

Tasmanian Government
response to the

Legislative Council
Government Administration
Committee B

Report on Integrated
Transport Options

October 2013

Introduction

The Government is pleased to provide its response to the Legislative Council Government Administration Committee Report B (“the Report”) on Integrated Transport Options.

The Committee is thanked for the valuable work it has undertaken in assessing public transport in the State’s south and for its broad support for improved public and active transport (cycling and walking).

The Government and Committee appear to share the same broad aim: that Tasmania deserves a passenger transport system as good as, if not better than, those in other Australian states and territories. In that aim, the Report has identified the significant challenges that the State Government faces in creating a world-class passenger transport sector within the finite budget allocated to the Sustainable Transport portfolio. Since 2010, with the creation of the Sustainable Transport portfolio, the Government has been actively encouraging a shift towards public and active transport.

The Report is an important document, not least because it deals with many issues in passenger transport that have not previously been examined through a single Parliamentary process. The Report has provided a critical contribution to the public debate on these matters and reinforces the decision of the State Government to create a Sustainable Transport portfolio in 2010.

The Findings of the Inquiry, as detailed in its Report, highlight a range of fundamental issues which underpin the challenge of providing cost-effective public transport in the Greater Hobart urban area. In particular, the existing infrastructure and land-use patterns, plus a range of institutional and demographic factors. One of the most intractable of these is the primacy of the private motor car.

This context must be appreciated in any planning for improvements to the public transport system, especially if the aim is to achieve a meaningful increase in the mode share of alternatives to the private motor car.

The broad tenor of the Inquiry’s Report also aligns with the Government’s *Tasmanian Urban Passenger Transport Framework*, which proposes a range of

linked and incremental actions to achieve an increase in the use of public and active transport.

Since 2010, the Government has been undertaking a program of initiatives guided by the Framework, primarily funded through the Passenger Transport Innovation Program. This has included a series of projects focussing on the potential re-introduction of passenger rail services on Hobart's existing rail corridor.

Given the relative lack of investment in public transport over many years, as well as the nature of Hobart's development over the past half-century, the challenge of improving public transport in the south of the State has been and continues to be formidable. However, the work undertaken by DIER since 2010 represents a genuine attempt to address this challenge.

The Inquiry has recommended a program of wide-ranging reforms, which must be considered in the context of factors including Tasmania's low population, the high level of car usage and car-biased infrastructure, as well as the financial capacity of future Governments (at all levels) to provide initial and ongoing support to new and additional forms of transport in Tasmania's urban areas.

In particular, the Inquiry has identified some aspects of the Metro Tasmania service that, though existing to serve legitimate specific concerns, collectively result in an urban bus system which could be improved to create a more effective offering to current and new Metro passengers.

Consistent with the Framework, the general strategy for the urban bus system is to direct finite funds towards service enhancements that are likely to have the greatest benefit for the travelling public, which is generally on the main high-frequency bus corridors.

One of the key initiatives in this regard is the Main Road Transit Corridor project. This represents Tasmania's first steps toward introducing specific measures designed to enhance an entire transit corridor, rather than concentrating on individual aspects within it. For example, it includes giving buses a degree of priority over other vehicles in a shared road environment.

While the proposed bus priority measures are intended as a step towards addressing the long-standing imbalance between private cars and buses, it is expected that bus-priority measures will reduce travel delays for all road users by

making better use of the available road space. The Main Road project also represents a test as to community's appetite for using public transport more and cars less.

As the Committee will appreciate, any reforms intended to reduce car use will require a co-operative approach and an ongoing commitment to longer-term policy goals over more immediate concerns. This commitment should be shared by State and Local Government, as well as the business community and the travelling public.

It is also worth highlighting the critical role that public and active transport should play in helping to reduce the State's carbon dioxide emissions. The State has legislated to reduce our emissions by at least 60 per cent by 2050 (that is, 60 per cent below our emissions levels as they were in 1990). Currently, Tasmania's emissions are about 20 per cent below 1990 levels, but have been trending upwards since 2002.

