

Integrated Transport Options submission

Southern Tasmanian Councils Authority

Integrated transport

Integrated transport is about:

- linking transport with its surrounding context;
- making connections to help people to move around;
- improving modal interchange opportunities;
- making public transport more attractive to existing and potential passengers;

It is also about how an integrated transport system can contribute to cities and regions to achieve their broader economic, social and environmental objectives while making people's lives easier and more enjoyable

The Infrastructure Partnerships Australia report *INTEGRATING AUSTRALIA'S TRANSPORT SYSTEMS : A Strategy for an Efficient Transport Future* identifies five areas of integration for successful transport delivery:

- Institutional Integration – to ensure the right transport choices are made for commuters
- Physical Integration – to ensure commuters can enjoy the most convenient travel experience possible
- Network Integration – to ensure commuters can make a joined up journey from origin to destination
- Information Integration – to ensure commuters can make informed decisions before and during their journey
- Fare Integration – to ensure commuters aren't penalised for making the most efficient use of an integrated transport system.

In the southern region there is a need for greater integration in all these areas as well as an additional area that should focus on a consistent level of subsidization for public transport users.

Institutional Integration

There needs to be a common understanding - a common vision - for public transport in southern Tasmania, and Tasmania as a whole.

An agreed vision, shared by the community, local government, state and federal governments and the suppliers of public transport would be a powerful driver for future service delivery and investment.

Physical integration

To support an expansion of the modes of transport available to commuters it is critical that all modes of transport link to one another:

- Busses, ferries and light rail, if they are options, need to have facilities to safely and conveniently store bikes.
- There need to be facilities for commuters to change modes of transport that are comfortable, convenient safe and secure such as good quality interchanges and park and ride facilities.
- Infrastructure, such as ferry and bus terminals, need to work for all modes of transport, such as bikes, pedestrians, buses and cars.

Network integration

It is critical that, across the public transport network each mode of public transport links with other modal options - busses need to link to ferry/light rail timetables and vice versa.

Fare integration

It is vital that there is a seamless integration in ticketing for all public transport modes. Ideally a commuter should be required to only deal with one ticketing/fare system for all modes of public transport.

Subsidy integration

It is also vital that all forms of public transport are provided with the same level of subsidy, regardless of whether they are publicly or privately owned/operated services.

STCA Community Survey

Southern Tasmanian Councils Authority – 2030 Vision Community Survey undertaken in 2011 asked a number of questions related to public transport and associated infrastructure.

The survey, of 1212 randomly selected households across the southern region returned the following results:

- 43% of people surveyed supported the idea of more commuter ferries on the Derwent River
- 62% of respondents supported the development of light rail public transport (following the existing railway line into Hobart)
- 75% of respondents supported the development of Park and Ride facilities in major centres outside Hobart, eg. Kingston, Huonville, New Norfolk and Sorell - where people can leave their car safely and catch a bus
- 74% of respondents believed that there should be more cycleways for bikes separated from the road system

When respondents who indicated that they used public transport at least occasionally were asked about factors that would encourage them to use public transport more often, respondents indicated the following:

D.4. What would encourage you to use public transport? / use public transport more often?

	Frequency	% of group
Frequency/reliability of service/timetable	270	43.3
Extended bus routes, service to my area	89	14.3
Cheaper fares	70	11.2
Would not use - prefer other methods (including cycling, walking), convenience of car	59	9.5
Loss of current transport, licence	38	6.1
Alternate transport available, eg. light rail, ferry	32	5.1
Safety concerns - behaviour of other users	16	2.6
Use it already, convenient	16	2.6
Better access - for disabled/prams, etc	11	1.8
Increase in petrol price, car running costs	10	1.6
Park and ride service available	9	1.4
Promotion of service, more information	9	1.4
Parking issues, congestion, too many cars	4	0.6
Other	47	7.5
	680	

The public transport section of the Community Survey is attached as Attachment 1.

The STCA Public Transport Plan

Prior to the last Federal Election the STCA developed its regional public transport plan. This plan (See attachment 2) had a number of components:

1. New ferry terminals to encourage the return of regular cross-river and tourist ferry services linked to the Metro bus service;
2. Modern comfortable, safe and convenient Bus interchanges at Huonville, Kingston, Sorell, Brighton and New Norfolk for "park and ride" commuters;
3. New cycleways linking existing tracks with bus and ferry terminals;
4. Assistance to develop local community transport strategies in regional areas.

This package aims to expand the public transport options available to the community and increase the level of integration of components of the regions public transport system. A high level of integration is needed to ensure that the STCA vision becomes a reality.

The STCA package also advocates the development of public transport plans that identify, at a township level, approaches that will ensure the improvement of service levels to those communities over time, give them support for improving access to transport options now and provide a solid, factual basis for the provision of services in the future.

These plans should include the integration into the public transport system of community transport - an often underutilized community resource.

Individual Council views

Consistent with the STCA vision are the issues raised by a number of member Councils:
(Please note that some Councils in the region have submitted directly to the inquiry)

Kingborough Council

The Kingborough Integrated Transport Strategy identifies integration as a key issue for the community.

As well as those raised in the KITS there are two issues that Kingborough would like to mention:

- The Bruny Island ferry service and the need to improve the public infrastructure, particularly at Roberts Point.
- The need to continue to develop good park-and-ride facilities. A major facility at Huntingfield for example could get a lot of commuters out of their cars and on to buses. It is important to better understand the relationships between parking and public transport use both in central Hobart and in other business districts such as Kingston.

Hobart City Council

Issue 1 – Council's Strategic Framework

The Vision for Hobart 2025, which is the guiding document for Council is organised into seven future directions. These were arrived at following an extensive public consultation process during 2005 and 2006. This document provides Council's strategic direction on issues, including public transport. The following is a relevant extract from the Council's adopted Hobart 2025 – A Strategic Framework.

"Future Direction 5 – is highly accessible through efficient transport system

An integrated approach to transport planning within the city and across the wider metropolitan region will be the result of improved public transport options, cycle ways and walking tracks linking open spaces for transport and recreation, the availability of adequate parking for commuters and shoppers, the take-up of sustainable transport options, the reduction of through traffic and the management of a safe and efficient road network.

Outcomes to be Achieved

FD5.1. Convenience and accessibility through the greater use of transport alternatives and an effective road and travel network.

FD5.2. An integrated approach to transport planning within the city and across the wider metropolitan region.

Strategies

5.1.2. Promote an effective public transport system serving all sectors of the community and encourage increased use of the system.

5.1.3. Pursue practical, sustainable transport, including alternative systems and improvements to existing systems.

5.2.1. Link land use and transport planning at a strategic level and pursue a regional approach to integrated transport planning, including all spheres of government.”

