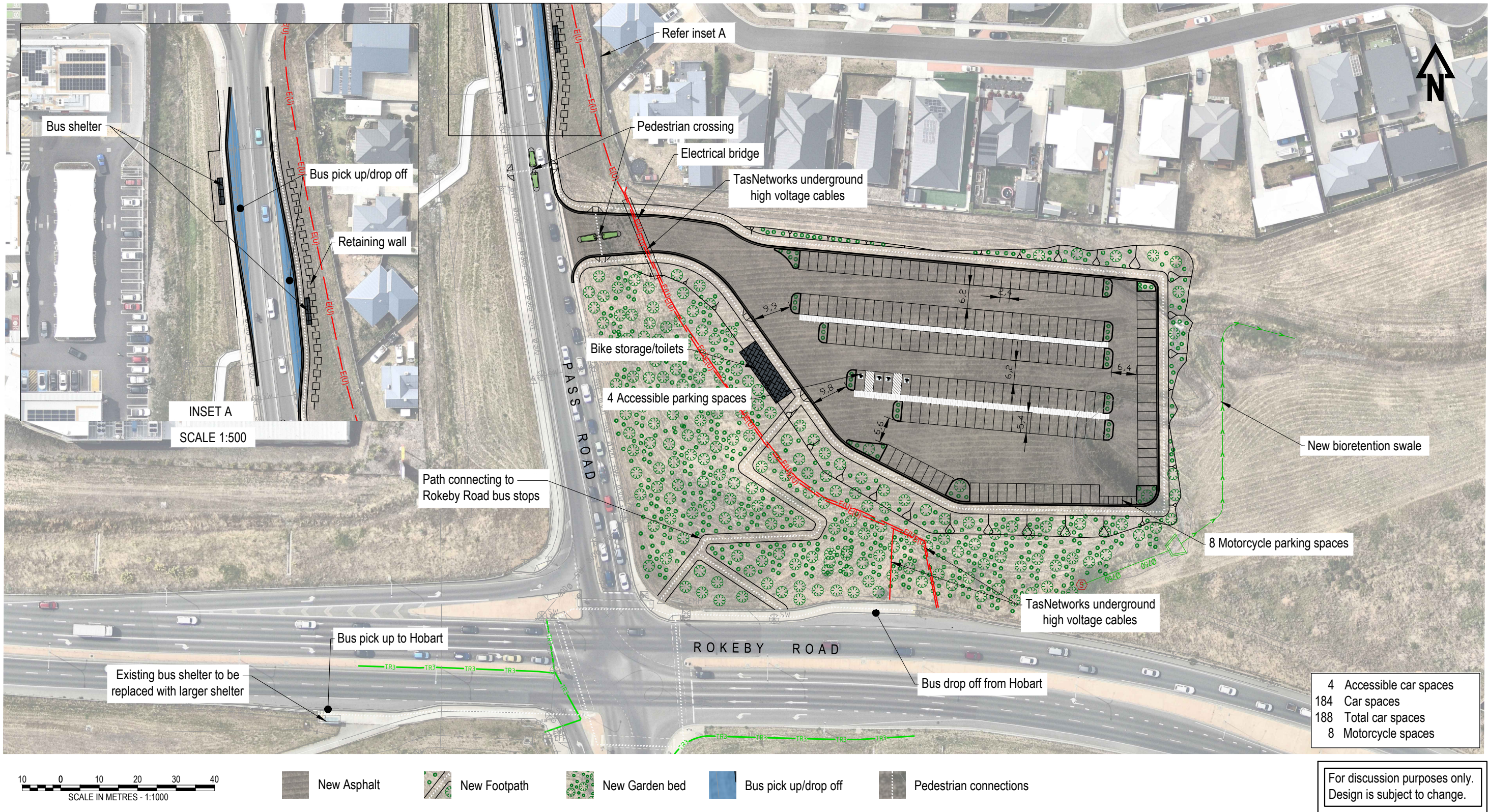
Greater Hobart Park and Ride

Midway Point facility



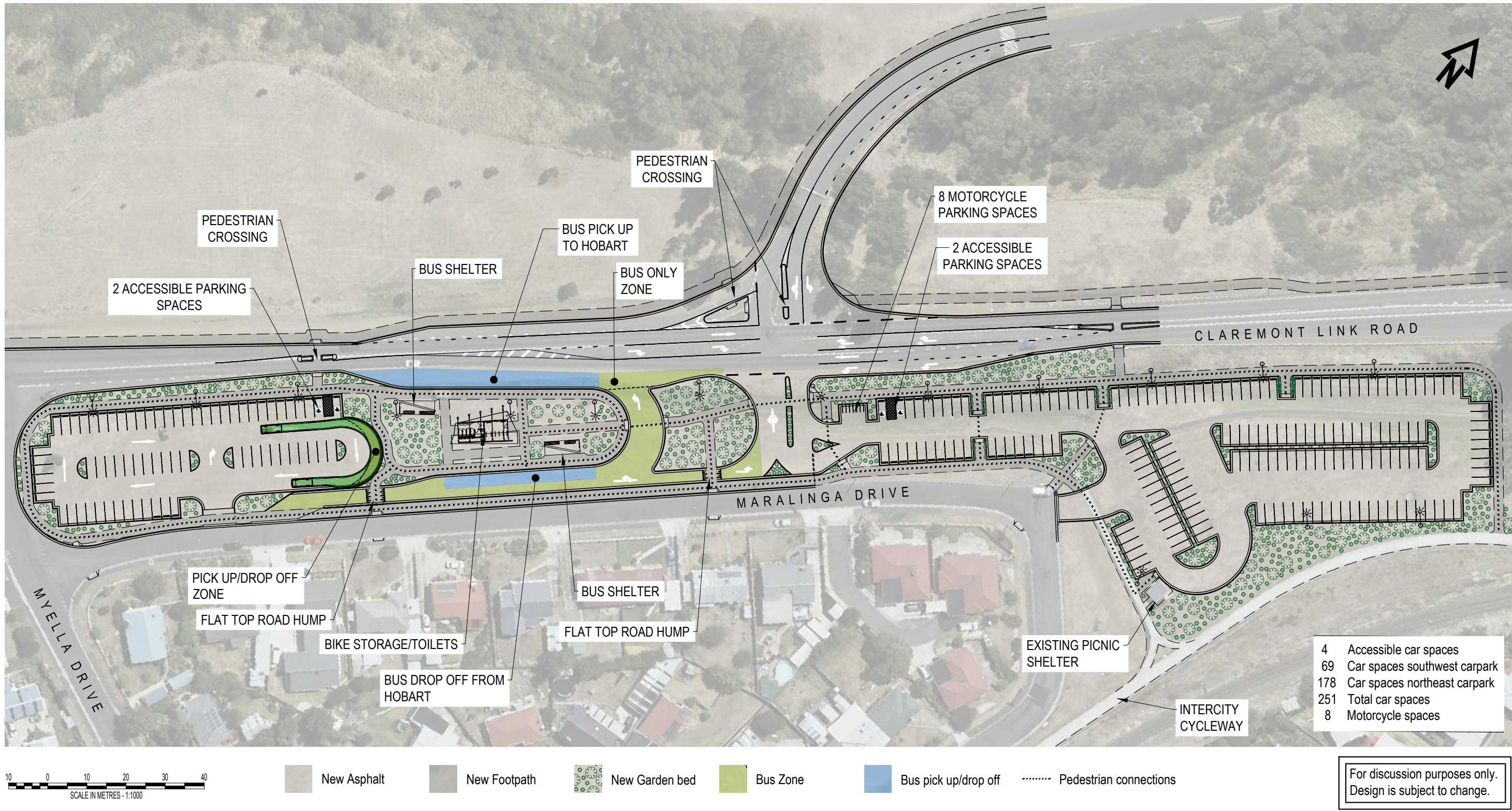
Greater Hobart Park and Ride

Rokeby facility



Greater Hobart Park and Ride

Claremont facility





Greater Hobart Park and Ride Consultation and Feedback Findings Summary – March 2023

About the project

The Tasmanian Government is committed to developing site locations for three proposed park and ride facilities.

Park and ride facilities provide people with more choices when considering travel into Hobart's CBD.

The three proposed sites for the park and ride facilities are:

1. Claremont Link Road, Claremont
2. Fenton Street, Midway Point
3. Pass Road, Rokeby.

It is estimated that the Greater Hobart region will grow by about 60,000 people by 2050. This population growth will increase the demand for transport, with an additional 32,000 trips to work per day anticipated.

Consultation summary

Community consultation on the concept designs for the three proposed park and ride facilities was open between Thursday, 30 June and Saturday, 30 July 2022. Members of the community were able to provide their feedback on the concept designs online by leaving comments and feedback on an interactive map, in person at a display venue in each of the local areas, by phone or by email.

The consultation opportunity was promoted on the Transport website, the RoadsTas Facebook page, through public notices in the Mercury newspaper and via a letter to residents in the suburbs closest to Claremont, Midway Point and Rokeby. Properties next to the sites were doorknocked before the letters were distributed.

The feedback received for each site detailing issues, ideas and concerns from the community and key stakeholders will help develop detailed designs.