Currently, the transport sector is one of the State's highest emitters of carbon. Supporting people to use public transport, cycling and walking for transport will help to reduce our emissions. Increased use of public and active transport also provides health and wellbeing benefits for individuals and the wider community.

The Recommendations.

The report makes 29 recommendations, many of which the Government supports, are already under way or which the Government will consider in more detail. There are a small minority of recommendations which fall outside these three categories. The Minister and the Department would welcome further discussion with the Committee on what recommendations the Committee regards as priorities.

The Government considers that, while many of the Committee's recommendations would achieve desirable outcomes, they could only be achieved at significant cost, most probably to be incurred by Government.

The cost of each recommendation is fundamental to whether the Government can consider these recommendations in further detail. In the last financial year, the

Sustainable Transport portfolio received appropriations totalling \$71.8 million. Of this, \$37.7 million was allocated to the purchase of urban bus services and a further \$19.5 million to rural and special needs bus services, leaving \$6.5 million for other passenger transport projects and activities.

Further funding is also administered by DIER to meet the cost of a number of subsidy and concession programs. This includes \$1.5 million for Conveyance Allowance, \$21.7 million for student-only regular passenger transport, \$10,000 for the Pensioner Air Travel subsidy and \$4.5 million for the Transport Access Scheme.

Response to Recommendations

Public Transport Strategy

1. An intermodal State-wide public transport strategy be developed as a priority

Significant work on drafting such a policy is being undertaken in DIER, although that process is not yet complete. (Page 45 of the Report addresses the question of a State-wide passenger transport *policy*, so it is assumed that this recommendation actually refers to that, rather than to a *strategy*. In terms of a policy, logically that would sit under an overall Transport Policy.)

In respect to strategy documents, the Tasmanian Urban Passenger Transport Framework (the Framework) sets out a long-term strategy for urban areas, with a high-level program of linked and incremental reforms to deliver long-term goals.

The Framework is a key output of the Tasmanian Infrastructure Strategy and it builds on existing policies and plans across our passenger transport system, including: DIER's regional integrated transport plans (Southern Integrated Transport Plan, Northern Integrated Transport Plan and Cradle Coast Integrated Transport Plan) as well as

- the Core Passenger Services Review and
- the Tasmanian Framework for Action on Climate Change
- Tasmanian Walking and Cycling for Active Transport Strategy

The Framework advocates the development of more sustainable transport modes over time, which would be integrated with each other and existing transport modes. These transport modes should also make a cost-effective contribution to the overall people movement task. As the public benefit case for an immediate shift to a multi-modal approach to public transport in Hobart is yet to be proven, at this juncture it is questionable as to whether a need exists for an intermodal transport strategy outside Tasmania's main urban areas.

2. The public transport operating model be broadened through legislative amendment to include multi-mode passenger services rather than Metro's sole focus on road transport services (buses)

This recommendation implies that Metro Tasmania should be the first-choice provider of any new transport modes. This is logical in terms of an assumption that a multi-modal integrated system, including the ticketing should preferably be under the control of a single transport authority. However, in some jurisdictions the actual providers tend to deliver a single mode each, while an over-arching authority plays a co-ordinating role across all providers.

If a model was chosen whereby Metro Tasmania would have a wider responsibility than it does at present, amendments to the *Metro Tasmania Act 1997* would be a pre-condition. However, there is a range of more complex reforms that would also be required, including to Metro's contracts with the Transport Commission, Metro's constitution, the Members Statement of Expectations and other instruments. Operationally, significant expansion in Metro's capabilities would also be required, and most likely it would require greater ongoing resources for oversight and co-ordination of multiple modes.

Recommendation 6 of the Report proposes that all services be subject to a competitive tendering process. In the case of urban bus services, depending on the approach chosen it is conceivable that either multiple providers could be awarded contracts, or an alternative monopoly provider (to Metro) could be selected. In these cases, the legislative scope of Metro's role would not necessarily be relevant. The known problems with cost-effective tendering of services, which have characteristics of a natural monopoly (as Metro's may be), should also be factored into consideration of a tendering policy.