Issue 2 –Sustainable Transport Strategy

Council has adopted a Sustainable Transport Strategy 2009-2014 which contains many relevant actions. The Sustainable Transport Strategy is a companion document to the Hobart City Council (HCC) Strategic Plan 2008 – 2013.

This Strategy is available from the following link:

http://www.hobartcity.com.au/files/cdb9438b-8335-4644-9fdd-9d0200bfc50f/hcc_strategic_transport09-14_for_public.pdf

Relevant Goals in the Strategy include:

Goal A.3: Improve public transport infrastructure

A.3.1 Continue to work with Glenorchy City Council and the Hobart Western Shore Rail Corridor Roundtable Professional Bodies to lobby State and Commonwealth Governments for investment (via Infrastructure Australia and the State) in a North-South dedicated public transport corridor supporting Transit Oriented Development (TOD).

A.3.2 In conjunction with the Inner City Development Plan undertake planning work to develop a longer term vision for the central CBD bus terminus arrangements.

A.3.3 In conjunction with neighbouring Councils and the DIER develop a plan for developing further bus lanes on key arterial roads to service Kingston (South) and the Eastern Shore.

A.3.4 Work with the State Architect, TasPorts and the Clarence City Council to incorporate further commuter ferry terminus planning into the Master Plan for Sullivans Cove and the Kangaroo Bay Urban Design Strategy.

A.3.5 In conjunction with the State Government, establish the necessary framework for the reintroduction of a Sullivans Cove / Kangaroo Bay ‘Aquabus’ passenger and bicycle ferry linkage.

Goal E.3: Continue to plan for mass transit provision in Greater Hobart

E.3.1 Continue to actively engage with the Professional Roundtable, Glenorchy City Council, DIER and Metro to realise the Hobart Western Shore Rail Corridor Project.

E.3.2 In conjunction with other Greater Hobart Councils and DIER, begin discussions to improve bus travel times between the Eastern Shore and the southern population areas.

Goal G.2: State Government recognition of Sustainable Transport

G.2.1 Continue to lobby the State Government to develop, consistent with its signing of the Integrated Land Use and Transport Charter, a sustainable integrated transport policy for the State including recognition of walking, cycling, public transport and associated infrastructure investment to support the growth of Transit Oriented Developments.

G.2.2 Lobby and assist the State Government to submit an urban passenger transport focused Infrastructure Australia submission as suggested in Section 6 of this Strategy – ‘Build the Networks – An Infrastructure Australia Bid’.

Issue 3 - Livable Cities Program for a Hobart Central Bus Interchange Project

Council, together with its project partners DIER, Metro Tas and TasBus, has recently received funding through the Federal Government's Livable Cities Program for a Hobart Central Bus Interchange Project.

The Project will be conducted in four stages:

- (i) Audit of current facilities and services
- (ii) Development of passenger needs scenarios
- (iii) Development of CBD interchange options
- (iv) Analysis and selection of preferred option.

Issue 4 - DIER's Transit Corridors Steering Committee

Council is represented on DIER's Transit Corridors Steering Committee which is developing a Glenorchy to Hobart CBD Transit Corridor Plan.

Issue 5 – North Hobart to the Waterfront – Transit Links Working Group

As part of a resolution regarding the use of trams, the Hobart City Council at its meeting of 16 April 2012 resolved that:

'A working group be formed comprising relevant stakeholders including the North Hobart traders to further expand all opportunities for transport links along Elizabeth Street, North Hobart to Morrison Street, and all Aldermen be invited to pass on any relevant information to Council officers that may assist in this process'.

Previous reports regarding links between North Hobart and the Waterfront along Elizabeth Street have primarily focussed on the use of trams, either historic or modern; the current resolution intends to consider all modes of transport and seeks involvement and input from the North Hobart community, relevant stakeholders and Aldermen. The Working Group is to be a forum for the discussion of ideas for improved transport links along Elizabeth Street from North Hobart to the waterfront and will also be responsible for referring possible options to Council for further technical investigation and financial feasibility.

Issue 6 - Hobart Hopper

Council operates the Hobart Hopper, a free CBD/Salamanca shuttle bus service, to address parking issues in the Salamanca precinct on Saturdays.

Sorell Council

Background

Sorell Council has for many years been attempting to address peak hour traffic congestion and general dormitory suburb (20 minutes from capital city!) transport issues with the State Government.

A public transport solution is seen as the simplest and most cost effective solution (get people off the road) given that the two lane highway/causeway between Sorell

and Cambridge with choke points at Midway Point/Airport Roundabouts would require major engineering and capital investment to improve in order to cope with existing and future traffic.

The fundamental problems with public transport for Sorell however, are cost and scheduling of services.

There is a distinct lag between the municipalities rapid growth and provision (or recognition of need) of service. More recently Sorell Council have consulted Metro Tasmania (Haselgrove) and Redline (Larisey) regarding current arrangements and future solutions. These have proven useful but not central enough to address all the issues.

Local Action

Sorell Council, in May 2012, conducted a vehicle count, through DIER, at the McGees Bridge Midway Point. The results were:

Site A0113240 was counted in May of this year

This site is 1240m West of Penna Road – ie about 340m West of the Western end of McGees Bridge

The seasonally adjusted AADT for this site is 16322 in 2012, including 5.2% Commercial Vehicles

AADT = Annual Average Daily Traffic i.e. the number of vehicles (including commercials) summed over all the available lanes in both directions at the specified site, averaged over all days of the year

Sorell Council has committed to building a park & ride facility on its land in the vicinity of Station Lane Sorell. Contributions from DIER are also expected with the Minister (this week) acknowledging a contribution in the order of \$100k. We also have commitment from local bus contractors to review scheduling in conjunction with this improvement of infrastructure. We also stand ready to market and sell this facility.

Requirement

For our Sorell & Southern Beaches public transport solution to work we believe that a complete review of the (Southern) public transport system is required. If there is truth in the suggestion from private operators that the piecemeal allocation of contracts and support for underutilised small territorial services by the State Government is resulting in efficiencies and poor profit margins then this needs to be verified and rectified.

What we have been attempting to ascertain for some time from DIER is a clear identification of DIER trigger points to qualify for Metro or equivalent services (Sorell has no Metro Service 20 Minutes from a capital city) or indeed major road infrastructure upgrades. We would welcome a robust plan to present to the community frustrated with not only the worsening traffic situations and road conditions but failure to understand the neglect in our area.

Request

That your Terms of Reference (if possible) or the subject inquiry investigation be broadened to include the whole public transport system. Not Just Metro. In this way we believe our problems can be addressed.

Huon Valley Council

Huon Valley have submitted their own views separately. The conclusion, however of their submissions, consistent with the regional perspective, states that:

“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.”