Feedback summary

The Greater Hobart Park and Ride consultation resulted in 284 pieces of feedback through email, feedback forms, meetings, phone calls, SMS and through the online interactive map.

Feedback was also received on improving passenger experiences on public transport services which was provided to the Passenger Transport Branch of the Department of State Growth.

State Growth response to feedback

During the consultation the department heard the following:

What we heard	Department of State Growth response
<p>We received some support for park and ride facilities. There were 30 comments supporting park and ride facilities.</p>	<p>There is support for park and ride facilities and improved public transport to provide an alternative travel choice for commuters in growing suburbs.</p>
<p>Preferences for different locations for the park and ride facilities</p> <ul style="list-style-type: none"> - There were 25 comments on the location of the park and ride facilities. - Claremont: there were seven comments on this location, with some comments supporting the location and others suggesting alternative locations such as Brighton and Cambridge. - Midway Point: there were 11 comments that were not in support of the location. - Rokeby: there were seven comments on this location, two supporting the location and others highlighting concerns with the location, for example that it is hilly and prone to flooding. 	<p>Everyone's daily commute is different and we want to provide the people of Hobart with more options for commuting and using public transport.</p> <p>Commuters and passenger transport users may use a bus for part or all of their journey.</p> <p>We have proposed park and ride facilities in growing suburbs. These suburbs are between 13 kilometres (Claremont and Rokeby) to 21 kilometres (Midway Point) from Hobart's CBD.</p> <p>We received a small number of community comments suggesting we integrate park and ride facilities into places where people often go (such as shopping centres in Claremont and Rokeby).</p> <p>We also heard that Sorell was a suitable location for a park and ride facility. There is already an existing, Council-owned and operated park and ride facility on Station Lane in Sorell. The Midway Point park and ride facility intends to service residents in this area.</p> <p>To select locations, we assessed regions where commuters come from, Hobart's road network, its land uses and the existing bus network.</p> <p>The proposed park and ride facility locations are also close to existing bus routes and shared path networks.</p> <p>This does not preclude additional park and ride facilities being provided in the future to support modal shift and provide alternative travel choice for commuters in growing suburbs.</p>
<p>Concern about preventing anti-social behaviour, including installing CCTV, to ensure safety for cars and facility users</p> <ul style="list-style-type: none"> - There were 124 comments on anti-social behaviour, including 23 comments (18 per cent) about night-time anti-social behaviour and a desire for CCTV at park and ride facilities. - We also heard comments on personal, traffic/road and vehicle safety, including personal safety on buses. 	<p>We heard the community's feedback for installing CCTV at park and ride facilities and we are now investigating security options as part of the detailed design process.</p>

What we heard	Department of State Growth response
<p>Neighbourhood shared path connectivity</p> <ul style="list-style-type: none"> - We heard 36 comments about providing connecting footpaths from neighbouring streets, existing congestion, existing road conditions, intersections, pedestrian crossings, the location of bus stops, residential street traffic, and the need for traffic treatments such as bollards, fencing and No Through Road signage (at Midway Point). 	<p>We heard the community's concerns about providing safe shared path connections to and from park and ride facilities.</p> <p>We also heard that path types and their locations need to be accessible for a variety of users.</p> <p>As part of future planning applications to councils, we will complete traffic impact assessments specific to site locations. These assessments aim to predict the impact that a development is likely to have on the operation of the surrounding road network.</p> <p>We will investigate and support active transport connections to and from the park and ride facilities where possible to align with the successful operation of the facilities.</p>
<p>Road safety and traffic congestion around facilities</p> <ul style="list-style-type: none"> - We heard 57 comments about safety concerns entering and exiting the park and ride facilities. 	<p>We heard the community's concerns about ensuring the safety and efficiency of entering and exiting the park and ride facilities.</p> <p>In particular, we heard concerns about the intersection treatment on Claremont Link Road (Claremont), and the current conditions on Pass Road (Rokeby).</p> <p>As part of future planning applications to councils, we will complete traffic impact assessments specific to site locations. These assessments aim to predict the impact that a development is likely to have on the operation of the surrounding road network.</p> <p>We will investigate and support active transport connections to and from the park and ride facilities where possible to align with the successful operation of the facilities.</p>
<p>Impacts on neighbouring residential properties</p> <ul style="list-style-type: none"> - We heard 66 concerns from neighbouring property owners about the impacts of the proposed park and ride facilities. These concerns included: anti-social behaviour, bird habitats, the construction timeframe, drainage, fencing, graffiti, lighting, noise, pollution, privacy, property devaluation, safety of children and pets, speed limits, street parking, theft, tree removal and visual impact. 	<p>We heard concerns from residents next to park and ride facilities.</p> <p>We will consult further with neighbouring residents as we develop the detailed designs for the facilities and work with them to further discuss and address their concerns.</p>
<p>Facility landscaping and broader use</p> <ul style="list-style-type: none"> - We heard 16 comments about the design of the park and ride 	<p>We want to provide park and ride facilities that are inviting places for passengers to wait for their bus.</p> <p>Landscaping plans for the Midway Point facility are underway.</p>

