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PARLIAMENT OF TASMANIA

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

# Greater Hobart Park and Ride

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*Presented to Her Excellency the Governor pursuant to the provisions of the  
Public Works Committee Act 1914.*

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## MEMBERS OF THE COMMITTEE

### Legislative Council

*Ms Rattray (Deputy Chair)*  
*Mr Valentine (Chair)*

### House of Assembly

*Ms Butler*  
*Mr Tucker*  
*Mr Wood*

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## **1 INTRODUCTION**

To Her Excellency the Honourable Barbara Baker AC, Governor in and over the State of Tasmania and its Dependencies in the Commonwealth of Australia.

MAY IT PLEASE YOUR EXCELLENCY

The Committee has investigated the following proposal:-

### **Greater Hobart and Park and Ride**

and now has the honour to present the Report to Your Excellency in accordance with the Public Works Committee Act 1914 (the Act).

## **2 BACKGROUND**

- 2.1 This reference recommended the Committee approve the construction of three park and ride facilities to service Greater Hobart.
- 2.2 The Greater Hobart population is expected to continue growing, with the Department of State Growth estimating that about 60,000 more people will arrive in the Greater Hobart region by 2050. The region is already experiencing increased traffic volumes during peak times, with significant congestion and queueing on the major road networks servicing Greater Hobart. The expected population growth will increase the demand for transport, with the Department estimating an additional 32,000 trips to work as a result.
- 2.3 New roads alone will not be the answer to servicing the growing population. As a result, the Government is implementing complementary measures to incentivise and encourage a modal shift in commuter behaviour towards greater utilisation of more efficient, higher occupancy transport modes, such as public transport, by making these transport modes a more attractive proposition for commuters.
- 2.4 One of these complementary measures is the provision of Park and ride facilities. A Park and ride facility is a free parking space for commuters close to key bus routes for the purpose of catching public bus services. Park and ride facilities provide opportunities for public transport users to cycle, walk, or travel by car to a facility with dedicated commuter parking close to key bus routes. Local shared user paths may also connect to these facilities. Park and ride facilities allow for bicycle storage and car and motorcycle parking, including accessible parking. Park and ride facilities also provide a safe space for vehicles dropping off and picking up passengers.
- 2.5 The Department of State Growth is proposing 3 new park and ride facilities, located in Claremont, Midway Point and Rokeby. The location of the facilities have been selected as they are close to existing bus routes. Where possible, bus routes will be diverted into the facility. Where this is not possible, passengers may need to walk a short distance from their vehicle to their bus stop (or vice versa).

- 2.6 The objectives of the three new park and ride facilities are to:
- Make public transport more accessible and support a mode shift away from private motor vehicles.
  - Meet the needs of Hobart's population growth, particularly in the outer suburbs.
  - Provide infrastructure to support new bus services.
  - Provide commuters with a choice for travel options into the CBD.
- 2.7 The 3 new proposed park and ride facilities will complement the other current and planned measures to encourage greater uptake of public transport and to reduce road congestion in Greater Hobart, including the Firthside and Huntingfield park and ride facilities in Kingston, additional express bus services, construction of the Southern Outlet Transit Lane and the Macquarie and Davey Streets Bus Improvements.
- 2.8 The proposed works at Claremont will be located at the corner of Claremont Link Road and Myella Drive, and will include the following elements:
- Car parking with vehicle access via Claremont Link Road and Maralinga Drive;
  - Provision parking for 248 vehicles, 8 motorcycles and 4 disability spaces;
  - Shared pathways;
  - Provision of bus pickup areas;
  - Streetlighting and underground electrical works;
  - Future proofing for the installation of CCTV;
  - Stormwater works;
  - Sewer works;
  - Upgrade of the Claremont Link Road and Claremont College junction;
  - Bus pickup areas off Claremont Link Road and Maralinga Drive;
  - Bus shelter construction;
  - Amenities building construction;
  - Bicycle storage construction.
- 2.9 The proposed works at Midway Point will be located at the corner of the Tasman Highway and Penna Road, and will include the following elements:
- Car parking with vehicle access via Fenton Street;
  - Provision parking for 59 vehicles, 5 motorcycles and 2 disability spaces;
  - Shared pathway connectivity from Tasman Highway to Fenton Street;
  - Provision of a bus stop and shelter on Fenton Street;
  - Streetlighting and underground electrical works;

- Future proofing for the installation of CCTV;
- Stormwater works;
- Sewer and sewer rising main works;
- Telecommunication relocation works;
- Returning of existing playground equipment to Council;
- Bicycle storage construction.