**Southern Tasmanian Councils Authority – 2030 Vision
Community Survey 2011**

Public Transport related questions – Attachment 1

T (03) 6244 2807
F (03) 6245 0023

E mail@myriadresearch.com
W www.myriadresearch.com

P PO Box 1000, Rosny Park 7018
A 32 Bayfield Street, Rosny Park 7018

INDEX

	<i>Page No.</i>
1. Research Aim	2
2. Survey Methodology	2
3. Survey Findings	3
Part A	3
Part B	24
Part C	42
Part D	57
Part E	62
Part F – respondent demographics	69
Appendix A – Survey questionnaire	

1. Research Aim.

To independently assess resident views in relation to a **regional vision for Southern Tasmania** (for the next 20 years) by way of structured survey of a valid and representative sample of residents within each of the twelve Southern Tasmanian Councils. The survey was designed to *calibrate* community input from the on-line ideas forum (on the STCA website) launched in early March via *The Mercury* newspaper.

2. Survey Methodology.

The research was conducted via telephone survey of Southern Tasmanian residents between 21 June and 11 July 2011.

Interviews were conducted by the Myriad Research field team to industry quality assurance standards for telephone survey (ISO 20252) with adherence to the relevant Market and Social Research Privacy Principles.

The survey instrument was designed with reference to the community feedback (from the online ideas forum), with design by the project managers (joint CEOs, Southern Tasmanian Councils Authority) in association with the research consultants (refer Appendix A).

Households were randomly selected for survey from available Sensis White Pages listings, with random selection of respondent from the selected household. Calling times and call back protocols were designed to ensure an equal probability of householders being selected for survey, and in turn a representative cross section of respondents for each council area (with quotas set for age and gender to reflect current ABS profile for Southern Tasmania).

Qualified respondents were 18 years and over, and a resident of one of the twelve Southern Tasmanian LGAs.

The survey sample provides statistically valid results for the target population, with relevant sampling errors (plus or minus at the 95% confidence level) as follows –

Target population	Total sample	Maximum sampling error
Southern Tasmania	1212	2.8%
Urban areas	476	4.5%
Rural areas	736	3.6%
Individual LGAs	100	9.8%

Hence the survey result for the total sample is likely to be within 2.8% of the true parameter for the total target population – residents of Southern Tasmania aged 18 years and over; within 4.5% for the urban sample; 3.6% for the rural sample; and 9.8% for the individual council areas.

Data entry and analysis of survey responses has been completed by the consultants, with the appropriate post survey audits conducted.

3. Research Findings.

Results have been grouped with the relevant survey question – tabulated for the total sample, for urban and rural areas and for individual LGAs (including urban and rural Kingborough). Results are expressed as a percentage of the total group. The total result has been *post weighted* to reflect the urban and rural population distribution for Southern Tasmania, compared with the sample obtained for each (post weighting factor 1.96 (urban) and 0.38 (rural)).

The interview process included a *rotation* of each nominated aspect for survey (within each grouping Part A, B and C) so that order on the questionnaire did not influence the rating obtained.

Part A

The following summary table ranks the nominated aspects in terms of the percent of respondents rating 4 or 5 (on a 5 point scale where 5 = very important, 1 = of no importance).

Results for individual aspects follow the summary table.

A1 More commuter ferries on the Derwent River

<i>Table A1 i</i>	%
	Total
5	21.7
4	21.4
3	29.4
2	15.9
1	11.6
	100.0
% 4/5	43.1
% 1/2	27.5
	30.0

<i>Table A1 ii</i>	%	Urban		Rural	
		Hobart	Clarence	Glenorchy	Kingborough
5	17.8	23.8	23.8	26.0	20.2
4	24.3	22.8	22.8	22.0	20.2
3	30.8	29.7	29.7	29.0	32.3
2	19.6	12.9	12.9	9.0	13.1
1	7.5	10.9	10.9	14.0	14.1
	100.0	100.0	100.0	100.0	100.0
% 4/5	42.1	46.5	46.5	48.0	40.4
% 1/2	27.1	23.8	23.8	23.0	27.3
				35.5	37.5

<i>Table A1 iii</i>	%	Urban		Rural	
		Derwent Valley	Southern Midlands	Central Highlands	Glamorgan Spring Bay
5	24.0	17.0	17.0	15.8	17.2
4	24.0	14.0	14.0	20.8	26.3
3	26.0	33.0	33.0	31.7	27.3
2	15.0	22.0	22.0	17.8	16.2
1	11.0	14.0	14.0	13.9	13.1
	100.0	100.0	100.0	100.0	100.0
% 4/5	48.0	31.0	31.0	36.6	43.4
% 1/2	26.0	36.0	36.0	31.7	29.3
				28.3	31.3
				42.4	38.4
				100.0	100.0
				8.1	14.1
				20.2	17.2
				29.3	30.3
				18.2	18.2
				24.2	20.2
				16.2	14.1
				30.3	30.3
				28.3	28.3
				16.2	16.2

A2 The development of light rail public transport (following the existing railway line into Hobart)

Table A2 i	%
	Total
5	36.9
4	24.9
3	22.0
2	8.2
1	8.0
	100.0
% 4/5	61.8
% 1/2	16.2
	Urban
	Rural
	39.3
	28.6
	18.8
	6.8
	6.5
	100.0
	67.9
	13.3

Table A2 ii	%
	Hobart
5	37.7
4	22.6
3	24.5
2	6.6
1	8.5
	100.0
% 4/5	60.4
% 1/2	15.1
	Clarence
	Glenorchy
	51.0
	18.0
	22.0
	5.0
	4.0
	100.0
	69.0
	9.0
	Urban
	Kingborough
	22.4
	21.1
	27.6
	17.1
	11.8
	100.0
	43.4
	28.9
	Brighton
	Kingborough
	29.2
	12.5
	37.5
	12.5
	8.3
	100.0
	41.7
	20.8

Table A2 iii	%
	Derwent Valley
5	47.0
4	30.0
3	17.0
2	2.0
1	4.0
	100.0
% 4/5	77.0
% 1/2	6.0
	Southern Midlands
	Central Highlands
	39.2
	25.5
	21.6
	5.9
	7.8
	100.0
	64.7
	13.7
	Glamorgan Spring Bay
	29.7
	32.7
	19.8
	8.9
	8.9
	100.0
	62.4
	17.8
	Tasman
	Huon Valley
	41.0
	20.0
	21.0
	12.0
	6.0
	100.0
	61.0
	18.0
	Sorell
	37.0
	33.0
	21.0
	4.0
	5.0
	100.0
	70.0
	9.0

A3 Park and Ride facilities in major centres outside Hobart, eg. Kingston, Huonville, New Norfolk and Sorell - where people can leave their car safely and catch a bus