3. Establish a dedicated public transport unit with direct reporting responsibility to the Minister for Sustainable Transport

A separate Passenger Transport Division has existed within DIER since 2007, and this Division has reported directly to the Minister for Sustainable Transport since mid-2010. The level of resources provided for the exploration of new initiatives (consistent with the Framework) has increased significantly since 2009-10.

The Committee advocates for a new, entirely separate public transport agency. Such an agency would be relatively small (for example, the Passenger Transport Division of DIER has fewer than 30 staff), but if a separate Agency were established, it would require at least some of the additional administrative overheads required for such an entity. The financial cost entailed in creating a separate Agency would need to be carefully considered in light of the benefits that could be expected to be gained.

The Passenger Transport Division in DIER has ready access to a diverse range of expertise from other areas of the DIER, including policy advice relating to infrastructure development, procurement of services, and engineering expertise. The creation of a separate Passenger Transport entity would be likely to impact on transport policy integration and the Passenger Transport Division's ability to easily and economically access expertise in related fields.

4. The Minister for Sustainable Transport endorse and promote the use of triple bottom line criteria for the assessment of all public transport projects

The application of a rigorous assessment process to all spending initiatives is supported as a general principle. At present, there is not an accepted and readily implementable means for triple bottom line criteria. If this should be established, it is likely that its application would need to be carefully considered on a case-by-case basis, taking account of available resources and time constraints. It must be acknowledged that even an economic assessment of the kind presently required by Infrastructure Australia (to produce a Benefit-Cost Ratio, BCR) is complicated, thorough and relatively expensive. It is difficult to envisage a triple bottom line assessment – which, by definition, is more expansive - being less challenging in these respects.

The Benefit-Cost Analysis takes account of a range of factors beyond those that are strictly financial. It does not equate to the measurement of the capacity of a project to return a financial profit. Numerous public transport projects have produced a BCR in excess of 1.0, including the Stage 1 Hobart-Glenorchy Light Rail Business Case. This demonstrates that Benefit-Cost Analysis should not be

abandoned on the grounds that public transport initiatives, in terms of net value to the community, can never rival other types of infrastructure projects.

In regard to the use of triple bottom line assessments where the Tasmanian Government is seeking funding from an external party (for example, the Commonwealth Government), the processes typically associated with these will be competitive in nature and apply a uniform method of assessment. Were a central authority to be analysing funding bids from all jurisdictions on a triple bottom line basis, it should not be presumed that Tasmania will necessarily receive a net advantage in the shift from a Benefit-Cost to a triple bottom line assessment methodology; every jurisdiction would be arguing its case against the same set of metrics.

It should be noted as part of the State Government's process of planning for the delivery of the Hobart Light Rail service, a strategic assessment process will be undertaken during the Scoping Phase which will include identification of the wider community benefits that can be expected to be derived from the Project.

5. Given there has never been a review of the State Owned Corporation model for Metro's operations, as a priority, it should be reviewed to assess whether it is the most cost competitive model for operating public transport services

The Government will give further consideration as to whether a review is warranted. Questions as to the suitability of the State-owned Corporations model to any particular Government business have wider applicability, and these issues will need to be taken into account.

The Tasmanian Economic Regulator conducts periodic pricing investigations that address the question of the relative efficiency of Metro Tasmania's service delivery.

6. That all public passenger transport services be subject to a competitive tendering process;

The existing arrangements for the procurement of bus services (as specified under the *Passenger Transport Services Act 2011*) require that a tendering process be applied upon the expiration of the present '5+5' contracts and that the relevant Treasurer's Instructions are applied. The application of these requirements will be considered in detail well in advance of the expiration of the existing contracts, which occurs in 2018 and 2019.

