

# **PUBLIC**

## **THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS MET IN COMMITTEE ROOM 1, PARLIAMENT HOUSE, HOBART, ON MONDAY, 21 AUGUST 2023**

### **GREATER HOBART PARK AND RIDE PROJECT**

**CHAIR** (Mr Valentine) - This is a hearing for the Parliamentary Standing Committee on Public Works in relation to three Park and Rides - one located in Claremont; the other in Midway Point and one in Rokeby.

On this side of the table we have: John Tucker, Tania Rattray, Rob Valentine, Jen Butler, Simon Wood, Scott Hennessey, secretary of the committee, and Henry from Hansard.

Welcome to members of the public who may be tuning in today to this particular hearing.

Secretary, please read the message from Her Excellency, the Governor-in-Council.

### **MESSAGE FROM HER EXCELLENCY THE GOVERNOR-IN-COUNCIL**

Pursuant to section 16(2) of the Public Works Committee Act 1914, the Governor refers the undermentioned proposed public work to the Public Works Committee to consider and report thereon.

Pursuant to section 16(3) of the act, the estimated cost of such work, when completed, is \$20 million - Greater Hobart Park and Ride

### **RECEIPT OF SUBMISSION**

**Greater Hobart Park and Ride - Public Works Committee Submission, Department of State Growth, final to PWC 2 August 2023**

**CHAIR** - We are in receipt of one submission - the Greater Hobart Park and Ride Public Works Committee Submission, Department of State Growth, final to Public Works Committee, 2 August 2023.

May I have a member move a motion that the submission be received, taken into evidence and published?

**Ms BUTLER** - I move -

That the above submission be received, taken into evidence and published.

**Motion agreed to.**

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**Mr CHRISTIAN GONINON**, PROJECT DIRECTOR, HOBART TRANSPORT VISION, DEPARTMENT OF STATE GROWTH; **Mr JOHAN JORDAAN**, PROJECT MANAGER, DEPARTMENT OF STATE GROWTH; AND **Mr GARY HICKS**, PROJECT MANAGEMENT TEAM LEADER, DEPARTMENT OF STATE GROWTH, WERE CALLED, MADE THE STATUTORY DECLARATION AND WERE EXAMINED.

Thank you for providing us with the opportunity to have a look at the three sites. It is always important to look at the actual location - things pop out that we wouldn't otherwise recognise if we didn't visit. Thank you for appearing here before the committee. It's important evidence that we receive. It helps us to not only be able to read the evidence in the submission, but to gain other information before we make our decision on these projects.

Before you begin, I'd like to inform you of some of the more important aspects of committee proceedings. A committee hearing is a proceeding in parliament. This means that it receives the protection of parliamentary privilege. This is an important legal protection that allows individuals giving evidence to a parliamentary committee to speak with complete freedom without the fear of being sued or questioned in any court or place out of parliament. It applies to ensure that parliament receives the very best information when conducting its inquiries. It is important to be aware that this protection is not accorded to you if statements that may be defamatory are repeated or referred to by you outside the confines of the parliamentary proceedings. It is a public hearing. As you can see, it's being broadcast today. Members of the public and journalists may be present. This means your evidence may be reported. Do you understand? I need a clear 'yes'.

**WITNESSES** - Yes.

**CHAIR** - Thank you. Do you wish to make an opening statement?

**Mr GONINON** - Thanks, Chair. I make a statement to provide some context around the project. I will then hand over to Johan to talk in more detail about the specifics of the project.

The department estimates that about 60 000 more people will arrive in the Greater Hobart region by 2050. That probably equates to around 32 000 additional work trips anticipated. To meet those needs we have to put in place a range of transport-related measures to try to ensure different ways for people to get to work, as opposed to the car. Building more roads is not the answer. In most regards, what it ends up doing is encouraging more people to drive, exacerbating the problem.

The department works in a number of transport-related projects to keep Hobart moving and cater for our growing population. The park and ride project is one of those. As part of the 2021 state election, the Tasmanian Government committed to investing \$20 million to develop new park and ride facilities for commuters in Rokeby, Midway Point and Hobart's northern suburbs. The three sites selected are Claremont Link Road, Claremont; Fenton Street, Midway Point; and Pass Road, Rokeby.

The objectives of the three park and ride facilities are to make public transport more accessible and support a mode shift away from the car.

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We are currently sitting at around 6.4 per cent. We need to get that up to at least 10 per cent by 2030. The problem is getting larger and additional work needs to be done, hence why we are working on a whole range of projects at the moment.

We need to provide infrastructure to support the bus services, because that is going to be key to mitigating some of the congestion impacts, but also providing an attractive alternative to driving. The other key is the additional mode to get people in, trying to invest in vehicles with the greatest person-carrying capacity. Any infrastructure improvements should be catering for multi-use vehicles, whether it is buses or multi-use vehicles that use small amounts of road space and take larger groups of people.

The park and ride locations were carefully selected as they are close to existing routes. How you select park and ride is important to the argument. A lot of people ask, 'Why don't you put one here? Why don't you put one there?' Sometimes, if you work through the policy and the strategy around it, it doesn't work. For a park and ride to work it needs to be supported by and close to existing bus services. If you put a park and ride in a location where there currently is inadequate or a very low level of bus service, people are unlikely to want to use it. Travel time competitiveness does not work. People say, 'It is going to take me so long to get to such and such. We have to drive back to such and such. The bus might come every hour. It is not going to work for me.' If you can provide your park and ride on a current bus route it makes uptake more likely. Travel time competitiveness and existing bus service frequency capacity is really important.

The other is site visibility and accessibility. People have to be able to access a park and ride easily from the road or if they are walking to it through a footpath connection or a cycle track. People are probably unlikely to want to use it if they are unaware of it.

We want to make sure there is low traffic impact as well. When placing a park and ride in a location, you want to ensure that that location is not going to induce more traffic congestion, otherwise you are defeating the purpose. It is not going to enhance the thing you are trying to resolve. You need to look at low traffic impact. Pedestrian and road safety is important to that.

Something that is critical and which we're working on at the moment is bicycle integration and active transport integration. Near the one at Claremont, for instance, you have the Intercity Cycleway. It's close to that sort of route.

You have shared pathways at Midway Point. Particularly for those smaller ones, like the Midway Point one, we are really trying to encourage that local community to use it. Yes, it is small in number as a car park, but we are hoping people will walk from the nearby areas and utilise it that way, and also ride their bikes. Active transport is a critical part of this integrated solution.

The other one is site ownership. It is a lot easier to deal with a site or develop a park and ride if the state has ownership, or certainly has a lot of support from the Crown or the core council, so it is a significant issue that does not have to be dealt with in that space. They are the sorts of key elements, and I am sure we will talk to some of those a bit later on. I will hand over to Johan to talk a little bit more about the detail.

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**Mr JORDAAN** - Thank you, Christian. The Greater Hobart Park and Ride project includes the provision of parking, bus shelters, bicycle storage, pathways and associated landscaping. In addition, the Rokeby and Claremont facilities will also be provided with amenities buildings. The project is currently in various design stages.

The Midway Point park and ride facility is in the detailed design stage, which is planned to be completed towards the end of 2023, subject to the receipt of the relevant approvals. Construction is planned to commence in early 2024 and to be completed late within the same year.

The Rokeby and Claremont facilities are in their preliminary design phase. Detailed designs are planned to be completed early in 2024. Construction is planned to commence in mid-2024 and to be completed towards 2025. The estimated cost of the works is \$17.6 million, which is within the budget of \$20 million.

