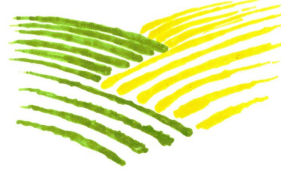


SOUTHERN
MIDLANDS
COUNCIL



SUBMISSION

Integrated Transport Options

**Government Administration Committee “B”
Parliament of Tasmania**

AUGUST 2012

5th August 2012

Hon Adriana Taylor MLC
Inquiry Chair
Legislative Council
Parliament of Tasmania
Parliament House
HOBART TAS 7000

SUBMISSION INTEGRATED TRANSPORT OPTIONS

Terms of Reference

To enquire into and report upon options for an integrated sustainable public transport system in Southern Tasmania with particular reference to

- 1. The public bus transport system currently operated by Metro Tasmania; and*
- 2. Any other appropriate and innovative transport systems*

It is noted that the Inquiry is to include consideration of future use of public bus, ferry, light rail and any other appropriate and innovative transport systems, along with how they could work together as part of a public transport network.

The majority of this framework is far removed from the Southern Midlands Community, other than

1. Metro

One Metro service which services the following; **Bothwell** - Kempton - Dysart - Bagdad - Mangalore Route 140 Timetable and return being one morning service and one evening service.

2. TassieLink

From Campania & Colebrook to Hobart

Route 720 - Campania to Hobart

The 7:00 am operates via Cambridge Road, past the Cambridge Hotel. It does not go into Cambridge Park or Eastlands.

This service operates to Collegiate, Hutchins and Mount Carmel schools on school day ONLY.

Route 723 - Colebrook to Hobart

Operates on the 1st Wednesday of the month.

Saturday Services

All Saturday services operate from Hobart to Campania return and stop at Brisbane Street, Franklin Square, Eastlands, Cambridge Park, Cambridge, Dulcot, Richmond and Campania.

Clearly the Committee's deliberations will focus on urban rather than rural transport issues, however Council is very much of the view that our rural Communities are severely disadvantaged by the lack of public transport, and that the degree of disadvantage with respect to transport and accessing services varies between rural areas according to both the remoteness of the area and the pattern of settlement.

According to the Socio-Economic Indexes for Areas (SEIFA), the Southern Midlands population is more disadvantaged compared to Tasmanian's in general, with the population of the Southern Midlands being approximately 6,000, covering approximately 2,500km² ie one person every 2.4km², as opposed to Hobart with 217 people every km². In such a sparse area many families are social as well as geographically isolated which in many cases leads to a lack of wellbeing which is certainly a major barrier to social inclusion.

A comprehensive public transport framework that encapsulates rural areas would go a long way to address a fundamental impediment to wellbeing and Community cohesion across our rural landscape.

It is acknowledged that the government's previous *Cars for Communities* program provided a great boost to individual rural Communities across the State in the provision of Community Transport, which has attempted to fill a void of the more conventional public transport system

Network integration is critical across the public transport network with each mode of public transport linking with other transport options. The public transport system could link bus transport or other transport forms from rural

Southern Midlands to a ferry terminal at Bridgewater, likewise to a light rail terminus at Granton.

Limited services provided in rural area can integrate to any reviewed arrangement should ensure interconnectivity with range of transport options

Whilst these matters that relate to the communities of the Southern Midlands, they will not necessarily be the *main game* for the Committee, but Council asks that they be considered as part of the overall transport integration strategy.

Yours sincerely

A handwritten signature in blue ink, appearing to be 'AS' followed by a long, sweeping horizontal stroke.

Acting General Manager