7. Government develop an ongoing partnership agreement with Local and Australian Governments to address a range of funding, planning, social, environmental, health and other challenges associated with public transport

This is supported in principle. The Report recognises the complexity and inter-governmental nature of the various matters having an influence on the passenger transport system. A range of matters would need to be worked through in order to establish a binding tri-partite agreement. This would require considerable resources and need to be contemplated within a wider reform program (particularly of the kind advocated by the totality of the Report's recommendations).

A threshold issue is obviously the preparedness of the other tiers of Government to participate. In light of comments made by the Coalition before the 2013 Federal Election regarding public transport issues, the nature of our engagement with the new Commonwealth Government is somewhat uncertain.

The formation of the Light Rail Taskforce, representing State and Local Government, may represent a step towards the type of partnership the Committee has in mind. The Taskforce aims to cooperatively progress the Hobart Light Rail Project in a coordinated way, working meaningfully with all tiers of Government for the benefit of Greater Hobart residents.

8. The Government establish a permanent consultative committee with a membership that represents the key stakeholders within the public transport sector (including operators, community groups etc)

This is supported in principle. Given budgetary constraints facing the Agency at this time, no specific commitment can be made as to its implementation.

The comment on resourcing issues made for Recommendation 7 also applies here. Accordingly, it is considered that such a committee would be most productive if it provided a means for dialogue primarily on the functioning of the existing system and how this might be improved. Further, it would provide for a discussion focussing on the underlying problems impacting on transport in Tasmania and how these should be addressed, giving appropriate recognition to the ongoing legislative, contractual and financial constraints on Government action.

The proposed consultative committee would not be a substitute for bi-lateral discussions between DIER and individual transport operators, customers or advocates.

9. The Government work with the community transport sector to evaluate its future role as part of an integrated public transport network

This recommendation is supported and is generally consistent with stated policy aims and reform pathways. It will require active collaboration across portfolio areas and is complicated by the existence of substantial Commonwealth Government funding programs. These have been devised (and are administered and funded) largely without recognition of the impact of community transport on the more long-standing areas of State Government passenger transport responsibility (in Tasmania's case, buses and taxis). A tripartite agreement across the three tiers of government is likely to be necessary to secure reforms in this area.

10. The Government ensure that major education and social services eg. Trade Training Centres, are supported by appropriate public transport links;

The transportation of students is the largest single task for Tasmania's bus system, and hundreds of separate dedicated student services are provided (and heavily subsidised) to cater for this transport challenge. In addition, student transport forms a critical part of the General Access bus system. Where possible, bus services are engaged (or adapted) to address the needs of specific institutions.

In cases where relatively few students require transport to an institution from a variety of dispersed locations, and wish to attend and depart it at a range of times throughout the day, the Government does what it can to accommodate that transport need unless the institution is located close to existing bus routes. This highlights that ideally, decisions regarding the location of new educational institutions will take account of transport needs and the prevailing public transport system. It is the responsibility of State Government bodies to ensure that an appropriate exchange of advice occurs on these matters.

The State Government has recently committed \$75,000 to assist TasCOSS to undertake a Project, *Transport in the Community: Integration, and Innovation for Social Inclusion*. This Project will focus on identifying key issues for transport disadvantaged Tasmanians, and on working to develop innovative, practical measures for addressing those issues.

The State Government has also recently announced the *Wheels for Work and Training Grants Program*. This \$450 000 grants program, managed by the Social Inclusion Unit, within the Department of Premier and Cabinet, is part of the 2013-14 Cost of Living initiative. The grants program is designed to deliver improved employment and skills development outcomes for Tasmanian job seekers who are disadvantaged by lack of access to adequate, affordable and sustainable transport. Wheels for Work and Training will fund the establishment of partnerships and coalitions between transport operators, job service providers, employers, training institutions, community organisations and local councils that enable increased participation in employment and/or skills development. As well

as improving access to work and training and relieving cost of living pressures, the grants program supports a more integrated transport network in Tasmania.