Table A3 i	%	Total	Urban	Rural
5		43.5	42.1	48.0
4		31.1	32.3	26.9
3		17.6	17.5	17.8
2		4.4	4.7	3.7
1		3.4	3.4	3.5
		100.0	100.0	100.0
% 4/5		74.5	74.4	75.0
% 1/2		7.8	8.0	7.2

Table A3 ii	%	Urban			Rural	
		Hobart	Clarence	Glenorchy	Kingborough	Brighton
5		36.2	38.6	42.0	52.6	43.4
4		38.1	34.7	28.0	27.6	30.3
3		20.0	19.8	19.0	13.2	17.2
2		2.9	4.0	8.0	3.9	4.0
1		2.9	3.0	3.0	2.6	5.1
		100.0	100.0	100.0	100.0	100.0
% 4/5		74.3	73.3	70.0	80.3	73.7
% 1/2		5.7	6.9	11.0	6.6	9.1
						8.3

Table A3 iii	%					
		Derwent Valley	Southern Midlands	Central Highlands	Glamorgan Spring Bay	Tasman
5		51.0	44.0	44.1	43.0	42.0
4		25.0	34.0	25.5	23.0	33.0
3		18.0	16.0	20.6	19.0	23.0
2		3.0	2.0	3.9	8.0	1.0
1		3.0	4.0	5.9	7.0	1.0
		100.0	100.0	100.0	100.0	100.0
% 4/5		76.0	78.0	69.6	66.0	75.0
% 1/2		6.0	6.0	9.8	15.0	2.0
						5.0
						56.0
						28.0
						11.0
						5.0
						0.0
						100.0
						84.0
						5.0

C9 There should be more designated bike lanes on roads in urban areas

<i>Table C9 i</i>	%
	Total
5	22.7
4	20.1
3	24.5
2	15.1
1	17.6
	100.0
% 4/5	42.8
% 1/2	32.7
	Urban
	21.5
	19.8
	25.1
	16.0
	17.7
	100.0
	41.3
	33.6
	Rural
	26.6
	21.3
	22.4
	12.4
	17.2
	100.0
	48.0
	29.6

<i>Table C9 ii</i>	%	Urban		Rural	
		Hobart	Clarence	Glenorchy	Kingborough
5	19.6	16.2	25.5	23.0	29.2
4	23.4	21.2	14.3	21.6	25.0
3	26.2	23.2	24.5	23.0	20.8
2	19.6	19.2	11.2	12.2	12.5
1	11.2	20.2	24.5	20.3	12.5
	100.0	100.0	100.0	100.0	100.0
% 4/5	43.0	37.4	39.8	44.6	54.2
% 1/2	30.8	39.4	35.7	32.4	25.0

<i>Table C9 iii</i>	%	Urban		Rural	
		Derwent Valley	Southern Midlands	Central Highlands	Sorell
5	24.0	22.4	17.6	30.7	31.0
4	20.0	20.4	16.7	23.8	22.0
3	28.0	21.4	24.5	22.8	17.0
2	11.0	17.3	14.7	11.9	11.0
1	17.0	18.4	26.5	10.9	19.0
	100.0	100.0	100.0	100.0	100.0
% 4/5	44.0	42.9	34.3	54.5	53.0
% 1/2	28.0	35.7	41.2	22.8	30.0

C10 There should be more cycleways for bikes separated from the road system

<i>Table C10 i</i>	%			
		Total	Urban	Rural
5		44.0	42.9	47.6
4		30.0	32.4	22.0
3		16.5	16.0	18.0
2		3.8	2.9	6.5
1		5.7	5.7	5.9
		100.0	100.0	100.0
% 4/5		74.0	75.4	69.6
% 1/2		9.5	8.6	12.4

<i>Table C10 ii</i>	%					
		Hobart	Clarence	Glenorchy	Urban	Rural
					Kingborough	Kingborough
5		41.1	33.7	50.0	40.0	52.0
4		36.4	40.6	24.0	36.0	23.0
3		17.8	14.9	16.0	12.0	18.0
2		1.9	3.0	5.0	2.7	2.0
1		2.8	7.9	5.0	9.3	5.0
		100.0	100.0	100.0	100.0	100.0
% 4/5		77.6	74.3	74.0	76.0	75.0
% 1/2		4.7	10.9	10.0	12.0	7.0
						25.0

<i>Table C10 iii</i>	%						
		Derwent Valley	Southern Midlands	Central Highlands	Glamorgan Spring Bay	Tasman	Huon Valley
							Sorell
5		42.0	53.1	29.7	46.5	56.0	56.0
4		29.0	13.3	21.8	20.8	20.0	18.0
3		20.0	21.4	22.8	22.8	16.0	14.0
2		4.0	6.1	9.9	6.9	4.0	6.0
1		5.0	6.1	15.8	3.0	4.0	6.0
		100.0	100.0	100.0	100.0	100.0	100.0
% 4/5		71.0	66.3	51.5	67.3	76.0	74.0
% 1/2		9.0	12.2	25.7	9.9	8.0	12.0
							6.9

Part D

D.1 Do you currently use public transport?

<i>Table D1 i</i>	%			
		Total	Urban	Rural
Yes		32.4	37.4	15.9
No		67.6	62.6	84.1
		100.0	100.0	100.0

<i>Table D1 ii</i>	%					
		Hobart	Clarence	Glenorchy	Urban Kingborough	Brighton Kingborough
Yes		52.3	36.6	34.0	28.9	30.0
No		47.7	63.4	66.0	71.1	70.0
		100.0	100.0	100.0	100.0	100.0

<i>Table D1 iii</i>	%					
		Derwent Valley	Southern Midlands	Central Highlands	Glamorgan Spring Bay	Tasman Huon Valley
Yes		26.0	12.0	11.8	8.9	14.0
No		74.0	88.0	88.2	91.1	86.0
		100.0	100.0	100.0	100.0	100.0
						Sorell
						13.0
						87.0
						100.0

D.2 (if yes) How often?

Table D2 i	% total group *		
	Total	Urban	Rural
Most days	26.1	25.8	12.8
At least weekly	23.9	23.0	16.2
Less often	50.0	51.1	70.9
	100.0	100.0	100.0

Table D2 ii	%	Urban			Rural	
	Hobart	Clarence	Glenorchy	Kingborough	Brighton	Kingborough
Most days	28.6	24.3	32.4	9.1	26.7	0.0
At least weekly	16.1	24.3	17.6	27.3	40.0	33.3
Less often	55.4	51.4	50.0	63.6	33.3	66.7
	100.0	100.0	100.0	100.0	100.0	100.0

Table D2 iii	%	Derwent Valley	Southern Midlands	Central Highlands	Glamorgan Spring Bay	Tasman	Huon Valley	Sorell
Most days	26.9	0.0	8.3	0.0	0.0	21.4	7.4	15.4
At least weekly	11.5	25.0	25.0	11.1	11.1	14.3	11.1	15.4
Less often	61.5	75.0	66.7	88.9	88.9	64.3	81.5	69.2
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

* those answering 'yes' to D.1

D.3 Would your current arrangements allow you to travel by public transport at least sometimes?