The current cost estimates are considered reasonable for the scale and scope of the works proposed. Once delivered, the Greater Hobart Park and Ride project will address the existing community need for parking, biking and public transport, making these more accessible and supporting the modal shift away from private motor vehicles in the areas of Midway Point, Rokeby and Claremont.

Overall, we submit that this is an important project that aligns with the department's response to meet the needs and criteria of the growing Hobart population.

We recognise the significance of stakeholder contribution and engagement for the success of the project, and we will continue to engage with stakeholders to ensure our key objectives of the project are delivered. We are seeking other legislated approvals as required. Furthermore, the costs are appropriate and, in conclusion, we contend that this project is a good use of taxpayers' money.

**Ms RATTRAY** - Thank you. In your summary you said Midway Point is in the detailed design, and Claremont in the preliminary stage. Is Rokeby at the same time line as that proposed for Claremont?

**Mr JORDAAN** - That is correct, yes. Those two are running at the same phase.

**Ms RATTRAY** - Can I have some understanding of why, perhaps, one of the larger ones is not seen as a higher priority than the Midway Point one, which is a much smaller proposed facility? I am just thinking of what we saw this morning on site - particularly at Claremont, which looked like a very busy area, and a lot of growth is out that way.

**Mr GONINON** - It is probably more of an opportunistic exercise in the sense that we are far more advanced with Midway Point with the particular work that went on through the South East Traffic Solution, and there has been a lot of negotiation with council through that process, as well as some preliminary consultation with the community that took place earlier on. I guess we are a bit more advanced there, so it is more an opportunistic perspective of why that is happening at the moment.

**Ms RATTRAY** - I will just clarify; I said Claremont, but it was Rokeby that seemed like a newer, built-up area - sorry, the Rokeby site.

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**CHAIR** - Although Midway Point has the highest catchment, with 20 555. A lot of the Midway Point site you cannot see being developed. A lot is being developed out the back.

**Ms RATTRAY** - I am not familiar with those areas, so it was quite interesting to see them today.

**CHAIR** - As an overarching view on park and ride, there are at least two that have been developed, near the Fork in the Road and at Firthside. They haven't been in very long, I believe. Can you give us an understanding as to how they're performing at the moment?

**Mr GONINON** - Yes. Our Passenger Transport branch have been monitoring the uptake of park and ride, and doing review and evaluation, particularly of these new ones. It is fundamental and important for us going forward, because it is a new area of business for the department. The uptake, I think, is in the order of 75 per cent at Firthside, which is a smaller one, and at Huntingfield it is around 50 per cent, but we will keep monitoring that.

We also want to understand the nature of the passenger who is using them, not just the quantum. Where are those passengers coming from? What is their current bus network like where they are?

**CHAIR** - Their origin and destination.

**Mr GONINON** - Yes. For instance, there can be the issue where you might end up 'cannibalising' - I am not sure if that is the right word - existing bus networks to suit a park and ride, where people are driving when really they should probably be using their existing bus network or their existing bus stop. We need to understand all those intricacies of the usage patterns - and not just cars and parking, but also bicycle utilisation, because it helps us work out what is working and what is not. We are working closely with the Bicycle Network to get their feedback on improvements we can look at down the track.

**CHAIR** - Do they have bicycle storage facilities at those two?

**Mr GONINON** - Yes.

**CHAIR** - Are they being utilised?

**Mr GONINON** - They are, but not as much as we would like. There are some learnings that we are taking forward around security and how we look at that.

**Ms RATTRAY** - Are the bike storage units that are proposed at these three sites the same as at the other two sites? What can you do differently to encourage more cyclists?

**Mr GONINON** - We are meeting with the Bicycle Network to understand that. What we are doing is futureproofing for potential security options, but we need more evaluation around what might be the most suitable response to that problem. There is some policy work that we need to do to inform that. It is something that is on the radar. We are certainly making sure that with the development or construction that we are doing, we don't preclude more innovative solutions to that issue.

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**CHAIR** - With the advent of electric scooters - the type you hire, not motorbikes - have you any data that indicates whether people are taking those on buses to go through to the city? Riding those electric scooters to the bus and then getting on with their scooter?

**Mr GONINON** - No, and I am not sure whether that is permitted. It is probably the same issue as putting a bike on.

**Ms RATTRAY** - Which is not permitted at this time.

**CHAIR** - They did some trials up to Fern Tree at one point, but I am not sure how that ended up. I don't think there are any Metro buses that carry bikes.

**Mr GONINON** - No.

**CHAIR** - It is a wicked problem, because you don't get people using park and ride facilities until there is congestion that causes them to need to use it - and if you put new roads in, it is never going to get congested.

**Mr GONINON** - It is not a silver bullet. It is just another tool, another option, to try to incentivise modal shift. We have to look at all of these sorts of things. Even since Huntingfield and Firthside, we have come quite a way in our thinking and how we are going forward. With anything new, there are improvements to make along the way. You need to do that work to evaluate and look at how to improve and get the right feedback from the right people. Those sites are complex. Five or 10 years ago we might have just built a car park as a park and ride. Ultimately it ends up being just a car park. People do not use it because the amenities are not there or the services are not going next to it and supporting it. A few stakeholders have an interest in how they operate.

**CHAIR** - We will go to the submission and work our way through that. Does anyone have questions on pages 2 and 3?

**Ms BUTLER** - Could you talk us through the existing cycling pathway infrastructure at Fenton Street, Midway Point? What leads to that new parking area? The same for the Glebe Hill Village Shopping Centre, Rokeby, park and ride site and Claremont. The Claremont one seems self-evident because you can see where the bike path is coming from that establishment. For the other two, could you talk us through what is already there that will link people on bikes or people on a footpath to those park and ride areas?

**Mr GONINON** - At Midway Point there is a shared 3.5-metre-wide path from Sorell. It will end up at the airport. A challenge with the design was ensuring that the cycleway width was put in place to make sure you got that connection. I am not aware of what those connections may look like further back at Fenton Street.

**Ms BUTLER** - Is there anything along Penna Road? That is the other main road area. Is it just a footpath or a person on a bike using the main road?

**Mr GONINON** - It is a regional area and the traffic volume should not be such that it would be dangerous. They are important questions about connectivity and making sure we work in with council and whoever else is the infrastructure owner around those streets to get those connections.

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**Ms BUTLER** - With the Glebe Hill area, what connection points are there already in place that will lead to that car parking area?

**Mr GONINON** - Footpath work has been done to support that and get people across to the shopping centre. I am not aware of cycleways or connectors. I know it has been discussed with council to see what can happen, particularly with all those new subdivisions on the hill. It is growing and we are seeing what we can do to connect them. That does not preclude that work. You are raising an important and valuable issue around that connectivity. We don't just want cars to be the only user of these things. We want it to be attractive to people who are walking and on bikes.

**Ms BUTLER** - People can cycle to where they can catch a bus from and store their bike in the bike storage areas. I am always cognisant of the beautiful cycleways in Perth, Tasmania. Along the Illawarra Road there is a beautiful cycleway and then it just stops. You can see Longford in the distance but you cannot get to it other than going onto the highway. We do not want to have that same problem. It is important that we link things up properly.

**Mr GONINON** - It is the work that is going on in the inner city. In Hobart there is a lot of planning around cycleways and where the cyclist routes should be. That's probably less so when you get out to regional areas. It is fundamental.

**CHAIR** - I think that one you speak of is on the drawing board.

**Ms BUTLER** - Mayor Mary Knowles has been talking about that one for quite some time.

**Ms RATTRAY** - I still could not understand why it was not done at the same time.

**Ms BUTLER** - I think it was cost.

**CHAIR** - Probably the cost.

**Ms RATTRAY** - I expect so.

**CHAIR** - Anyway, let's hope that happens at some point in time.

Turning to page 4, regarding bus services, a few dot points down it says:

The department actively monitors patronage and demand for services, so adjustments can be made over time for park and ride services.

