Managing travel demand and development of the infrastructure and services to suit requires planning across scales and integration with land use planning and urban design. I see two main priorities for Southern Tasmania in developing enhanced accessibility and amenity for its residents in an efficient and sustainable manner.

These include:

1) Focus on managing short trips and encouraging active travel for local journeys, specifically:

* Improvements to local amenity and accessibility through local area land use planning, urban design and infrastructure services to encourage reduced dependence on car based travel for short trips and encourage safe walking and cycling options.
* Adopting the principles and initiatives outlined in the Jan Gehl work for Hobart City Council, while outside of the Hobart city centre planning for more active travel options and connectivity in neighbourhoods. This includes i) consideration of pedestrian and cycle access facilities (paths, safe crossings, direct routes and dedicated bike lanes or paths, restricted parking zones in highly accessible areas, and ii) improved neighbourhood planning and development control to encourage maintenance and establishment of local convenience shops and services (e.g. corner stores, bakeries, cafes) that provide neighbourhoods with a greater opportunity to walk or cycle for everyday convenience items (bread and milk), support local businesses and products, and enhance the amenity and social well-being of a neighbourhood (e.g. a local café is a place for a variety of age groups to meet, including elderly residents, mothers groups, youth). Access to local and neighbourhood services and retail facilities will become more essential in an 'ageing in place' population.

2/ Attention to regional transport issues and a holistic consideration of future public transport options for the Greater Hobart Region, specifically:

* Continued attention to integrated land use planning and design in key corridors to support public transport viability and growth in patronage, transport hubs based around key activity zones (shopping centres, university facilities and other educational and recreational activities).

* More constructive engagement with the community to convey positive visions and options for the future development of the Greater Hobart Region in terms of changes in land use, urban density and urban design and the implications of these elements for the delivery of more effective public transport services and accessible urban places. State government needs to take a lead in this area and foster collaborative approaches with local councils, transport agencies and major trip generators (such as employer organisations/major employment zones and the University).

* Investigating the feasibility of complementary public transport improvements for Hobart into the future should include a holistic look at the role of rail or light rail, trams and ferry services and how and where these might be feasible and complementary in the context of urban change and the existing reasonable metro bus system. Unfortunately in the past Hobart has tended to look at or discussed public transport mode options independent of each other (ie. Northern Suburbs railway, Derwent ferries and monorail) and has failed to promote or consider the value of the existing bus system (realistically the most cost effective public transport option), innovative options in this area and potential for integration with other modes (ie. buses with bikes, buses with ferries). It would be refreshing to see an integrated approach to assessment of future public transport options for the Greater Hobart area based on what would need to be done to support each option to deliver it successfully and increase public transport patronage (e.g. land use and urban form change, investment/funding options, mechanisms for delivery,private and public partnerships etc) rather than feasibility assessments being based on current or historical levels of demand and traditional delivery models.

* Exploring the options for a successful Derwent ferry service. Past feasibility modelling failed to consider potential a ferry service in the context of future urban transport hubs and activity zones, changing travel demand and integration with other modes (buses and bikes). For example the UTAS Sandy Bay campus is very close to the existing Wrest Point Casino wharf. UTAS is a major trip generator in Hobart and would be both an origin and a destination for ferry users. With the promotion and improvement of local pedestrian and cycle access to the campus and surrounding activity areas the viability of a ferry wharf at West Point may become more attractive. The danger with ferries is trying to service everyone along the river. It is suggested that a few key activity hubs that can be supported by bus connections and cycleway connections form the basis of a ferry system that services both local commuter movements and weekend recreational travel (e.g. linking access by western shore residents to Eastern shore events and recreational facilities and visa versa). I encourage the careful consideration of a Derwent River ferry service option that considers a range of wharf options, timetable and service delivery models. Ultimately a ferry service has the opportunity to well integrate active modes as well as enhance accessibility and urban amenity in ways that currently do not exist or have not been thought of.

In addition to these bigger picture issues I also see the following shorter term (and lower cost) opportunities to improve the existing metro bus service:

* Improvement in customer service (especially bus driver communication and customer relationships that encourage customers to continue to use and appreciate bus services);

* Improvement in information about bus routes, trip planning and 'how to use the bus', and readily accessbile real-time information about bus services and the arrival of the 'next bus' (options include mobile apps, online trip planner, electronic information boards at major bus stations or interchanges (including Hobart CBD, Glenorchy/Moonah, Rosny/Eastlands, Kingston).

* State of the art bus stop and bus station facilities that protect from the weather provide quality information, are accessible by prams and wheelchairs and are well integrated within activity hubs. Experience from overseas has demonstrated that investment in light-rail like bus infrastructure can improve the attractiveness of this mode. This includes development of bus stations similar to light rail, updating of the vehicle fleet to enhance accessibility and energy efficiency, and efficient ticketing and information facilities.

* Further application of bus lanes in high patronage corridors at peak time.

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