



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

09 August 2012

**RE: Legislative Council Inquiry into Integrated Transport Options for Southern Tasmania**

Dear Mr Wright

The University of Tasmania (UTAS) is pleased to present a submission to the Legislative Council Inquiry into Integrated Transport Options for Southern Tasmania with particular reference to —

- (1) the public bus transport system currently operated by Metro Tasmania; and
- (2) any other appropriate and innovative transport systems.

UTAS is one of Tasmania's largest trip generators with main campuses in Hobart, Launceston and Burnie. It is also one of the largest employers in the State and is an essential component to the economic well being of Tasmania particularly in the context of the global education market and the regional development benefits associated with each of its three main campuses. This inquiry is timely in that the UTAS Council ratified the UTAS's Sustainable Transport Strategy (STS) in February 2012 after 18 months of consultation with staff and students, key external stakeholders, and the broader community. This strategy is necessarily state-wide in focus, but has particular initiatives for each of the three Tasmanian regions in which we have facilities.

This inquiry is highly relevant in assisting UTAS meet its own transport needs and sustainability objectives by investigating improvements to the provision of more sustainable transport options for our students and staff. UTAS is of the opinion that any improvements to sustainable transport choices will ultimately benefit the Tasmanian community at large and the liveability and sustainability of the Greater Hobart region specifically.

Through its major campuses across the state, UTAS contributes significantly to Tasmania's travelling population. As at December 2011, UTAS's Fulltime Equivalent Student load and Fulltime Equivalent Staff load for its Hobart campuses was 8568 and 1530, respectively. With projections that 40% of our southern Tasmania-based students will be attending our Hobart CBD facilities by 2013 and continued growth in student and staff numbers in the south generally, it is expected that this growing UTAS presence will increase demand on Greater Hobart's transport networks, but will also contribute to the greater density needed to make services viable in the inner urban areas in particular.

As part of UTAS commitment to increasing our sustainability performance, developing the UTAS Sustainable Transport Strategy was a high priority. The overarching objectives and strategic actions take into account the availability of campus facilities, proposed campus developments and staff and student travel patterns.

A range of factors contributed to the need for this strategy, including:

- a need to provide students and staff with good, equitable and safe levels of access to UTAS services and facilities
- growing interest and potential of the UTAS community to access campuses and facilities by active modes such as cycling and walking since a significant proportion of student and staff reside within a few kilometres of the Hobart Sandy Bay campus
- an increase in staff being located in facilities in and around the Hobart CBD (such as IMAS on the waterfront and development of the Domain Precinct, including the Medical Science facilities).
- an obligation to report on greenhouse gas emissions
- a need to manage risks and costs associated with the introduction of an economy-wide price on carbon and price hikes related to global oil-based transport fuel scarcity (e.g., peak oil)
- a need to transition UTAS's vehicle fleet (including motor and marine vehicles) away from oil-based transport fuels, and
- limits on the financial and physical capacity of UTAS to meet the demand for on-site parking.

Generally, this strategy integrates a range of elements, including: infrastructure and services planning; accounting for environmental, social and economic impacts; policy development and consultation; as well as communication and engagement initiatives. Already UTAS has undertaken to improve its own facilities such as on site bicycle infrastructure, and is initiating collaborative partnerships with other agencies to improve access and transport choices. The UTAS considers that the Legislative Council's Inquiry will help address the following objectives identified in the UTAS Sustainable Transport Strategy:

1. Maximise access to UTAS by healthy and sustainable transport options, including through examples such as (emphasis added for purposes of this submission):
  - Improved walking, bicycling and motorcycle/scooter infrastructure.
  - Work with public transport providers to enhance public transport services to UTAS facilities (such as bus shelters and service information, Wi-Fi, ticketing, bus route planning, bike user access, and new public transport modes in target corridors).
  - Identify opportunities to reduce student and staff travel inefficiencies through improvements to class timetables, e-learning and video conferencing.
2. Reduce the incidence of single occupant vehicle use and unnecessary travel, through examples such as:
  - Encourage students and staff to consider sharing vehicles or choosing non-car options for short trips.
  - Create an environment where more efficient vehicle options are attractive (motor cycles/scooters, electric bikes and vehicles).
  - Create an environment where more efficient travel is considered.
3. Reduce greenhouse gas (GHG) emissions from UTAS transport sources.

UTAS encourages the Inquiry to refer to the issues and recommendations made in the UTAS Sustainable Transport Strategy 2012-16 (document attached). Many of the issues raised in the

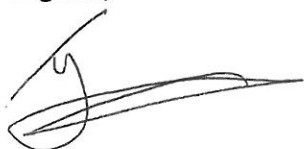
document are common challenges for Southern Tasmania as a whole. It is recognised that to be successful, the UTAS strategy will need the support of staff, students, visitors and key external stakeholders such as local councils, the State Government and Metro Tasmania. Hence, we are very encouraged that this Inquiry is underway.

Given the need for a coordinated and often collaborative approach, we identify a number of specific initiatives and priorities important to this Inquiry that are outlined in the UTAS Sustainable Transport Strategy. These are the need to:

- Improve directness of some key Metro Tasmania bus services (for example, South Hobart to Sandy Bay, West Hobart to Sandy Bay, etc);
- Improve bus frequencies and routing;
- Provide bike access on existing buses services and other public transport services into the future;
- Provide Wi-Fi internet connection on key bus services;
- Provide free Metro Tasmania Greencards at enrolment to encourage use of bus services ;
- Improve real-time information about bus services (e.g. minutes until the next bus arrives at key bus stops/hubs or a mobile phone app that provides this information) ;
- Improve linkages between inter and intra-regional bus services – that is have services like Redline and Tassielink with a terminus co-located with the Metro Tas bus interchange and provide well integrated and interested information about these services;
- Link the Hobart eastern and western shores key activity zones by supporting a bicycle friendly ferry service that stops at the Hobart waterfront and existing Sandy Bay (Wrest Point Casino) wharf (UTAS is concerned that previous modelling for ferry services has not considered the significance of the Sandy Bay campus as a major origin and destination on any ferry route);
- Consider of economically viable and inspiring linkages between the Hobart CBD and the northern suburbs (e.g., light rail or other services such as a dedicated bus transit-way with similar or better performance results); and
- As a priority, improve bicycle linkages from the Hobart waterfront to the CBD and inner city areas generally to: facilitate safe and efficient access to the increasing number of UTAS facilities in the Hobart CBD and connections with the Sandy Bay campus and other UTAS facilities in Greater Hobart; and help reduce demand for parking and support UTAS' commitment to reducing inner urban car use and traffic generation. UTAS believes Tasmania has an opportunity to demonstrate best practice and innovation in this area as interest in bicycling grows and latent demand for improved infrastructure is demonstrated.

Thank you for your consideration of this submission and the recommendations presented in the UTAS Sustainable Transport Strategy 2012-2016 available through the UTAS web page at:  
[http://www.utas.edu.au/\\_\\_data/assets/pdf\\_file/0018/244107/UTAS-Sust\\_Transport\\_Strategy\\_Main\\_2012-06-12-FINAL-with-foreword.pdf](http://www.utas.edu.au/__data/assets/pdf_file/0018/244107/UTAS-Sust_Transport_Strategy_Main_2012-06-12-FINAL-with-foreword.pdf).

Regards,



Jacinta Young  
Executive Director



Gary O'Donovan  
Dean, Faculty of Business