You must survey the wishes of passengers as well as households about a facility like this. Do you get a picture of the demand for this park and ride?

**Mr GONINON** - If you look at other park and rides, there are quite a few informal ones around the place. Some are effective, some aren't. Some are opportunistic in that they are just a car park somewhere that may be council managed. An important thing is to make people aware they are there. There is a bit of marketing involved in this. We are seeing some uptake at Huntingfield and Firthside, so there is a demand. We need to monitor that and we need to

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market that. Visibility comes into play. People start seeing it being used. We need to tell people the whole story on how all of these pieces fit together.

**CHAIR** - It's the tension between the cost of parking in town and the inconvenience factor of having to park a car out there and take a bus in.

**Mr GONINON** - We were talking about that on the way. When considering whether to take their own car, convenience is one. Sometimes people have multiple drop-offs, whether it is drop-offs of children for school and the like. People often don't consider the running costs of a car. They might consider, at the other end, what the car parking is. That is another policy lever that would support these types of initiatives - if car parking was dearer than it currently is in town.

**Ms RATTRAY** - I hope it does not get too much dearer.

**Mr GONINON** - There are lots of policy levers. It all needs to integrate, it needs to be convenient and people will need to be able to get on a bus that's going past and not have to wait too long or travel too far to go to it.

**CHAIR** - Go too far out of their way.

**Mr GONINON** - Yes, otherwise it's not going to work.

**Ms BUTLER** - On that subject, will the department look at complementing the new park and ride venues with express bus services? Efficiency's the main thing, isn't it?

**Mr GONINON** - Yes, that's part of the review of the existing networks, how they're operating and what opportunities there are for buses currently in operation to go via the park and rides. I expect with the one out at Claremont, which is just off the Brooker Highway, you'll get express services come in there during peak and pick up people and put them back on the highway with a very small time delay. That is an important thing about location. It's a really good location to pick up people coming from the northern suburbs, out from Claremont.

**CHAIR** - One issue with these facilities and encouraging people to use them is the fact that there are shops. The one at Rokeby has a shopping centre really close to it. There is a good encouragement there, because they can do a bit of shopping, as the member to my right was saying earlier. They might want to do a bit of shopping before they go back home. Also, childcare facilities. They have an excuse to get out of their car. They are actually leaving their children there to be looked after, then they catch the bus into town, come back and then they are picking their children up. Whereas, if those facilities are not available, they are less likely to want to get out of the car because they have to take their kids somewhere else first.

**Mr GONINON** - That 'attractor', yes. It is a really good point.

**CHAIR** - I am wondering whether that sort of thinking has been factored into this, and whether those sorts of facilities have ever been considered. There is a fair bit of land in Rokeby, for instance. You can imagine that with a shopping centre close by, there might be the opportunity for childcare facilities.

**Ms RATTRAY** - There was up on the hill. It was an early learning centre.



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**CHAIR** - Across the road. Yes.

**Mr GONINON** - It comes back to where these park and rides are sited, so there is an 'attractant' for people. That is another positive value you would put beside where you would site a park and ride.

**CHAIR** - Claremont has nothing out there at this point, in that regard, childcare facilities close by?

**Mr GONINON** - Not that I am aware of. There is a range of boxes that you would like to tick. You cannot tick them all. You tick as many as you can. With Rokeby, you are right, it does have the shopping centre. People can ideally drop off and go and do their shopping -

**CHAIR** - Like a hub.

**Mr GONINON** - Yes.

**Ms BUTLER** - Grab the groceries to cook dinner that night. Pick up the kids from day care. Easy.

**CHAIR** - Probably less so at Midway Point.

**Ms RATTRAY** - Might need a bit of thought about the access from the park and ride across to the childcare facility, because that looks like a busy highway. Perhaps put a stop button in.

**CHAIR** - Yes. Are there any other questions on page 4?

**Ms BUTLER** - I am not sure if it is appropriate to ask the question here, but with the bus shelters at Huntingfield, apparently there were some problems with people standing under the bus shelters but getting wet because of the design, when the wind was going in certain directions. Will these shelters have a different design to the Huntingfield ones?

**Mr JORDAAN** - There were a lot of lessons learnt from Huntingfield, which we are incorporating into these designs. We will try to standardise, as far as possible, the existing type of bus shelters.

**CHAIR** - Look at the wind direction.

**Ms RATTRAY** - See which way it rains mostly - easterly or whatever.

**CHAIR** - In some places in Tassie, it goes horizontally.

**Ms BUTLER** - A lot of shelters don't actually have a shelter as well. It is just a pick-up.

**CHAIR** - Looking at the proposed works for Midway Point on page 5, I notice that the park and ride is for 59 vehicles. The catchment for this one is higher than any of them, but it has the lowest number of spaces. Is that just because of the land that is available to convert into a park and ride in this instance? Can you give us an understanding as to why it did not have more than 59? Is it just what can be accommodated on that piece of land?

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**Mr GONINON** - Yes. What was available there is what the land parcel is and what we can accommodate. The other challenge is that you are trying to put in place what you need to do from a disability point of view, and provision of motorcycle and bicycle storage facilities.

As I mentioned this morning, there is another park and ride at Skipper Lane in Sorell, which I understand has probably not been utilised as well as it could have been. I think we need to do some work on understanding that a little more, why it isn't working. Is it about marketing it, aren't people aware of it?

With these three park and rides, we do have councils come to us from time to time asking whether we can have a park and ride here, or here, or here. What we need to do - and what we will be doing internally - is develop a strategy and policy to try to inform that, such as a master planning exercise, similar to the Derwent ferry, so that there is that piece of work. Where else would they work? Where else are catchments that would benefit from having this type of facility? What we are doing certainly does not preclude others in locations that will work.

**CHAIR** - That is interesting. Skipper Lane - is that near Station Lane?

**Mr GONINON** - Actually, it might be Station Lane.

**CHAIR** - I think there is a childcare centre near that one as well.

**Mr GONINON** - Yes.

**CHAIR** - There are no toilets at the Midway Point one, whereas the other two have them. For the record, can you say why that wasn't considered? Was it a matter of space more particularly, or proximity of the community to that site?

**Mr GONINON** - It was a bit of both. The site is quite small, but it is also the target audience. The client you're looking at is one that is more closely aligned to the park and ride, so the expectation is they are not far from home.

**CHAIR** - Okay.

**Ms RATTRAY** - I shouldn't imagine there are 22 000 people close on the doorstep there. Anyway, that might be something else to consider.

**Ms BUTLER** - I wonder if you could talk us through which standard we are using with the disability access for car parks and ratios. My understanding is that in the Australian standard, 6 per cent of parking should be dedicated to disability access or disability parking. Which standard will you be applying to the design here?

**Mr JORDAAN** - Yes, the standard being used is the National Construction Code 2022, which requires one accessible space for every 100 car parking spaces.

**Ms BUTLER** - Thank you.

**Ms RATTRAY** - Chair, a question on Midway Point. There was a significant piece of TasNetworks infrastructure on the site. From previous experiences, moving those particular pieces of infrastructure can be quite challenging, so I am interested in what sort of

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conversations have already been had with TasNetworks, not only for this site but the subsequent sites as well.

**Mr JORDAAN** - TasNetworks is one of the key stakeholders so, where possible, we try not to ask for relocation of any of their services. In this case, you are referring to?