<i>Table D3 i</i>	% group *		
	Total	Urban	Rural
Yes	46.2	52.3	31.0
No	53.8	47.7	69.0
	100.0	100.0	100.0

<i>Table D3 ii</i>	%	Urban			Rural	
		Hobart	Clarence	Glenorchy	Brighton	Kingborough
Yes	56.9	53.1	57.6	48.1	41.4	42.9
No	43.1	46.9	42.4	51.9	58.6	57.1
	100.0	100.0	100.0	100.0	100.0	100.0

<i>Table D3 iii</i>	%						
		Derwent Valley	Southern Midlands	Central Highlands	Glamorgan Spring Bay	Tasman	Sorell
Yes	47.3	25.0	23.3	31.5	26.7	39.2	27.6
No	52.7	75.0	76.7	68.5	73.3	60.8	72.4
	100.0	100.0	100.0	100.0	100.0	100.0	100.0

* those answering 'at least weekly' or 'less often' in D.2

D.4. What would encourage you to use public transport? / use public transport more often?

	Frequency	% of group
Frequency/reliability of service/timetable	270	43.3
Extended bus routes, service to my area	89	14.3
Cheaper fares	70	11.2
Would not use - prefer other methods (including cycling, walking), convenience of car	59	9.5
Loss of current transport, licence	38	6.1
Alternate transport available, eg. light rail, ferry	32	5.1
Safety concerns - behaviour of other users	16	2.6
Use it already, convenient	16	2.6
Better access - for disabled/prams, etc	11	1.8
Increase in petrol price, car running costs	10	1.6
Park and ride service available	9	1.4
Promotion of service, more information	9	1.4
Parking issues, congestion, too many cars	4	0.6
Other	47	7.5
	680	

'other' responses

Alcoholic events so as I don't have to drive
As I get older
Being a mother, I'm always picking up and taking my kids places
Being reliable and on time. More polite and pleasant drivers
Better service
Bigger buses, they get very crowded
Buses being on time, electronic display of where bus is at any given time
Change of employment
Comfort, safety and Wi-Fi availability
Depends on health, I use it for my doctor visits
Don't put a small bus on a busy route. Quality of transport
Drivers on Bridgewater buses need to be friendlier
Employment and needed to travel more
Fresh air
I don't drive now, but I don't like going to town. So I don't use buses much. Would much prefer ferry service to Hobart

I don't use it as I get "bus sick", also because of abusive and arrogant (uncontrolled) kids and passengers
I have seen systems overseas that say when the next bus is coming (plotted, via GPS type system) eg Northern Spain, could be phone app also
I use community bus
If I caught a bus with a group of friends to go to football or cricket
If I didn't live so close to CBD I would catch buses I guess
If I had a disability I would have to use public transport if it was available
If I had to go into town more often where you can't park the car easily
If I was going to work
If I worked more
If sick or I can't get a taxi when I need to go to the hospital
If there was a recreational activity closer to home, I would use bus
If travelling into town
I'm too old for it
Longer day buses trips directly to Launceston or Hobart
More activities in Hobart CBD
More free open days like they did a few months ago to let you sample how good buses are, compulsory deodorant use for users, as some people on the bus stink
More parking in Hobart
My children use public transport - school
My choice, go with others when drinking, no need to use a taxi
My older children already catch buses, as the youngest becomes more independent I can see myself using more public transport.
My own personal health, balance issues
Not many people out here use buses so would have to get people to use more so they can provide a more frequent service
Not really, I drive a scooter and feel this is environmentally sound, cheap and easy parking
Only if I can't drive in future. In warmer weather - it's too cold waiting for a bus in winter
Outings of those in upper age bracket
Personal changes made by me
Public transport here is quite good
Put up a timetable at Huonville
Shelters, toilets and parking
Somewhere more comfortable, seats while waiting. Campania better timetable
Takes too long to get to town
When I go back to work soon, I will - it will be convenient not to have to find somewhere to park in town
Would go together with a group, otherwise I use my car

Part F

F.1 What is your suburb / area / town?

LGA	Number of respondents
Brighton	100
Clarence	101
Hobart	107
Glenorchy	100
Kingborough	100
Huon Valley	101
Derwent Valley	100
Southern Midlands	100
Tasman	100
Glamorgan Spring Bay	101
Central Highlands	102
Sorell	100
	1212

Area	Number of respondents	Kingborough
Urban	476	76
Rural	736	24
	1212	100

F.2. How long have you lived in the ... Council area (in total)?

Table F2 i	%		
	Total	Urban	Rural
Less than 1 year	0.7	0.2	1.0
1 - 2 years	3.2	2.5	3.7
3 - 5 years	10.9	10.1	11.4
6 - 10 years	18.6	17.2	19.4
11 - 20 years	20.9	24.4	18.6
More than 20 years	45.8	45.6	45.9
	100.0	100.0	100.0

Table F2 ii	%				
	Hobart	Clarence	Glenorchy	Urban	
				Kingborough	Rural
Less than 1 year	0.0	1.0	0.0	0.0	0.0
1 - 2 years	3.7	2.0	4.0	1.3	0.0
3 - 5 years	8.4	10.9	12.0	11.8	4.2
6 - 10 years	15.9	13.9	19.0	11.8	4.2
11 - 20 years	30.8	20.8	22.0	22.4	25.0
More than 20 years	41.1	51.5	43.0	52.6	66.7
	100.0	100.0	100.0	100.0	100.0

Table F2 iii	%					
	Derwent Valley	Southern Midlands	Central Highlands	Glamorgan Spring Bay	Tasman	Huon Valley
						Sorell
Less than 1 year	0.0	0.0	2.0	2.0	1.0	1.0
1 - 2 years	6.0	2.0	6.9	1.0	2.0	5.0
3 - 5 years	13.0	10.0	12.7	10.9	8.0	13.0
6 - 10 years	11.0	22.0	17.6	25.7	21.0	25.0
11 - 20 years	15.0	17.0	14.7	21.8	26.0	16.0
More than 20 years	55.0	49.0	46.1	38.6	42.0	40.0
	100.0	100.0	100.0	100.0	100.0	100.0

F.3. Which of the following best describes your household? (multiple responses)

Table F3 i	%		
	Total	Urban	Rural
Children no longer at home	45.8	41.2	48.8
Children aged 18+ living at home	13.4	14.3	12.9
Children aged under 18 living at home	28.0	30.0	26.6
No children	15.0	17.0	13.7
Other	1.4	1.5	1.4
Declined	0.1	0.0	0.1