2.10 The proposed works at Rokeby will be located at the corner of Rokeby Main Road and Pass Road, and will include the following elements:

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

### 3 PROJECT COSTS

- 3.1 Pursuant to the Message from Her Excellency the Governor-in-Council, the estimated cost of the work is \$20 million.

The following table details the current p50 and p90 cost estimates for the project:

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

## 4 EVIDENCE

4.1 The Committee commenced its inquiry on Monday, 21 August last with an inspection of the site of the proposed works. The Committee then returned to Committee Room 1, Parliament House, whereupon the following witnesses appeared, made the Statutory Declaration and were examined by the Committee in public:-

- Christian Goninon, Project Director – Hobart Transport Vision, Infrastructure Tasmania, Department of State Growth;
- Gary Hicks, Project Management Team Leader, Programming & Delivery, State Roads, Department of State Growth; and
- Johan Jordaan, Project Manager, Programming & Delivery, State Roads, Department of State Growth.

The following Committee Members were present:

- Mr Valentine (Chair);
- Ms Rattray (Deputy Chair);
- Ms Butler;
- Mr Tucker; and
- Mr Wood.

### Overview

4.2 Mr Goninon and Mr Jordaan provided an overview of the proposed works:

**Mr GONINON** - ...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.

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.

**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.

### **Site Timelines and Priorities**

#### **4.3 The Committee questioned the witnesses on the timelines for the project and the reasons the Midway Point park and ride facility was more advanced than the others:**

**Ms RATTRAY** - ...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?

...

**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 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 timeframes, 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 -

... With the question about the sizes and the timeframes, 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.

### **Existing Park and Ride Facilities**

- 4.4 The Committee was aware of the Huntingfield and Firthside park and ride facilities that had been opened in Kingston in 2022. The Committee asked the witnesses about the level of patronage and what the Department had learned from reviewing the operation of these facilities:

**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.

- 4.5 The Committee was aware there had been some negative feedback about the bus shelters at the existing Huntingfield site. The Committee questioned the witnesses

on the bus shelter design that will be used and whether the problems encountered at Huntingfield had influenced the design:

**Ms BUTLER** - ... 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.

### **Size and Scope of the Park and Ride Facilities**

4.6 The Committee noted the resident populations in catchments near each of the proposed park and ride sites did not align with the scale and scope of each park and ride site. The Committee questioned the witnesses on how the size and facilities provided at each site had been determined:

**CHAIR** - ...On page 6, there's a parking provision for 248 vehicles, when the park and ride 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.

...

**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?

**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.

## **Demand for Park and Ride Facilities**

4.7 The Committee discussed with the witnesses what measures could be used to increase the patronage of park and ride facilities:

**CHAIR** - ... 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 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.

**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.

...

**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.

- 4.8 The Committee also asked the witnesses whether other options, such as the provision of more bus services instead of park and ride facilities, had been investigated. This led to a broader discussion about rapid bus networks and the creation of satellite bus station nodes to support them:

**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 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 for 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.

## **Provision of CCTV**

- 4.9 The Committee noted with some concern that the Department does not intend to have operational CCTV when the 3 park and ride facilities commence operations; instead there will be provision made during construction for installation of CCTV at a later date. The Committee also noted consultation feedback had highlighted a desire for CCTV to be installed for the safety and security of patrons. The Committee also considered that having measures in place to support the safety and security of patrons, such as CCTV, would be an important tool to discourage antisocial behaviour and encourage patronage. The Committee sought an explanation from the witnesses on the reasoning behind not installing and operating CCTV upfront:

**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.

**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** - ...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.

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

### **Connectivity with Shared Pathways**

4.10 The Committee understood that connections to shared pathways would be an important means of accessing bus services provided through park and ride facilities. The Committee questioned the witnesses on how connectivity with existing shared pathways would be achieved and whether there were plans in place to expand shared pathway connections:

**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.

**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.

### **Disability Parking Spaces**

4.11 The Committee sought to confirm if the number of disability parking spaces met the relevant standard:

**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.

### **Consultation with Adjacent Property Owners**

4.12 The Committee asked the witnesses about the consultation undertaken with stakeholders. In particular, the Committee was interested to understand how adjacent property owners may be impacted by the park and ride facilities, and what measures might be implemented to mitigate any potential adverse impacts:

**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. 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.

...