**Ms RATTRAY** - At Midway Point there was a big pole right in the middle of where there was going to be car parking spaces.

**Mr JORDAAN** - There were two poles in that vicinity. One was close to Fenton Street -

**Ms RATTRAY** - That was the transformer. This was just a service -

**Mr JORDAAN** - And we did not move that. The other one was, unfortunately, in the way and we had to negotiate with them to relocate it. We are also designing the lighting for the whole park and ride area, so there is some design work near infrastructure coming in, and then we use that as part of the design.

**Ms RATTRAY** - That particular service pole at Midway Point will have to be removed or relocated before you can commence works. I am interested in whether there has been some conversation with TasNetworks, because I understand that their work schedule is much more significant than they have resources for.

**Mr JORDAAN** - Yes, we have engaged with them and the design work is completed for that portion of the work -

**Ms RATTRAY** - Do you have any commitment from them?

**Mr JORDAAN** - We are now ready to proceed with the actual work, yes.

**Ms RATTRAY** - They've obviously taken precedence over the Tasman Highway.

**Mr HICKS** - I can add to that. Engaging with TasNetworks and securing them to do the design work is one of our most time-consuming challenges. Now that we've secured that we are in the queue for delivery, which is 16 to 20 weeks.

**Ms BUTLER** - I have a question on the existing playground equipment at Midway Point. I'd like an assurance that will be relocated. Are there moves to upgrade that playground equipment? It looks like it could do with an upgrade. Where might that be located?

**Ms RATTRAY** - There was no treated pine, so that is an upgrade.

**Mr JORDAAN** - We had discussions with Sorell Council and also public consultation. It was requested that we keep that equipment. Sorell indicated a specific area in Hoffman Street to relocate the equipment. We will look at the condition of the equipment. Certain equipment will be replaced.

**CHAIR** - The community gets some benefit out of this project apart from park and ride.

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**Mr WOOD** - I had a question about the mention of the CCTV going into Midway Point and Rokeby. It is here stated as 'future proofing for the installation'. In the Claremont one it says 'provision of CCTV'. Do I take it from that that the CCTV is going ahead in Claremont and it's only going to be provided for in the other two?

**Mr JORDAAN** - No, the CCTV will be provided for only at all three sites. If you look at the detailed tables, we also mention it there. That was an oversight to say that it is a provision. It is a provision for futureproofing.

**CHAIR** - It is a provision but it is not going in at this point?

**Mr JORDAAN** - No.

**Ms BUTLER** - What does that mean?

**Mr JORDAAN** - We do the complete design and work out where cameras should be installed. From there we provide the underground infrastructure, which is mainly conduits for the cabling.

**Ms RATTRAY** - Wouldn't the CCTV be on the light poles? Why would you want other poles when you already have a pole?

**Mr JORDAAN** - Yes, some of them will go on the light poles - typically what we also designed for some of the previous park and rides.

**Ms RATTRAY** - Is there a costing of how much extra it would cost to have the CCTV in place, given that if it's on the light pole the lights will be going in?

**Mr JORDAAN** - As part of the design we cost for all of the equipment. For implementation it's only for futureproofing.

**Ms RATTRAY** - If the project is \$17.6 million and the budget is \$20 million, there's some spare cash left in the budget that might facilitate that so people might feel a lot safer. It's dark in Tasmania at 5.30 p.m.

**Mr GONINON** - You have hit the nail on the head around the need to ensure people feel comfortable and safe. That is putting the customer first. The issue for us at the moment is the operational elements to putting in CCTV. We need to do more policy work about the operations and how we might manage it internally. That's the work we need to do, futureproofing. We're not in a position, at this stage, to roll it out, but security is front and centre.

**Ms RATTRAY** - As you get older, you don't feel 10-foot tall and bulletproof like you did when you were younger and didn't think about things happening.

**Mr GONINON** - If you look at feedback from the public consultation, one of the key factors raised was security and safety.

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**Ms BUTLER** - If you are a female and walking to your car from a bus stop on your own and it is dark, you'd want it to be well lit but that extra reassurance is also a good deterrent. We'd really recommend that that be looked at.

**Mr GONINON** - I agree.

**CHAIR** - We were talking this morning about kiss and ride - places where people can drop off passengers who aren't bringing their own car but someone is dropping them off. At Claremont you've shown how you've provided for that. Has this been considered at the other two sites?

**Mr JORDAAN** - For Midway Point we have an arrangement that you enter the park and ride facility and go to the area where the bike storage is and then turn around and go back.

**CHAIR** - It has a turning head?

**Mr JORDAAN** - Yes, but there is no specific lane that takes you right through the whole facility -

**CHAIR** - Alternatively, they can stop in Fenton Street. It is quite safe.

**Mr JORDAAN** - Yes, correct.

**CHAIR** - Then we look at Rokeby -

**Mr JORDAAN** - The same for Rokeby. You can enter the facility, drive all the way through and stop to let passengers out and then leave the facility. There is no specific route just for that need.

**CHAIR** - So, you can stop near the zigzag path near the bicycle storage facility?

**Mr JORDAAN** - That is correct, yes.

**Ms RATTRAY** - Do you have traffic calming through the sites?

**Mr JORDAAN** - It is a dedicated parking facility.

**Ms RATTRAY** - Are they in the facilities?

**Mr JORDAAN** - At the point we are currently already, the detailed design phase, only one area where a crossing will be. It's not a hump arrangement because you are already going around the corner there at a slow speed. For the other two, at this stage, humps are not designed. When going through the more detailed design we will consider that type of detail -

**Ms RATTRAY** - The Rokeby one is quite large; you don't want people hooning through there, or going too quickly.

**CHAIR** - That is my question, too. At night when that site is not being used much, say, after 8 p.m., when most commuters have left the area, there's a wide open space for kids on skateboards and scooters or whatever else they might have. It's an argument for CCTV but it's

probably pre-emptive. Have you considered the overt use of it and antisocial behaviour after hours?

**Mr GONINON** - Yes, it was raised through the public consultation, particularly from adjoining neighbours.

**Ms RATTRAY** - Your adjoining neighbours might be your best CCTV.

**Mr GONINON** - In terms of the concern that was raised, that's where it went. It was around CCTV and security, obviously.

**Mr JORDAAN** - Also to add to that, if you look at the one at Rokeby, the whole area is quite a slope, so we do design according to the standards. There is also landscaping in that area to prevent cars crossing over the different sections.

**CHAIR** - Those white marks on the Rokeby site -

**Ms RATTRAY** - They're walkways, aren't they?

**Mr JORDAAN** - They're walkways, yes.

**Ms RATTRAY** - The green on the ends - are they greenery?

**Mr JORDAAN** - Yes, that is landscaping. They will be areas to prevent cars from going all over the parking area.

**CHAIR** - No doing doughnuts.

**Ms RATTRAY** - I think there's a fair bit of space in the middle for a doughnut.

**CHAIR** - Quite clearly, people could come along to this site, park their car - and they might have a micro-mobility scooter or bicycle. For the record, has there been any discussion with Metro about providing for the possibility of people taking such a device onto their buses so they have some mobility at the end of the journey?

**Mr GONINON** - That's a broader policy question, isn't it? It's around bikes and that whole sort of piece of work, and that last mile when you get to where you're getting to. You know, how far are you travelling? Is it a great need? What's the need versus the disadvantages of doing it in terms of space and stuff on buses, and the impacts it would have on buses?

I would think we'd need quite a bit of policy work to underpin any sort of movement in that space. At this stage, for whatever reason, it hasn't advanced to the point -

**CHAIR** - No. There are scooters available in town anyway, so maybe that would be a thing they could avail themselves of. It will be interesting to see how it would develop over time.