Table F3 ii	%				
	Hobart	Clarence	Glenorchy	Urban Kingborough	Rural Kingborough
Children no longer at home	39.3	42.6	38.0	46.1	54.2
Children aged 18+ living at home	12.1	6.9	23.0	17.1	12.5
Children aged under 18 living at home	22.4	36.6	26.0	25.0	25.0
No children	26.2	12.9	16.0	14.5	16.7
Other	1.9	3.0	1.0	1.3	0.0
Declined	0.0	0.0	0.0	0.0	0.0

Table F3 iii		%							
		Derwent Valley	Southern Midlands	Central Highlands	Glamorgan Spring Bay	Tasman	Huon Valley	Sorell	
Children no longer at home		43.0	48.0	50.0	54.5	53.0	52.5	37.0	
Children aged 18+ living at home		18.0	13.0	11.8	11.9	8.0	12.9	16.0	
Children aged under 18 living at home		24.0	39.0	19.6	20.8	27.0	21.8	35.0	
No children		15.0	8.0	15.7	13.9	13.0	14.9	16.0	
Other		2.0	0.0	4.9	1.0	1.0	1.0	0.0	
Declined		0.0	0.0	0.0	0.0	0.0	1.0	0.0	

F.4. Are you

Table F4 i	%		
	Total	Urban	Rural
Employed full time	31.8	35.1	29.8
Employed part time/ casual	21.1	21.4	20.9
Unemployed	1.9	1.1	2.4
Student	2.6	3.6	1.9
Home duties	6.8	3.6	8.8
Retired, on a pension	35.8	35.3	36.1
	100.0	100.0	100.0

Table F4 ii	%			
	Hobart	Clarence	Glenorchy	Urban Kingborough
Employed full time	33.6	38.6	28.0	36.8
Employed part time/ casual	25.2	18.8	22.0	23.7
Unemployed	1.9	1.0	0.0	0.0
Student	5.6	3.0	5.0	1.3
Home duties	0.9	4.0	4.0	5.3
Retired, on a pension	32.7	34.7	41.0	32.9
	100.0	100.0	100.0	100.0

Table F4 iii	%				
	Derwent Valley	Southern Midlands	Central Highlands	Glamorgan Spring Bay	Tasman
Employed full time	31.0	31.0	36.3	29.7	31.0
Employed part time/ casual	22.0	19.0	19.6	20.8	15.0
Unemployed	5.0	2.0	2.0	2.0	1.0
Student	0.0	1.0	2.0	1.0	4.0
Home duties	11.0	13.0	6.9	6.9	10.0
Retired, on a pension	31.0	34.0	33.3	39.6	39.0
	100.0	100.0	100.0	100.0	100.0

	Huon Valley	Sorell
	24.8	24.0
	23.8	28.0
	4.0	2.0
	2.0	3.0
	10.9	4.0
	34.7	39.0
	100.0	100.0

F.5. And your age range – is it

<i>Table F5 i</i>	%
	Total
18 - 29	9.9
30 - 39	14.9
40 - 49	16.4
50 - 59	20.1
60 - 69	23.5
70 +	15.1
	100.0

<i>Table F5 ii</i>	%	Urban		Rural	
	Hobart	Clarence	Glenorchy	Brighton	Kingborough
18 - 29	11.2	11.9	14.0	17.0	12.5
30 - 39	16.8	16.8	11.0	17.0	8.3
40 - 49	16.8	15.8	22.0	19.0	8.3
50 - 59	19.6	16.8	13.0	16.0	16.7
60 - 69	18.7	22.8	22.0	19.0	41.7
70 +	16.8	15.8	18.0	12.0	12.5
	100.0	100.0	100.0	100.0	100.0

<i>Table F5 iii</i>	%	Central Highlands		Tasman		Sorell	
	Derwent Valley	Southern Midlands	Glamorgan Spring Bay	Huon Valley	Sorell		
18 - 29	6.0	6.1	3.0	6.0	13.9	9.0	
30 - 39	16.0	17.2	14.9	16.0	9.9	17.0	
40 - 49	19.0	16.2	16.8	13.0	13.9	17.0	
50 - 59	20.0	21.2	22.8	26.0	24.8	17.0	
60 - 69	28.0	20.2	28.7	20.0	24.8	23.0	
70 +	11.0	19.2	13.9	19.0	12.9	17.0	
	100.0	100.0	100.0	100.0	100.0	100.0	

F.6. Gender

<i>Table F6 i</i>	%			
	Total	Urban	Rural	
Male	46.9	48.1	46.1	
Female	53.1	51.9	53.9	
	100.0	100.0	100.0	

<i>Table F6 ii</i>	%				
	Hobart	Clarence	Glenorchy	Urban Kingborough	Rural Kingborough
Male	46.7	50.5	41.0	53.9	45.8
Female	53.3	49.5	59.0	46.1	54.2
	100.0	100.0	100.0	100.0	100.0

<i>Table F6 iii</i>	%					
	Derwent Valley	Southern Midlands	Central Highlands	Glamorgan Spring Bay	Tasman	Huon Valley Sorell
Male	47.0	47.0	48.0	39.6	54.0	44.6
Female	53.0	53.0	52.0	60.4	46.0	55.4
	100.0	100.0	100.0	100.0	100.0	100.0

We may be conducting further research with residents on some of the issues covered today. Would you be happy to be contacted again?

<i>Further research i</i>	%
Total	Urban
Yes	91.6
Perhaps	1.3
No	7.1
	100.0

<i>Further research ii</i>	%	Urban		Rural	
	Hobart	Clarence	Glenorchy	Kingborough	Brighton
Yes	91.6	87.1	92.0	86.8	95.0
Perhaps	0.0	4.0	2.0	1.3	1.0
No	8.4	8.9	6.0	11.8	4.0
	100.0	100.0	100.0	100.0	100.0

<i>Further research iii</i>	%	Urban		Rural	
	Derwent Valley	Southern Midlands	Central Highlands	Glamorgan Spring Bay	Tasman
Yes	92.0	94.0	94.1	91.1	89.0
Perhaps	2.0	0.0	0.0	0.0	2.0
No	6.0	6.0	5.9	8.9	9.0
	100.0	100.0	100.0	100.0	100.0



Southern Councils Transport Plan

A fair go for our public transport

Federal Election 2010

All members of the Southern Tasmanian Councils Authority have united in a campaign for an exciting \$32 million plan to help solve public transport problems in the region.

The plan aims to build an integrated network linking buses, cross-Derwent ferries, cycleways, satellite transport hubs and regional roads to reduce congestion, improve road safety and make public transport more efficient, safe and convenient for commuters.

The STCA is writing to all political parties and candidates in the three electorates seeking a commitment to back the scheme ahead of the Federal election on 21st August.