11. The Committee supports the focus on high-frequency public transport corridors for commuters but believes there needs to be an extension of services that link to the hubs

The Tasmanian Urban Passenger Transport Framework advocates reforms to the public transport system that prioritise a focus on developing high-frequency corridors, with supporting infrastructure and land re-development activities. While these aim to improve the usefulness of the bus system to commuters, such initiatives should enhance public transport services for other potential passengers.

As part of the implementation of the Tasmanian Urban Passenger Transport Framework, the Government has allocated \$800,000 from the Passenger Transport Innovation Fund to develop transit corridor plans in Greater Hobart.

These corridors will be supported by high-frequency, reliable public transport services and quality infrastructure. This includes bus priority measures and off-bus infrastructure, such as travel information and bus waiting facilities, as well as improved walking and cycling connections.

Given its strategic importance as a major public transport route, existing high public transport patronage on the route, and its substantial potential for development as a true transit corridor, Main Road between Glenorchy and the Hobart CBD is the focus of the first transit corridor plan.

The Main Road Transit Corridor Plan aims to not only improve transport access and reliability on the corridor but also to support urban renewal through higher residential and mixed land use along the corridor.

As part of the implementation of the Main Road Corridor Plan, the Government has allocated \$680,000 to significantly improve bus services on Main Road. The centrepiece is Metro's recently-launched Turn Up & Go service, which will mean passengers will have to wait no longer than 10 minutes for a bus between 7am and 7pm.

Work is underway in relation to the identification of a second transit corridor in Hobart, and work is also being undertaken in relation to bus priority measures on Macquarie Street in Hobart.

Public comments made by Committee members align with the view of the Government that it is not feasible for Metro Tasmania to effectively pursue a genuine 'mass transit' service model and also continue to provide high penetration, low frequency services across much of Hobart's suburbs and outlying areas. As the network of high-frequency corridors is further developed, work will be required to identify how people can reach these corridors if they are without an alternative form of transport for the entirety of their intended journey and/or are living beyond an acceptable walking distance from such corridors.

12. Engage with Hobart City Council to remove disincentives to use public transport including further removal of unrestricted free long-term parking around the Hobart city perimeter.

The Report acknowledges the pivotal role played by car parking, in terms of availability and cost, as a barrier to increased use of the public transport system in Tasmania's urban areas. The chances of securing financing for new modes (eg. light rail), and the ultimate success of these, will be greatly improved if a coherent parking management plan can be demonstrated. Issues relating to parking (including pricing policy) will be considered as part of the Scoping and Development Phases of the Hobart Light Rail project.

Buses

13. To increase commuter patronage and to support social inclusion, Government address the following deficiencies with the existing bus network, infrastructure and services:

Bus Priority Lanes

Bus-priority lanes are a key consideration of the Transit Corridor Planning, which is currently underway. It is proposed that bus-priority measures will be incorporated in the Main Road corridor, and work is underway to examine bus priority measures on Hobart's Macquarie Street, which is intended to complement those in place on the Southern Outlet.

The disincentive of free and low cost parking adjacent to the Hobart CBD;

The Report acknowledges the pivotal role played by car parking, in terms of availability. The question of parking strategy in Hobart will obviously take place largely under the aegis of Hobart City Council. However, we welcome the fact that the Council is already addressing this matter, with the recent publication of a number of parking strategies.

Bus shelter infrastructure;

The cost of providing bus stop infrastructure across the whole of Tasmania to a DDA-compliant standard has previously been estimated as \$20-\$30 million. The Australian Government requires providers to deliver a progressively increasing proportion of accessible bus stop infrastructure.

Provision of accessible infrastructure in the form of bus stops, including shelters, boarding points and passenger information, complements service delivery using accessible vehicles. The next threshold for infrastructure is 90 per cent from 1 January 2017. Metro is currently engaged in a program to progressively upgrade bus stops along key urban corridors.

The State Government has provided Metro with supplementary funding of \$3.25 million each year since 2009-10 to assist with the capital cost of meeting accessibility requirements.