On page 6, there's a parking provision for 248 vehicles, when the parking catchment for Rokeby is not huge - 8297 residents. It has the biggest site. Is there a reason that one is so large?

**Ms RATTRAY** - Claremont is 248.

**CHAIR** - Sorry, you're right. Is there a reason for 248 at Claremont, with a catchment of 13 352, whereas Midway Point has 25 000?

**Ms RATTRAY** - Is it futureproofing that area?

**Mr GONINON** - A combination of factors - obviously the catchment, but also scalability, and what land is available to utilise for the site. There are a few different factors at play.

**CHAIR** - Why make it smaller if you can make it much larger, and for not much extra cost? Is that the thinking?

**Mr GONINON** - Yes, one of the challenges - and it was something that came up a bit when we were doing Huntingfield, where someone would say, why don't you have 1000 car spaces or get some land that has this huge amount? There's no data to support what size you need. In terms of utilisation, it's really hard to work out how big a thing should be, and to be able to find a parcel of land that would accommodate 1000 car spaces and, then the utilisation. It's a difficult concept.

It seems more sensible, even with the economies of scale, smaller ones - when I say 'small', even though they seem large by European standards, from what you read, some of these are quite small. If they get heavily utilised, there may potentially be opportunities to scale up, if they're scalable. Certainly Rokeby is scalable, and there is a bit of scalability with Claremont across the road. That's quite useful if you have space like that. Otherwise, you're looking at other smaller park and rides in other places.

**Mr TUCKER** - Following on from those comments, have you done any studies on actually taking the buses to certain areas, in these areas, so that people don't have to travel, so we don't have to build a car park? We take the bus to them, instead of them to the bus?

The reason I say this is because with farming, you take your cattle to your feed; you don't take your feed to your cattle. All I'm wondering is, would it be better to take the bus to the people who we know are going to be using these areas and doing some studies on that - finding out where they want us to take the buses to, so they can actually walk to the bus stop rather than us building these things.

We're talking about nearly \$20 million. You're talking about CCTV because of the antisocial behaviour you're going to create there with young people. Have any studies been done?

**Mr GONINON** - That's always a really complex question and one I'm probably not suitably qualified to answer. What I'd say is that the Passenger Transport branch is constantly reviewing timetables, scheduling and the patronage from the existing network. If the demand is there and it's going to be, I guess, 'economical', then those bus services will be enhanced. It's trying to manage it through that.

This is, I guess, another tool in an integrated solution to look at getting more people on buses - and that's getting people walking to them because they're in a nearby catchment. It's

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jumping on a bus, without having to run buses in all different ways that are really uneconomical - to run them all the way to Tea Tree or wherever.

**Mr TUCKER** - That's not what I'm saying to you. I'm saying go to key destinations where you know you'll be able to pick up the bulk of people from that destination. I'm not saying they're going to run here, there and everywhere to pick up all the passengers.

**CHAIR** - You're not talking about a taxi service. You're talking about a strategic pick-up point.

**Mr GONINON** - To different nodes.

**Mr TUCKER** - Yes.

**Mr GONINON** - Yes, and that's something, I suspect, when the department's looking at a rapid bus network in future years where you have satellite stations where you jump on and come all the way through, Claremont links might be a perfect one to support some of those satellite stations.

There is thinking around how you might get a better rapid bus network to operate which would pick up on those satellite nodes, if you like, and then bring people in. At the moment, a lot of the buses tend to come all the way into the CBD.

**CHAIR** - Take a place like Midway Point, following up on the idea the member put forward. There might be an argument for a local bus service that picks people up from out the back of Midway Point - say, where all those houses are - and deposits them at that main bus through-route - saving them using their car at all. I think that's what you're getting at?

**Mr TUCKER** - Yes.

**CHAIR** - It might be combination of both. Some might want to bring their car in, especially if they're further out the back. Given the number of car spaces there - 59 - that might be quite workable if a local bus service actually brought people in as well.

**Mr TUCKER** - The other thing, too, is if you turn up at Midway Point where there are 59 car parking spaces, and you're number 60, you can't get a car park so you're going to go all the way through.

**CHAIR** - No, you're going to park in the street. That's what you're going to do.

**Mr TUCKER** - Yes, you could park in the street, but it could create that problem where people say, 'Oh, we won't get a park, so there's no point worrying about it'. Whereas, if you take the buses to them, they know they are going to get a bus at a certain destination close to them. Earlier you talked about educating people, but spending this sort of money on concrete or asphalt for car parks to get people to use buses more, I don't know. In my opinion, there needs to be more work done on this.

**Mr GONINON** - Yes, I think that some of these park and rides will enable that future work you are talking about.



**CHAIR** - It is a starting point, is it?

**Mr GONINON** - Yes, some of those big ones might be the nodes that people either get another bus from or they drive to and then they come straight through on express buses. There is talk internally, the minister has been briefed and there is a lot of support rapid bus networks, where buses come from the north all the way through. They are not stopping. That would involve an overlay of an existing bus network, but how it integrates would need to be worked out.

**Mr TUCKER** - Going back to what you just said, rural or regional areas, or the outskirts, are where you need to be putting these things. Your population growth figure of 60 000 people by 2050 is a substantial number of people who are going to have houses. Where we're putting these nodes now, are we really going to need them? If you're going to have that number of people, some of these areas are going to be in-built and you're going to have higher density and less parking in those areas.

**CHAIR** - It is a wicked problem. Looking at the toilet facilities at the two sites, Claremont and Rokeby, you mentioned here that material selection will include balancing durability and minimising potential vandalism against aesthetic principles. Do you know what you'll be putting in those sites? They have self-cleaning toilets in Launceston. You leave the toilet and the whole thing gets washed out and cleaned.

**Ms RATTRAY** - The floor is always wet and horrible.

**CHAIR** - Well, there is that.

**Ms BUTLER** - But it's clean.

**CHAIR** - Is that what's envisaged or have you not gone that far yet? At the top of page 7 you talk about it.

**Mr JORDAAN** - At Huntingfield we have installed robust equipment that is not easily vandalised. We will look at the same installations at the other sites.

**Ms RATTRAY** - Like stainless steel seats?

**Mr TUCKER** - They're a bit cold, aren't they?

**Ms RATTRAY** - Anyway, if you've got to go, you've got to go.

**CHAIR** - That's right, yes. Moving over to page 8, on stakeholder engagement.

**Ms RATTRAY** - Could we have the process for stakeholder engagement for the three sites on the record? Midway Point is more advanced than the other two sites.

**Mr JORDAAN** - Yes. With stakeholder engagement, we follow a specific process at the beginning of each stage where we identify the stakeholders and how we are going to engage with them. With this project, we had public consultation sessions where we allowed for feedback and then we incorporated those comments and feedback into the next phase of design.

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For adjacent property owners there is further engagement, where we physically contact them and have meetings with them and listen to their concerns and suggestions.

**CHAIR** - Like on page 10, up towards the top, on 'Facility operating nuisances (facility lighting, operating noise, operating times, street traffic, views to the water)', you have involved adjacent neighbours. The intrusion of outdoor lighting - are you envisaging LED lighting there that is a little more localised and doesn't have so much light spill associated with the lighting on the site?

**Mr JORDAAN** - At Midway Point there was specific mention of lighting and also the problem with privacy. In the design we have looked at the position of the lighting, the type of lighting and the timing of when the lights will be on and off. When the bus services are not operating, that will go down.