The STCA plan will see:

1. New **ferry terminals** to encourage the return of regular cross-river and tourist ferry services linked to the Metro bus service;
2. Modern comfortable, safe and convenient **Bus interchanges** at Huonville, Kingston, Sorell, Brighton and New Norfolk for “park and ride” commuters;
3. New **cycleways** linking existing tracks with bus and ferry terminals;
4. Assistance to develop local community **transport strategies** in regional areas.

The package is based on, and consistent with, a large body of work by southern councils and the State Government over recent years, including the Kangaroo Bay Urban Design Strategy, the Kingborough Integrated Transport Plan, the Hobart City Council Sustainable Transport Strategy, the Regional Land Use Planning Project, the draft Southern Tasmanian Integrated Transport Plan, and the State Government’s Urban Passenger Transport Framework. The package is also consistent with Commonwealth infrastructure programs and policy objectives under which funding should be made available for Southern Tasmania.

“Councils have done significant components of the spade work and are now asking for that to be rewarded by genuine commitment from all political parties and candidates in Denison, Franklin and Lyons in the upcoming election.”

“Here is an opportunity for the major parties to do something practical and immediate to reduce green house gases, build a sustainable transport system, address transport disadvantage, encourage the take up of alternative means of transport and assist regional economic growth.”

Component 1: Ferry Infrastructure

Background

New and Improved shore terminals are required to facilitate the servicing of both tourist and commuter ferry travel on the Derwent river.

In 2011 a new “International class” Museum of Old and New Art (MONA) will open at Moorilla, some 14kms north of the Hobart CBD on the river Derwent. This private developer funded facility has constructed a ferry wharf as part of the development and is underwriting a dedicated ferry service, through a commercial ferry operator, from the Hobart CBD to MONA.

Additionally a private operator also currently operates a small scale commuter water taxi across the Derwent River and is looking to expand this service. Numerous other private tourist ferry operations are present on the Derwent River accessing a range of destinations in Southern Tasmania.

What we are asking for...

Ferry Infrastructure (Shore Terminals)

1. Sullivans Cove (Hobart)

Assistance with funding a purpose designed and built ferry terminal in Sullivans Cove (Hobart CBD) to service tourist and commuter vessels.

2. Kangaroo Bay (Clarence)

Assistance with funding a purpose designed and built ferry terminal in Kangaroo Bay (Eastern Shore – Clarence Development Node) to service tourist and commuter vessels.

3. Wilkinsons Point (Glenorchy)

Assistance with funding upgrades to the Wilkinsons point development to service tourist and commuter vessels.

Shore based bicycle storage facilities

Bicycle storage facilities would be a component of the ferry infrastructure

Why are we asking for this...

- To extend the life of the Tasman Bridge
- To support tourist and commuter transport options
- To encourage developments at these terminal nodes
- To reduce congestion
- To support sustainable transport

6 • Brooke Street Ferry Pier

Background

simultaneously, because Gensert was one of the series of artists that interested with the abstract again and remained in a pure structure. The original breaks down into a modern structure that has since been replaced by a cluster of small parts, which are used by local heavy industries.

[illegible]

Directions

integrate the planning of new public park facilities with improvements to public spaces across the Town, focus attention on quality design and public space amenity



CONTENTS
PART I. BULLYBOMBS CONVE MASTER PLAN - APPENDICES

**Sullivan's Cove
Master Plan**
December 09

December 09

The draft Sullivans Cove Master Plan prepared by the Tasmanian State Architect in December 2009 identifies the need for the urgent replacement of the current ferry infrastructure.



Wilkinsons Point (Glenorchy)

The Wilkinsons Point area is the location of the Glenorchy Art and Sculpture Park (GASP). The GASP project will link together Wilkinsons Point with the MONA development with a new (funded) art and sculpture trail around Elwick Bay. Wilkinsons Point will provide the linkage to the existing Derwent Entertainment centre, the Elwick Racecourse and a new development node within this precinct.



Component 2: Cycle path infrastructure

Background

There is a strong network of cycle paths that has already been established in Southern Tasmania.

Walking and cycling are important forms of transport and are viable alternatives to private car use, especially for short trips to work, school, the local shop or to visit friends and family. The majority of car trips that Tasmanians make are short trips – under 2kms. Hobart already has the highest proportion of people walking to work in Australia, and preliminary results from the Greater Hobart Household Travel Survey show walking is a major transport mode for many people in undertaking their daily trips.

Cycling Infrastructure

1. Tasman Highway path (Clarence)

A separated cycleway from Rosny Park to Mornington linking the Warrane residential area, schools, colleges and sporting facilities including the Clarence Mountain Bike Park in the Meehan Range.

2. Sandy Bay Road path (Hobart)

Cycleway and footpath improvements from Battery Point (Marieville Esplanade) to the Hobart southern boundary with the Kingborough municipality (Taroona). Linking schools, the University of Tasmania and the Lower Sandy Bay (Long Beach) recreational and sporting area.

3. Lutana Connector (Glenorchy)

A separated cycleway along the existing rail corridor, linking the (existing) Intercity Cycleway to the Lutana/Risdon industrial area (major zinc smelter, ferry construction and related heavy industry). Linking primary school, residential areas severed by the Brooker Highway and major industrial workplace areas.

4. Taroona-Channel Highway (Kingborough)

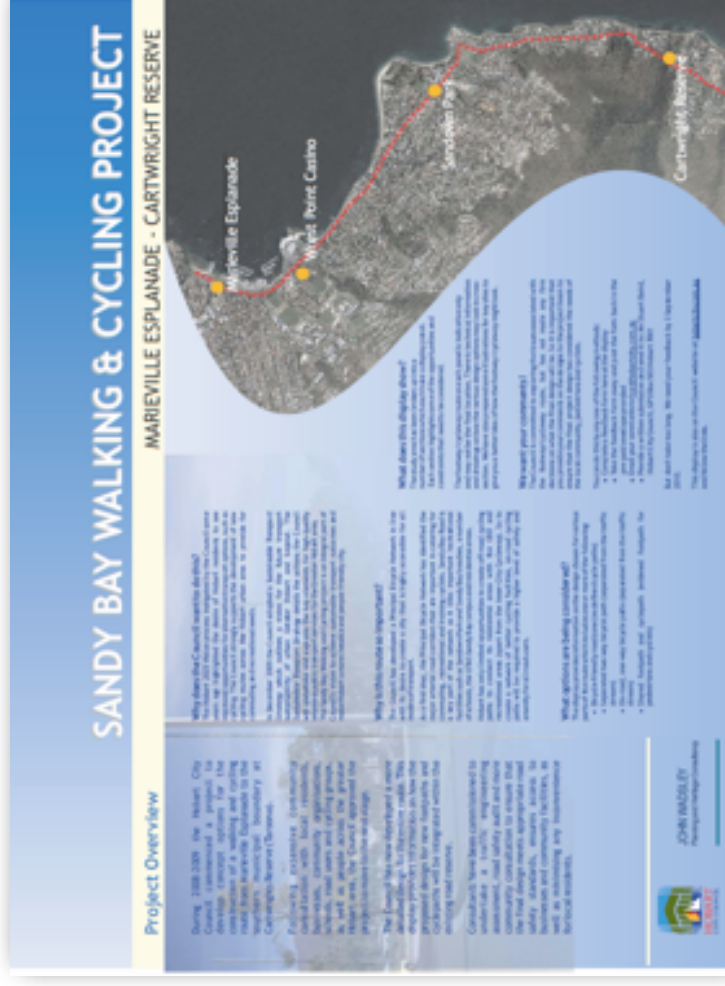
Major Cycleway improvements to link the growing Kingston satellite residential and service area to the greater Hobart area.