What we heard	Department of State Growth response
<p>facilities to ensure that they are inviting places for passengers to use.</p>	<p>We will work with landscape architects to provide suitable plans for landscaping the Claremont and Rokeby facilities.</p> <p>We also received requests from the Rokeby community to include solar panel roof tops, community artwork, and a dog and nature play area. At this time, these suggestions are out of scope for this project, but have noted them for consideration where appropriate in any future planning or discussions with councils.</p>
<p>Supporting cyclists (including e-options), and e-scooter users.</p> <ul style="list-style-type: none"> - There were 60 comments about making improvements to support cyclists using the park and ride facilities, including access to the facilities and bicycle storage. 	<p>We are reviewing feedback improvements to support cyclists, including shared paths and cyclist crossing locations connecting to and within the park and ride facilities to include in the detailed designs.</p> <p>We also received feedback that bicycle storage needs to be indoors, covered and secured (with card access and CCTV). We are working with relevant organisations to identify appropriate and suitable bicycle storage.</p>
<p>Public transport to support park and ride facilities</p> <ul style="list-style-type: none"> - We heard 106 suggestions from the community on improving public transport to support commuters using park and ride facilities. - These included timetables that better suit shift workers, a preference for Metro to service the Midway Point area, accessible passenger seating, affordable pricing with a variety of payment methods, electric buses, express services, larger bus shelters, routes for connecting to nearby suburbs and River Derwent ferry services, smaller and more frequent buses and free Wi-Fi at bus shelters. 	<p>The park and ride locations for Claremont, Midway Point and Rokeby were carefully selected as they are close to existing bus routes. These bus routes will either be diverted closer to or into the park and ride facilities, and in some cases, passengers may need to walk a short distance from the park and ride facility to the nearest bus stop.</p> <p>We will also review timetables and make adjustments where required to better cater to passenger demand.</p> <p>To share feedback on passenger transport experiences the community can email ptfeedback@stategrowth.tas.gov.au</p>
<p>Facility maintenance and operation</p> <ul style="list-style-type: none"> - There were 7 comments about the maintenance of park and ride facilities and their hours of operation. 	<p>We are investigating facility maintenance and the operating model for all constructed and future park and ride facilities for Hobart.</p> <p>We will publish more information on these topics when it is available.</p>
<p>Play area and recreation space</p> <ul style="list-style-type: none"> - We heard 18 comments from the community about losing the 	<p>Sorell Council is working to identify a new, nearby play area and community greenspace location at Midway Point. The department will support Sorell Council where needed.</p>

What we heard	Department of State Growth response
<p>play area and recreation space at Fenton Street to provide a park and ride facility at Midway Point.</p>	<p>The Tasmanian Planning Commission recently endorsed rezoning the land for the Midway Point park and ride facility to 'Community Purpose'.</p> <p>We will submit a development application to Sorell Council for the Midway Point park and ride facility.</p>
<p>Supporting motorcycle and scooter users.</p> <ul style="list-style-type: none"> - We heard 1 comment about providing enough motorcycle and scooter parking spaces. 	<p>The park and ride facilities will at a minimum meet the Tasmanian Planning Scheme's requirements for providing motorcycle spaces.</p> <p>We will investigate the provision of motorcycle and scooter parking spaces as part of the detailed design phase to ensure and support active transport connections to and from the park and ride facilities where possible to align with the successful operation of the facilities.</p>
<p>Public transport in general</p> <ul style="list-style-type: none"> - There were 6 comments about planning carefully for Hobart's public transport options, including light rail and busway systems. 	<p>The department is working on a number of transport-related projects to keep Hobart moving and cater for our growing population. More information can be found on transport.tas.gov.au</p>

Next steps

We will now progress the detailed design for the Claremont and Rokeby facilities.

The detailed design for the Midway Point facility is near completion, and we will engage with Sorell Council prior to submitting a development application.

We will engage further with neighbouring residents close to the Claremont, Midway Point and Rokeby locations.

We are currently working on campaigns for promoting public transport and the park and ride facilities available in Greater Hobart.

Contact

If you have any questions, please contact our Stakeholder and Community Engagement Consultants Lorri Teepa on 0491 050 140 or Sarah Casey on 0467 040 234, or email parkandride@stategrowth.tas.gov.au

For more information on our projects, visit www.transport.tas.gov.au



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