**CHAIR** - At Midway Point, the houses that the fence is along, is that their bedroom side or is it their loungeroom side? You talk about views, with some worried about views to the water being interrupted. Do they have lounge rooms that look out that way?

**Mr JORDAAN** - Those are more to the back of the property, so it is more likely bedrooms.

**CHAIR** - I imagine they might be concerned about lights shining into their bedrooms at night?

**Mr JORDAAN** - Correct. The design reduces lights shining into those properties and to focus on the parking area and where -

**CHAIR** - Are they motion-sensor lights? If that lighting is an issue for those people, they probably don't want to have their blinds down all the time because the lights of the car park are on. These are the sorts of things that get taken up with a development application. Have you considered how you might control the light?

**Mr JORDAAN** - Motion sensing has been considered as has lights turned down later in the evening or being turned totally off when there is no bus service operating.

**CHAIR** - The other day when I was coming into Sorell at the roundabout, there were two blinding spotlights pointing straight at the cars. They were off the end of a couple of shipping containers to illuminate a car park directly below for security reasons, but it was terrible for the cars. Are you thinking of blinkering to stop that problem with the cars going up the main highway?

**Mr JORDAAN** - Yes. It is part of the design. Even if it is up high, we are looking at positioning the lights and also to have something instead of having the lights all over the place.

**CHAIR** - Okay, as long as it is being considered. Any other questions on page 10? Let me go to the motorcycle and scooter riders. Were they surveyed? Was the Motorcycle Riders Association surveyed on the use of the park and ride sites?

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**Mr GONINON** - Yes, they were. We met with them the other day. They had some issues they wanted to discuss. They provided some solid input. They made a couple of suggestions that we will be looking into further to see if we can put them into play.

**CHAIR** - Out of interest, did they sound like a park and ride is something that'd be useful to have, or was it just considering what sort of features it might have?

**Mr GONINON** - Both. They were supportive of having spaces for motorcycles, but also how those spaces that have been provided may be maximised with the amenity that they are providing.

**CHAIR** - So they can lock their gear up.

**Mr GONINON** - Yes, lock their gear, lock their bike. Some of those things we are certainly taking on board, and looking at some design change to accommodate where we can.

**CHAIR** - Thank you. Engagement services - you are going to have engagement services functioning during the construction period for all of these sites. Is that the idea?

**Mr JORDAAN** - That is correct, yes. That is standard for all the construction projects. There was also some licensed land from the Midway Point area. That specific area was used as a laydown area during construction of the previous project, and there were some concerns raised by the property owners, which we will definitely incorporate into the next phase.

**CHAIR** - What I could not understand is that it has 'Facility construction nuisances (access, dust, mould, noise, parking ...)' on the Midway Point one, but not on the others. Forgive me for being pedantic, but why is mould considered a problem on the facility construction - page 10, last box - but on the other two, mould is not mentioned? I found that fascinating.

**Mr JORDAAN** - That is a specific comment I referred to in the engagement at that specific site. They referred to property damage and worker behaviour in that site, which is close to the properties. There were also night works during that time, so there were some noise problems.

**CHAIR** - So this is with the new roadworks that have just been put through; they have experienced some issues?

**Mr JORDAAN** - Yes, that's correct. The park and ride facilities are not going to have that big an impact on traffic during construction. It is not likely that we will have any night works coming.

**Ms BUTLER** - Could you talk us through the noise abatement for those residences that will really be on top of all the cars entering and exiting? At the moment they do get car noise, but the huge retaining wall prevents it from reaching them as such.

**CHAIR** - Pushes the sound up.

**Ms BUTLER** - What kind of plans do you have to lessen the sound of cars in that car park for those residents?

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**Ms RATTRAY** - They've only got 59 coming, if that's the -

**CHAIR** - If you're living just over the fence, you've got 30 cars probably at that space backing in, spewing carbon monoxide at you. Are things like nose-in parking only something that is being considered from a pollution perspective for those residents, or plantings that would help mitigate some of that pollution? Has any of that discussion happened?

**Ms BUTLER** - In case you've got a resident doing those 'figure of eight' things.

**Ms RATTRAY** - Doughies?

**Ms BUTLER** - Yes. Noise abatement would be an issue, I imagine, for those residences.

**Mr JORDAAN** - We are doing noise assessments at all the sites. We also bring in landscaping work as part of the design to look at the noise, and where any early warning signs are coming out of the noise assessments, we address that as part of the design and with the stakeholders.

**CHAIR** - We are conscious that we can't really go into much of the planning stuff, because that's a local government issue that will be dealt with under development applications. Just a heads up, I suppose, that you might get some of those sorts of complaints.

**Ms RATTRAY** - Chair, I know we're not allowed to go backwards, but on page 8 for the Rokeby one it says 'Confirmation whether a planning permit is required', and then it says the same thing under the Claremont facility. There is a DA required - or is that not confirmed as yet?

**Mr JORDAAN** - It is not confirmed as yet. At this stage we think it might not be needed, but there is still some work to be done to get that confirmation.

**Ms Ratray** - There are negotiations or discussions with the respective local government areas?

**Mr JORDAAN** - Yes. We are in talks with them for Midway Point. We definitely have a development application, which will go in soon. We also had a meeting with the Sorell Council to discuss this.

**CHAIR** - Not so Claremont, possibly?

**Mr JORDAAN** - Not yet, no.

**CHAIR** - It will be interesting to see how that runs.

**Ms BUTLER** - I have a question on page 13, about the proximity of the park and ride in Claremont to Claremont College. I am not sure how many students attend Claremont College, but it is quite a lot. Will those students be coming in to that park and ride facility? It looks like the shelters are within it. How would they then get across that main road to access Claremont College in a safe way, and also to come back and access them?

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**Mr JORDAAN** - The design made provision for a pedestrian crossing over the Claremont Link Road, where you will have a small centre island as well as a barrier to make it safe. You will cross one lane and you will have the opportunity to stop there and move over to the other side.

**Ms BUTLER** - It could be quite busy. Is Claremont Link Road a busy road? I suppose the visibility would be good.

**CHAIR** - Do we have traffic counts on that?

**Mr JORDAAN** - I am not sure if TIA would have -

**Ms BUTLER** - It will be dropping them on this side regardless, won't it? They will have to get across that road.

**Mr JORDAAN** - I will take that one on notice.

**Ms BUTLER** - Thank you.

**CHAIR** - Traffic impacts, and a traffic count for the Claremont Link Road at peak times. It does not have to be all day.

**Ms BUTLER** - I imagine that the Claremont College students who come to Claremont College by bus would probably all be going through that area once it is built.

**CHAIR** - They probably do now.

**Ms BUTLER** - Yes, but the shelter is probably on the other side, whereas this is putting everything in the middle. They would have to cross that road.

**Mr GONINON** - We have certainly engaged with the school. They are supportive of the facility based around the availability for their students to utilise it.

**Ms BUTLER** - You might even have parents dropping them off in that pick-up/drop-off zone as well. Was there any discussion around an underpass or an overpass? I know they are very expensive. Or whether there is a capacity for traffic lights at the pedestrian crossing. How many students would be using it? I imagine it could be significant.

**CHAIR** - It might be something that is considered once the use of that site is known.

**Ms BUTLER** - Yes. I just thought I would put that on the record.

**Ms RATTRAY** - On page 12, I note there is a reference under 'Secure motorcycle and scooter options' for 'sheltered lockers for protective clothing to be investigated'. Are you working with the motorcycle group on what you might need if you do decide to use your motorcycle and then do the park and ride?

**Mr JORDAAN** - Yes, these were the specifics that came out of our discussions with them. Some of the main problems they identified were the security and ability to lock their -

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**Ms RATTRAY** - Yes, put your helmet in and also your Dririder or whatever you might have.

