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CSIRO Marine Laboratories
Castray Esplanade
Battery Point, TAS

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Mr Stuart Wright
Secretary
Legislative Council Government Administration Committee B
Parliament House
Hobart TAS 7001

Dear Mr Wright

Integrated Transport Options for Southern Tasmania

The CSIRO Marine Laboratories in Battery Point houses 450 staff and students. More cars than available parking arrive at the site every day so cars are continually parked on garden beds and in the surrounding streets. Located between the river, historic Battery Point, and the CBD, this precinct has been identified as requiring traffic reduction to improve its amenity and livability. For these reasons the CSIRO encourages commuting by public transport and active transport.

CSIRO provides secure under-cover parking for up to 80 bicycles which is well used throughout the year. The CSIRO Bicycle Users Group communicates with staff and management about bicycle commuting issues. Surveys of would-be riders are consistent in showing that many more would ride if it did not involve conflict with fast traffic. Another perceived impediment to riding is to be able to respond to unexpected transport needs during the day. Many of those who do start to use non-car transport find that those situations can often be handled in other ways, such as by using taxis. Bad weather and hills are also cited as impediments by people who do not yet ride to work. However, as seen by the high continuation statistics from the Ride To Work program, people find solutions to these issues quite easily. Electric bicycles, contouring routes and improved fitness can alleviate hills, and we now also find very little winter decline in riding numbers.

While many staff walk, cycle, bus or ferry to work some of the time, many more would do so if the regional transport infrastructure were more complete. Hobart's geographic complexity prevents deployment of a simple and comprehensive grid of public transport, so innovation, adaptation and integration are required to provide services which will provide for the majority of daily needs for a large portion of the population. Staff have demonstrated a willingness to mix modes of transport to fulfill their transport needs. For example, the bicycle parking facilities are often full because staff leave bicycles at work to use for short trips during the day, having come to work by other modes. Staff also feel more able to ride to work knowing that if the weather turns bad they can safely leave bikes at work and go home by other means.

It is not remotely reasonable to expect all CSIRO staff to ride bicycles or walk to work. However there is no reason to assume that most need to drive cars to work either, and it will harm the amenity and viability of our city to focus on that aim. We must instead piece together a system

which enables synergies between transport modes to be fully utilised, and to promote modes which can provide other benefits to our society. A large component of the system should be active transport because of the public health benefits, as well as long term economic and sustainability gains.

Jemery Day

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