**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.

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

**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?

...

**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.

### **Safe Access for Claremont College Students**

4.13 The Committee recognised that many Claremont College students would be arriving at the Claremont Park and Ride by bus, and asked how these students could make their way safely to and from the school:

**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?

**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 will take that one on notice.

**Ms BUTLER** - Thank you.

... 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.

...

**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.

#### 4.14 The Department of State Growth subsequently provided the following additional information on the proposed pedestrian crossing:

The Claremont Park and Ride project involves the upgrade of the Claremont Link Road/Claremont College access road intersection.

With the addition of the park and ride site access, this intersection will become a four-way intersection with give way control. Pedestrian crossings have been designed clear of the intersection turning lanes, where the road is narrower and refuge islands will facilitate pedestrians to cross safely in a staged manner. Roadside pedestrian barriers will be considered to ensure pedestrians do not attempt to cross in unsafe locations.

The crossings designs are informed by Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossing Management, and Austroads Guide to Road Design Part 4: Intersections and Crossings.<sup>1</sup>

...

The traffic count targeted vehicles only. Bicycles and pedestrians were not part of the survey.

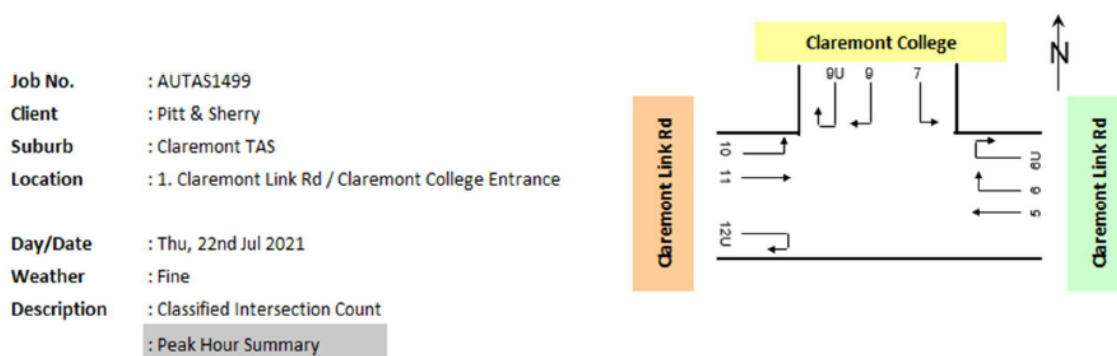
The peak traffic count is presented in the table below. As a guide to interpretation, please note the following:

- The table shows the number of light vehicles, the number of heavy vehicles and the total number of vehicles travelling in each direction through the intersection.
- The traffic count for the section highlighted in green represents the number of vehicles travelling in the western direction on Claremont Link Road.
- The traffic count for the section highlighted in orange represents the number of vehicles travelling in the eastern direction on Claremont Link Road.
- The traffic count for the section highlighted in yellow represents the number of vehicles travelling from Claremont College.

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<sup>1</sup> Greater Hobart Park and Ride-Department of State Growth Response to Questions Taken on Notice, page 1.

- The total vehicle count through the intersection between 8:00 [AM] and 9:00 [AM] was 779 vehicles, made up of 264 vehicles travelling west on Claremont Link Road, 54 travelling from Claremont College and 461 travelling east on Claremont Link Road.
- The total vehicle count through the intersection between 14:45 [PM] and 15:45 [PM] 835 vehicles, made up of 326 vehicles travelling west on Claremont Link Road, 112 from Claremont College and 397 travelling east on Claremont Link Road.<sup>2</sup>



Approach		Claremont Link Rd			Claremont College			Claremont Link Rd			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	8:00 to 9:00	441	20	461	50	4	54	246	18	264	779
PM	14:45 to 15:45	377	20	397	107	5	112	313	13	326	835

It is noted that the traffic volumes for the base condition in 2023 have been calculated by applying a 2% growth rate per year to the traffic count volumes which is considered reasonable in this location.