Park-and-Ride facilities in key population centres;

The State Government has conducted extensive research and investigation into the nature of demand for Park and Ride facilities, and has conducted an

analysis of the uptake of the Park and Ride trial site at Kingston to provide a basis for prudent and cost effective future investment in facilities of this nature.

\$300,000 was provided towards the upgrading of a Council owned car park as part of the Park and Ride trial at Kingston, including sealing works, formal guttering, drainage, high-quality passenger shelters and information, and secure bike storage facilities.

The State Government is currently working with the New Norfolk and Sorell councils to provide car park and bus facility upgrades in those centres.

Off-peak services;

Quality off-peak services are important to improved social inclusion outcomes. Since 2010, significant funding has been allocated to Service Development Planning (SDP) for urban fringe general access bus services. As a result, a number of operators, in consultation with their communities, have succeeded in trialling new inter-peak and off peak services, which have subsequently become permanent services. These provide those communities with better linkages to urban centres both throughout the day and over the weekend. Where trials are assessed as successful, operators are able to incorporate the additional services into their contract for ongoing delivery. Examples of new, contracted services as a result of successful SDP trials include New Norfolk evening and weekend services and weekend services to Southern Tasmania's Channel region, among other State-wide areas.

A single Hobart CBD bus interchange for all public bus services;

The final draft Report in relation to the Hobart Central Bus Interchange Study will be released for public comment by November. The Study has been jointly managed by Hobart City Council, the State Government, Metro and Tas Bus Association.

Real-time service information

Real-time service information provides passengers with high quality, current information. Where services are less frequent, it can encourage potential passengers to choose public transport ahead of other modes because it helps to create certainty. This can help to break down the perceived waiting time penalty which often serves to detract from public transport use.

Nevertheless, there is a high cost to the communications technology required to deliver real-time service information across a network. Where there is competition for funding between services and information, these must be balanced. It may be better to deliver higher frequency services with reduced waiting time in some areas thereby reducing the penalty and limit real-time information to lower frequency services on linking routes.

Journey planning

Metro has developed web-based journey planners for each of its northern urban service areas, Burnie and Launceston. A Hobart journey planner is close to launch.

Plain language and user-friendly timetable information.

Over the past two years, Metro has been progressively improving urban timetable presentation for better comprehensibility. This can be seen with the area maps of greater Hobart which group services into localities. The benefit is that a person unfamiliar with Hobart can identify the services relevant to their needs at a glance. While often subtle, such enhancements are important and serve to make public transport more transparent to potential users.

As timetables require updating, Metro is continuing to make further improvements. As can be seen, most of the issues identified are currently the subject of projects by DIER and other groups, or are intended to be addressed in the near term as resources permit. Several of the listed initiatives entail substantial one-off infrastructure investment, while others require an increase in recurrent funding.

It is worth reiterating that Metro's Turn Up & Go service largely does away with the need for timetables in the first place. If the 12-month trial of this service

proves successful, the Government will consider rolling it out elsewhere in the State.

With the recent launch of Metro's Hobart journey planner, Metro now has journey planners in all of its main urban areas. This boosts bus accessibility, especially on mobile phone devices and, again, lessens the need to refer to a timetable.

See comments on parking under Recommendation 12.

14. Engage with regional Councils (particularly Sorell and Huon Valley) to address their concerns with the current schedule of bus services to their municipalities.

The Minister for Sustainable Transport and DIER are readily available to discuss contracted bus services provided to communities with any Council. Issues will need to be assessed on the merits of the case. Legislative, financial and contractual limitations relevant to the provision of bus services anywhere in Tasmania will obviously remain key.

It is recommended that Councils bring forward proposals or concerns after first raising discussions with the relevant bus operator. There may be potential for operational or community-generated solutions in the first instance which can be achieved within the existing contractual arrangements.

See response to 13, concerning Service Development Planning. Trials of additional services have also been conducted in the Southern Beaches area.