**Mr JORDAAN** - At two of the sites we have the amenities buildings where you can put on protective clothing.

**Ms RATTRAY** - You don't want to be lugging your helmet and your Dririder all through town in summer.

**CHAIR** - No.

**Mr WOOD** - On public lockers and public toilets -

**CHAIR** - What page?

**Mr WOOD** - It reflects through all the pages. Does council take carriage of maintaining the toilets, the amenities and cleaning the lockers out if they get trashed?

**Mr GONINON** - The operations and maintenance of these facilities is something we're working through now with policy models. There are different models you can go to. The state could take responsibility for doing that, or you could contract it out to a contractor or council.

That maintenance and servicing needs to be done. It needs to be done regularly, particularly the amenities and toilet blocks. It's about putting the customer first to make sure they feel like they want to use these places.

It's work we're doing internally but there are some different models we can look at.

**CHAIR** - Is there an allocation being made for ongoing maintenance, a recurrent funding arrangement for the operation of these park and rides?

**Mr GONINON** - Yes, we're working through what that looks like internally and how we secure that. Capital you get upfront and then you have to deal forever and a day with the operations. That plays back into the questions around security as well.

**CHAIR** - You say:

Water sensitive urban design [principles] have been incorporated into the design at Midway Point aligned with the State Stormwater Strategy to ensure runoff from the site is treated before entering Pitt Water.

What sort of treatment are you talking about there?

**Mr JORDAAN** - That's the same as we did at Huntingfield. The areas where you park the cars and the contamination associated with that when you have rain - we have treatment pits for that water. It's treated in a natural way. The water goes through the pit and then overflows on the other side into the stormwater.

**CHAIR** - Are the pits cleaned out every so often? What's the maintenance load of that?

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**Mr JORDAAN** - It is long term. It's not short-term maintenance.

**CHAIR** - It's not a monthly maintenance.

**Mr JORDAAN** - No, it's not monthly. There is monitoring in the pits to look at the functionality at that stage, periodically, and then to be determined whether replacement is needed.

**CHAIR** - A lot of areas use reeds and wet areas to soak up heavy metals and those sorts of things. They're doing it at Kingborough in Browns River, where they have floating pontoons of plants that are sucking up the heavy metals. One assumes that stormwater treatment is something like that. Do you have anything further to add on that? Is it just a pit?

**Mr JORDAAN** - It's a pit with organic material. It's a filtering mechanism.

**CHAIR** - Okay, thank you. Page 17, 'Weeds'. The reason I've circled this, for the Rokeby one in particular, is because of serrated tussock. That's a well-known serrated tussock area. It's an environmental weed, and they do their best to stop its spread. Have you discussed the site with NRE or is it not likely to be an issue at Rokeby? There used to be a sign up saying, 'Serrated tussock in this area'.

**Mr GONINON** - In my past life, I was heavily involved in weed management. I'm quite familiar with that area. It's something we need to confirm with the consultants when they talk about no priority weeds being identified on site.

**CHAIR** - Can you come back to us on that?

**Mr JORDAAN** - In this case, we started up numerous declared weeds management.

**CHAIR** - It says 'no priority weeds'. That's Midway Point, sorry. Rokeby?

**Mr JORDAAN** - For Rokeby. We have it listed as 'numerous declared weeds'.

**CHAIR** - It says - 'None'.

**Mr JORDAAN** - On page 21.

**Ms RATTRAY** - No action.

**CHAIR** - Sorry, no action.

**Mr JORDAAN** - That action refers to the actions to date. We are currently in the preliminary design. This will be listed in the next phase and it will be addressed during the construction phase.

**CHAIR** - Can you come back to us and confirm that there is an active plan to manage serrated tussock if it's found? It's an important one.

**Mr GONINON** - Yes, we will definitely. The statutory weed management plan will detail exactly what needs to be done to mitigate that.

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**Ms BUTLER** - That road's quite new around there. There's been a lot of development around there so that information should be easily available.

**CHAIR** - It should be. It's actually on the other side, just behind where the supermarkets are, more particularly where the shopping centre is.

**Mr GONINON** - Yes, and Droughty Point's a significant area of serrated tussock, too. That's something that's always been front and centre.

**Ms RATTRAY** - Is that any relation to saggs?

**CHAIR** - I don't think so.

**Ms RATTRAY** - It's sort of a grass.

**Mr GONINON** - No. It's very difficult to identify because it can look the same until it gets seeds. It also has bulbous rhizomes and it has a purple flower when it seeds. It can get blown a long way and also gets caught up on sheep -

**Mr TUCKER** - It's not the original management of weeds when you first do the project; it's the management of the weeds going forward from that point.

**CHAIR** - On roadworks?

**Mr TUCKER** - It's the follow-up management. That's where the problem is. We do a really good job for the first 12 months and then we get the problem after that and no-one gives a -

**CHAIR** - No-one cares is what the honourable member is saying.

Further discussion on any of those pages - 22, 23, 24, 25?

**Mr TUCKER** - Slow down a bit, Chair, I'm not keeping up with you.

**CHAIR** - I'm sorry, I'm not meaning to rush over them.

**Ms RATTRAY** - Page 24, Aboriginal heritage can be a show stopper. Where are you with that - impact or opportunity - particularly on the Rokeby site?

**Mr JORDAAN** - Yes. As we stated there, in this phase it was not yet identified. However, we are looking at that.

**Ms RATTRAY** - Because it's never been surveyed previously. That's what it says. So you're waiting for the report to come back?

**Mr JORDAAN** - Correct. Yes, we are. It is ongoing.

**Ms RATTRAY** - But it could well be a show stopper.

**CHAIR** - If something's discovered.



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**Mr JORDAAN** - Yes, then we have to address that accordingly.

**CHAIR** - Midway Point might be in the same boat. You say you've done some work there? Nothing found?

**Mr JORDAAN** - Nothing found.

**CHAIR** - That's close to the coast, that's all. Very sandy soils. Okay. If there's nothing else, we'll go to page 30.

**Ms RATTRAY** - Not a lot to add up.

**CHAIR** - No. At least it's correct. An escalation of 2.4 per cent to 2.6 per cent of base estimate.

**Mr TUCKER** - It's very good that they're putting in their overheated market, first up.

**Ms RATTRAY** - Are we doing a P50 or a P90?

**Mr TUCKER** - Or a P120?

**Mr JORDAAN** - There are calculations for both the P50 and P90.

**Ms RATTRAY** - They usually tend to be P50s, though.

**Mr JORDAAN** - We did estimates for both the P50 and the P90 estimates for all.

**Ms RATTRAY** - Yes, but which one are you likely to choose out of those two? Because it says \$17.6 million [for P90], but the P50 is only \$16.33 million.

**CHAIR** - It's more to give an understanding of estimates.

**Mr JORDAAN** - That's correct.

**Ms RATTRAY** - So you're going with the P90?

**Mr GONINON** - I guess they both fall under the \$20 million.

**CHAIR** - They fall under the \$20 million. That's the main thing.

**Mr GONINON** - If the P90 was over the \$20 million, it would be problematic in some respects.

**Ms RATTRAY** - Nearly all the works that we've done around road infrastructure and the like have always -

**CHAIR** - They've always gone with the P50.

**Ms RATTRAY** - I know that's because it would have been more expensive. So, you haven't settled on P50 or P90 yet?

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**Mr HICKS** - Usually our requirement for state-funded projects is the P50.