### Relocation of Playground at Midway Point Site

4.15 The Committee had seen the playground at the Midway Point site and understood it would need to be removed. The Committee sought confirmation that the Department was planning for the playground and equipment to be relocated to another nearby site:

**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?

**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.

...

<sup>2</sup> Greater Hobart Park and Ride-Department of State Growth-Response addressing PWC second inquiry, pages 1-2

**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...

...

**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.

#### **Does the Project Meet the Requirements of the Public Works Committee Act?**

4.16 In assessing any proposed public work, the Committee seeks an assurance that each project meets the criteria detailed in Clause 15(2) of the Public Works Committee Act 1914. Broadly, and in simple terms, these relate to the purpose of the works, the need for and advisability of undertaking the works, and whether the works are a good use of public funds and provide value for money to the community. The Committee questioned the witnesses who provided the following confirmation:

**CHAIR** - ... 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.

## 5 DOCUMENTS TAKEN INTO EVIDENCE

5.1 The following documents were taken into evidence and considered by the Committee:

- *Greater Hobart Park and Ride-Public Works Committee Submission, Department of State Growth, Final to PWC 2 August 2023;*
- Greater Hobart Park and Ride-Department of State Growth Response to Questions Taken on Notice; and
- Greater Hobart Park and Ride-Department of State Growth Response addressing PWC second inquiry.

## **6 CONCLUSION AND RECOMMENDATION**

- 6.1 The Committee is satisfied the need for the proposed works has been established. Once completed, the works will provide three park and ride facilities, in Claremont, Midway Point and Rokeby. In conjunction with other complementary measures, these facilities are anticipated to encourage a modal shift away from cars to public transport for commuting, with the aim of reducing congestion on the Greater Hobart road network.
- 6.2 The proposed works will provide a park and ride facility in 3 key areas of Greater Hobart, located in growing residential areas on major commuter routes into the city. Each site will provide car parking spaces for commuters, disability parking, motor cycle parking, bicycle storage, bus pick-up and drop-off areas or bus stops, bus shelters, and connection to shared pathways. The Claremont and Rokeby park and ride sites will also include amenities buildings.
- 6.3 The new facilities are expected to play a key role in enhancing public transport accessibility and encourage a shift away from private motor vehicles usage for commuter transport. They will provide more choices for commuting into the city, and also encourage commuters to integrate active transport modes with public transport, promoting flexibility and reducing dependency on individual cars. In doing so, it is expected they will contribute to alleviating congestion on roads leading to the city and enhance traffic flow. It is also anticipated that the new park and ride facilities will contribute to better connectivity between growth areas and Hobart's CBD by allowing commuters from suburban and developing areas to easily access the city centre without the hassle of driving to and parking in the city.
- 6.4 The Committee notes the community feedback received during public consultation in support of the provision of CCTV to ensure the safety of users and their vehicles, and to discourage anti-social behaviour. The Committee also notes, with some concern, that the Department does not intend to have operational CCTV when the 3 park and ride facilities commence operations; instead there will be provision made during construction for installation of CCTV at a later date. The Committee does acknowledge the evidence provided by the Department that there are policy and operational matters that require resolution prior to rolling out CCTV at these sites. However, the Committee is of the view that if users feel that they and their vehicles are safe and secure, then they will be more likely to use park and ride facilities. The Committee therefore recommends the Department resolve the policy and operational matters as a matter of priority, such that CCTV can be installed and functioning when these sites commence operations.
- 6.5 Notwithstanding the Committee's concern regarding the provision of CCTV, accordingly, the Committee recommends the Greater Hobart Park and Ride reference, at an estimated cost of \$20 million, in accordance with the documentation submitted.



**Parliament House  
Hobart  
20 September 2023**

**Hon Rob Valentine MLC  
Chair**