Light Rail

15. The 2013 Hobart to Northern Suburbs Light Rail business case should be withdrawn as, similar to its predecessors, it is too narrow in scope

This is not supported. Withdrawing the Business Case at this state would not benefit the project and could even prove detrimental to it. The most recent Business Case reflected the findings of a Peer Review of the previous Business Case and demonstrated that a light rail service between Hobart and Glenorchy is capable of delivering a Benefit-Cost Ratio in excess of 1.0.

The Business Case is fundamental to the project being given serious consideration by Infrastructure Australia (IA), because it uses the methodology that IA requires. It provides an essential basis for the further development of the light rail proposal (including for the assessment of a wider range of benefits and alternative funding mechanisms), and discarding this piece of work would be detrimental to making genuine progress on the light rail initiative.

It should be noted that the Scoping Phase of the Hobart Light Rail Project (currently underway) will consider the delivery of light rail passenger services between Hobart and Brighton, with some preliminary consideration being given to the route from Hobart CBD to North Hobart.

It is envisaged however, that delivery of the Project would be staged, with Stage 1 of the Project being the delivery of light rail services from Hobart CBD to MONA.

16. A new business case should be developed using a triple bottom line approach and submitted to more suitable funding sources

The reference to 'more suitable funding sources' is somewhat ambiguous. The State Government is not aware of the existence of other relevant Commonwealth Funding programs and the Committee's report does not identify any. Further advice from the Committee on this matter would be welcome.

Allowing that a more suitable source may in fact exist, and leaving aside the current vagaries around the execution of a triple bottom line methodology, it should not be

presumed that Tasmania would receive a competitive advantage from a grant program employing this approach.

Alternative means (that is, other than the receipt of grants or use of State Government funds) may be required to finance implementation of the light rail system. While the State Government does not propose to commission a further Business Case in relation to Hobart Light Rail, alternative mechanisms for funding the Project are to be explored in the immediate future as a part of the Scoping Phase for the light rail project.

The Government's focus is now directed toward planning for the delivery of the Hobart Light Rail project, with the initial Scoping Phase of the Project underway and scheduled for completion by March 2014. The Scoping Phase builds on the \$450,000 already invested in assessing the feasibility of light rail on the existing corridor, and the Government is not intending to undertake an alternative Business Case at this time.

(Please also see comments in response to Recommendations 4 and 15.)

17. The business case should be developed through an ongoing partnership with Local Government and other major stakeholders and reconsider the options of extending the line to Claremont, Granton and Brighton

The Scoping Phase of the Hobart Light Rail Project is currently underway and the Government has determined that this Phase will incorporate consideration of the full route from Hobart to Brighton, and also give preliminary consideration to an extension of light rail services from the Hobart CBD to North Hobart.

It is envisaged that delivery of the Hobart Light Rail Project will be incremental with the first Stage of the Project delivering services between Hobart CBD and MONA.

The Hobart Light Rail Taskforce has been convened to oversee and give strategic guidance to the Scoping Phase of the Project. The Taskforce is made up of State and Local Government representatives. Consideration will be given as to the most effective means to engage with other stakeholders as the project is progressed.

The light rail service has potential to act as a catalyst for the re-development and urban renewal in long-established areas adjacent to the rail corridor, rather than

treating it as analogous to a new road highway that expands the footprint of the city by facilitating development on its fringes. It is for this reason that the Government's initial priority will be to delivery services between Hobart CBD and MONA.

18.A rail corridor across the River Derwent be maintained

The agreed design parameters (as per the July 2011 Value Management Workshop) for the new Bridgewater Bridge include a requirement to maintain a rail corridor across the river. This means that the final design should not preclude a future rail crossing of the river. It was also agreed that a river crossing for pedestrians and cyclists should be provided.

19.Should the Government continue to pursue the existing 2013 Business Case to Glenorchy, the service at a minimum should be extended as part of stage 1 to include MONA

As detailed in 17, it is envisaged that Stage 1 of the Hobart Light Rail Project will now extend to and include MONA as the last 'stop' of Stage 1.