**CHAIR** - And if you have Commonwealth funding, it's P90?

**Mr HICKS** - We start with the P50 with the Commonwealth-funded projects, and we can go up to the P90.

**Ms RATTRAY** - No Commonwealth money in this show, though.

**Mr HICKS** - No.

**CHAIR** - You say here:

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

And I don't think it actually tells us what the full budget is in here. I might be wrong. Does it say it?

**Mr JORDAAN** - Yes. We mention on the top of page 30 that it's a \$20 million commitment.

**CHAIR** - Yes, you're right. Firstly, escalation - an increase of \$364 000. With two projects over 12 months out, it's not hard to see that being exceeded, I would have thought. You don't think the escalation is a bit low?

**Mr JORDAAN** - We are working on the specific guidelines where we just use that number, so it's not adjusted for the specific project.

**CHAIR** - So you've got a bit to play with, is that the idea - \$20 million - so if there's more escalation, you've got a little bit more elbow room?

**Mr JORDAAN** - Yes. That's correct.

**Ms BUTLER** - Do you anticipate that you'll pretty much use the same contractor for each three components of the project because they're very similar, they're all southern-based? Do you envision that's probably where you'll go?

**Mr JORDAAN** - We plan to go through a tender process and we will be guided by that tender process. It's not a given that it will be a specific contractor for all the projects. It also depends on how we're going to roll out the projects - specifically Rokeby and Claremont - if they are running at the same time, and depending on the capability of the contractor.

**Ms BUTLER** - It would make sense to use that expertise, wouldn't it, because it's hard at the moment to find the contractors to actually undertake the work with these kinds of things?

**Mr GONINON** - There have certainly been economies of scale in terms of the design.

**Ms RATTRAY** - I believe the market's cooled off a bit.

## PUBLIC

**CHAIR** - That's what I was hearing as well. Any other questions on the report?

**Ms BUTLER** - Are the time frames accurate? You don't see them blowing out too much?

**Mr JORDAAN** - The closest one is Midway Point, and we are closest to finalising the design there. We have the tender on the tender schedule for February next year, so that one is close. If there are changes coming in from the preliminary design to the detailed design, there might be some changes to the projected time frames, but at this stage, what we published is what we will try to achieve.

**CHAIR** - You think that is achievable, all things being equal?

**Mr JORDAAN** - Yes, I think it is about seven months -

**Ms RATTRAY** - It's nice to see the Public Works Committee acknowledged. In the past, we've had projects that have taken it as a given, so thank you for that.

**Mr JORDAAN** - With the question about the sizes and the time frames, it's typically the same type of work, so if you work with a slightly bigger team, it should still be achievable to have the same construction durations for both these projects.

**CHAIR** - After the diagrams, there's a page without a page number on it. It's to do with consultation. There are only 284 pieces of feedback for quite a significant amount of consultation that's taken place. Are you satisfied that you have sufficient feedback to help decide to go ahead with this project?

**Mr GONINON** - Getting feedback on projects is always a challenge until it's five minutes to midnight. We've just done some work on Macquarie/Davey streets and numerous interactions and sending stuff out. We might have had a 15-20 per cent response rate. It is a challenge. You can't make people respond or engage. All you can do is be as thorough as you can in trying to target those you need to target, and in using the mechanisms available to you to ensure you get as far an outreach as you possibly can. You can see there were quite a few different sorts of processes used to try and engage with people.

Obviously, the immediate neighbours are those who are mostly concerned with these types of projects, as it would be with parking changes on Macquarie Street or the like. It's the broader community who are the beneficiaries, generally, and they are quite supportive - and the quiet majority, too. It's those who are impacted by what's going on who are more likely to engage. But, yes, we certainly need, in the whole approach to keep Hobart moving, to communicate what we are doing and why we are doing it so people get a good understanding of the challenge ahead and the projects planned to try to elevate the challenges from growth.

**CHAIR** - Not huge feedback.

**Ms BUTLER** - Those 11 comments on Midway Point suggesting they were not pleased with the location, can you talk us through what some of that feedback was and why they did not appreciate the location?

**Mr GONINON** - I suspect that would have been neighbouring properties.

## PUBLIC

**Mr JORDAAN** - In discussions with some of the neighbouring property owners, they were not keen to lose the playground facility. In discussions with the Sorell Council, there is now an alternative for the playground. It was mainly people unhappy about having a parking area too close to their properties.

**Ms BUTLER** - Do you know if they are going to relocate the basketball hoop and the cement area at Midway Point as well? There is one there already and it looks like there are local kids who use that.

**Mr JORDAAN** - In our talks with Sorell Council, the park and the barbecue equipment will be relocated. I don't have an answer for what will happen with the basketball.

**CHAIR** - No doubt - one would hope - the council will communicate with the community on what they want.

**Mr GONINON** - Yes, I am not sure where they are at with the design of that enhanced playground and what is involved with it. It will be a far better playground than the current one.

**CHAIR** - There are 124 comments on antisocial behaviour, 23 comments about night-time antisocial behaviour and a desire for CCTV at the park and ride facilities. Was that across the board?

**Mr GONINON** - Yes, pretty much so. A lot of the feedback was consistent, as you would expect. The issues in the main are quite consistent.

**CHAIR** - If you go ahead and put these CCTV facilities in place, how are they monitored? Who monitors them - the police, the council, State Growth?

**Mr GONINON** - That is part of the discussion we had earlier on operating challenges, the policy work around that. It would most likely be a third-party, like a security arrangement.

**Ms RATTRAY** - Just like our offices are monitored remotely by a security company.

**Mr GONINON** - Yes, that is the follow-up work we need to investigate.

**CHAIR** - On the next page, 'Impacts on neighbouring residential properties', there were 66 concerns about impacts of the facilities, such as antisocial behavior, bird habitats, the construction time frame, drainage, fencing, graffiti, lighting, noise, pollution, safety of children and pets. Which facility or location was raising most of those, or was that across the board?

**Mr GONINON** - I suspect a couple of those would have been specific if there were comments around a bird or a pet. If you want to lift the level of that issue up to what it is getting towards, it is pretty consistent across the three, which is about safety and security.

**Ms RATTRAY** - Perhaps the tree at Midway Point that is going to be removed may have been a concern around bird habitat?

**Mr JORDAAN** - It is possible. I don't have that detail.

## **PUBLIC**

**CHAIR** - Unless members have any other questions, we have come to the end of that. Is there anything else you would like to add before we finish taking evidence?

**Mr GONINON** - No. We have covered a range of different issues from strategy to policy to operation.

**CHAIR** - Here come the questions that we need to know under the act. There are five questions that we ask at the end of each of these hearings. I need a clear response to them.

First, does the proposed works meet an identified need or needs or solve a recognised problem?

**Mr JORDAAN** - Yes.

**CHAIR** - Are the proposed works the best solution to meet identified needs or solve a recognised problem within the allocated budget?

**Mr JORDAAN** - Yes.

**CHAIR** - Are the proposed works fit for purpose?

**Mr JORDAAN** - Yes.

**CHAIR** - Do the proposed works provide value for money?

**Mr JORDAAN** - Yes.

**CHAIR** - Are the proposed works a good use of public funds?

**Mr JORDAAN** - Yes.

**CHAIR** - Thank you. I guess only time will tell. As I advised you at the commencement of your evidence, what you have said to us here today is protected by parliamentary privilege. Once you leave this room, you need to be aware that privilege does not attach to any comments you may make to anyone, including the media, even if you are just repeating what you said to us. Do you understand that?

**Mr JORDAAN** - Yes.

**Mr GONINON** - Yes.

**CHAIR** - Thank very much.

**THE WITNESSES WITHDREW.**

**The Committee adjourned at 4.17 p.m.**