Why are we asking for this...

- To increase the area of the ferry catchment and its accessibility
- To provide healthy, sustainable transport options for people who want to walk and cycle
- To support the reduction of carbon emissions
- To assist congestion management of our highways

Tasman Highway path (Clarence)

A separated cycleway from Rosny Park to Mornington linking the Warrane residential area, schools, colleges and sporting facilities including the Clarence Mountain Bike Park in the Meehan Range.



Sandy Bay Road path (Hobart)

Cycleway and footpath improvements from Battery Point (Marieville Esplanade) to the Hobart southern boundary with the Kingborough municipality (Taroona). Linking schools, the University of Tasmania and the Lower Sandy Bay (Long Beach) recreational and sporting area

Taroona-Channel Highway (Kingborough)

This project substantially improves safety outcomes for cyclists and motorists on the principal connection between the satellite settlement of Kingstons and greater Hobart.

Channel Highway – Kingston-Bonnet Hill-Taroona Suggested improvements for cycling traffic

The Kingborough Bicycle User Group (KBUG) identified the Channel Hwy as an important cycling route which is a high priority for improvement. In May 2007 members of KBUG, along with a representative from CyclingSouth, carried out an inspection of the Channel Hwy between Kingston and Taroona over Bonnet Hill. The route has been divided into four sections and photos have been taken of each section. The recommendations made in this report are preliminary only and further detailed investigation is required to take into account issues such as road camber, corner radius, clearances from obstacles and other engineering issues.



The preliminary site visit has divided the route into 5 stages, with the most urgent section labelled Stage 1.

- Stage 1 – Beach Rd to Kingston Golf Course
- Stage 2 – Kingston Golf Course to Harpers Rd
- Stage 3 – Shot Tower to Taroona
- Stage 4 – Harpers Rd to Taroona Rd
- Stage 5 – Taroona Rd to Shot Tower

Lutana Connector (Glenorchy)

A separated cycleway along the existing rail corridor, linking the (existing) Intercity Cycleway to the Lutana/Risdon industrial area (major zinc smelter, ferry construction and related heavy industry). Linking primary school, residential areas severed by the Brooker Highway and major industrial workplace areas.



Component 3: Bus Interchange Facilities

Background

Using our public transport system needs to be a safe, pleasant and convenient experience.

There is a significant lack of investment in infrastructure that would encourage more people to use public transport in Southern Tasmania.

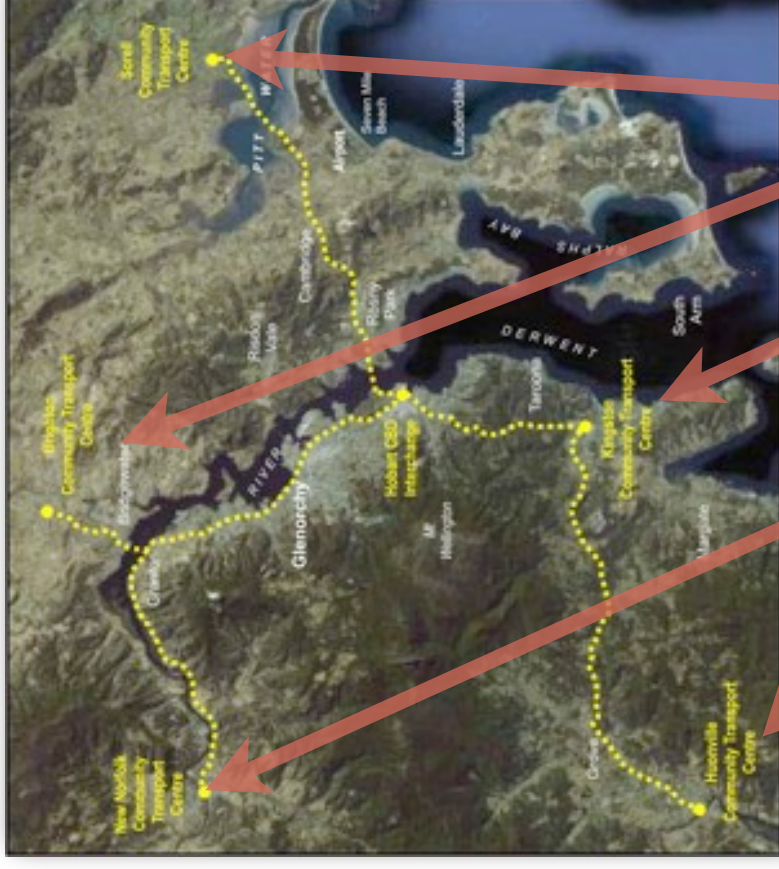
What we are asking for...

Interchange facilities to provide for covered, weather proof, well lit, safe facilities that provide, where appropriate, for parking (ie park and ride) and for the development of additional services in close proximity such as child care and essential shopping needs.

1. **Kingston Interchange (Kingborough)**
2. **Sorell Interchange (Sorell)**
3. **Brighton Interchange (Brighton)**
4. **New Norfolk Interchange (Derwent Valley)**
5. **Huonville Interchange (Huon Valley)**

Why are we asking for this...

- To improve public safety and convenience
- To re-brand and re-focus public transport
- It is consistent with many of the regional plans and strategies
- It will provide healthy, sustainable transport options
- It supports the reduction in carbon emissions
- It will assist congestion management of our highways



Component 4: Investigation of regional public transport needs

The outlying municipalities of:

- Glamorgan Spring Bay
- Tasman
- Southern Midlands
- Central Highlands

have the dual challenges of smaller (permanent) populations and limited public transport services.

Public transport strategies need to be developed that identify, at a township level, approaches that will ensure the improvement of services levels to those communities over time, give them support for improving access to transport options now and provide a solid, factual basis for the provision of services in the future.

