

**Subject:** Integrated Transport Options Enquiry

ACIL Tasman show a Northern Suburbs rail line in Hobart would be a 'risky development' but I wonder if its not also a risk if you don't have a rail option for the corridor. Around the world rail is growing dramatically and buses are not. We have written on this extensively, e.g. The book 'Sustainability and Cities'.

The recent data on Australian cities shows that all Australian cities have peaked in car use per capita including Hobart; the global phenomenon is explained in the attached paper published in World Transport Policy and Practice.

However the other set of graphs showing public transport indicate three cities (Brisbane, Melbourne and Perth) with new rail systems have dramatically grown in their public transport but the cities without rail (Hobart, Darwin and Canberra) are all declining. Without a real option that can compete with the car no city will do much to overcome its car dependence.

The political momentum for an electric rail line in Hobart is hard to keep going without some technical solutions that are designed to show how it can be done rather than how it is 'risky'. All the rail projects I have been involved in have been seen to be 'risky', but only because the bus lobby do not want rail to be seen otherwise. The three rail projects in Perth have been dramatically successful.

The consultants could have tried a lot harder to find a rationale for this rail line. Their studies showed that a BCR greater than one was possible if it does what the Southern Line did in Perth (which they say they cant understand). As that is the most recent rail line opened in an Australian city then obviously it should be considered more seriously than just a shrug of the shoulders. The reality is that rail lines across the world are booming, growing much faster than economists can understand. There are probably cultural reasons as young people like the opportunities that are being provided to use their electronic devices whilst travelling in ways that they cant do while driving. Fuel prices are also a factor. The attached paper explains this phenomenon of peak car use and the dramatic move to rail in the world's cities.

The attached data sheet tell us a story that has escaped the analysis of ACIL Tasman. Hobart now has a per capita car use higher than Adelaide, Darwin and Sydney. Like all Australian cities it has been going down in the past 5 years but not as much as the other cities; per capita public transport in Hobart is the poorest in Australia and is going down. The major cities with rail all dramatically increased in their rail use in the past 5 years whilst bus-based cities did not. Should Hobart accept a second best analysis and a second best future? This was a chance for Hobart to show some vision and create a better long term future than they face at present. It is a disappointing result.

There are also a range of new techniques called Value Capture that we have been developing in other Australian cities that are designed to show alternative funding mechanisms exist that can help fund such a rail option for Hobart.

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