20.The Government support the current narrow gauge line being retained

It is worth reiterating that the Business Case says that "the choice of gauge to be adopted will be dependent on the price and availability of any rolling stock at the time of construction".

Although the Case makes a recommendation, no decisions have been made about the gauge that will ultimately be used. The Business Case is far removed from the final engineering plan.

This matter will be examined as part of the Development Phase of the light rail project, which will involve detailed consideration of engineering and technical factors. The Development Phase is scheduled to commence in early 2014.

21. Government engage with schools situated along the corridor to maximise their support for the use of a light rail service for school commuter use.

The Government stands by advice on student transport provided by DIER to the Committee.

The interaction of the student transport system and a future light rail service is a complicated subject that demands careful consideration, beyond the simple object of maximising usage of a potential rail service. The program of reform options stemming from the Fairbrother Review is presently being worked through, and the outcomes of this process may have a substantial impact on the student transport system.

Ferry Services

22. The Government trial a passenger ferry service for a minimum of 12 months to major points on the River Derwent

Government support for expanded ferry services on the River Derwent will shortly be the subject of a funded Value Management Study, which will include a stakeholder forum to scope and explore the various issues relevant to the concept. The focus of the Study will be on the type of service that is most likely to provide effective transport for commuters (as opposed to tourists), and therefore it will concentrate on the potential development of the route between Bellerive and the Hobart waterfront.

23. The Minister for Sustainable Transport engage with the private sector in relation to the trial, whilst ensuring the current commuter ferry service operator is not disadvantaged by a subsidised alternative service provider

A wide-range of stakeholders will be invited to participate in the Value Management forum, including the current water taxi operator. The Government is keenly aware of the need to avoid taking actions which jeopardise existing businesses while, at the same time, looking to develop sustainable transport options.

(Please also see the response to Recommendation 22.)

24. The Government actively engage with potential major users of a [ferry] service including UTAS, to confirm their needs and level of support

See comments above. This Recommendation highlights an important issue in respect to the conduct of any trial; it should be based on reasonable evidence that allows the identification of a trial that is most likely to require the least subsidy per passenger and make an effective contribution to the overall commuter transport task.

25. Any trial ferry service include integrated ticketing and timetabling with Metro and additional incentives to encourage the increased use of public transport

The provision of an appropriate bus feeder system would be vital to increase the potential catchment of an expanded Derwent ferry service (including specifically for the route between Bellerive and Hobart CBD). It is acknowledged that ease of transfer between bus and ferry services would also be important in attracting ferry passengers.

The adaptation of Metro Tasmania's existing services to meet the needs of a ferry service would be a major undertaking, and would involve significant additional cost (particularly if it necessitates an increase in the number of peak-time buses). The imminent Value Management Study will consider issues such as this, including the potential for any re-design of Eastern Shore Metro services to postpone the planned review of Metro's Northern Suburbs services. The latter is regarded as a critical task and is highly relevant to future light rail services and the development of Main Road as a genuine transit corridor.

26. The Government facilitate provision of appropriate waterside infrastructure for the trial

This matter will be addressed as part of further examination of a trial ferry service. A central consideration in this context will be the applicability of the 2002 Transport Standards under the Commonwealth's *Disability Discrimination Act 1992*. This may have a significant impact on the establishment cost of a trial.

Cycling and Walking

27. The Government continue to develop cycling infrastructure such as cycleways and facilities such as showers and bike storage

These actions are supported, where it is the role of the State Government to provide such facilities. The provision of some end-of-trip facilities, such as showers, is closely aligned to the development and building application processes and is properly an aspect for local government to consider in those processes.

With regard to the development of cycleways, during 2011 DIER worked with local and State government organisations, cycling advocacy groups and other community stakeholders to identify the Principal Urban Cycling Networks (PUCNs) for the Launceston, Hobart and Burnie/Devonport urban areas.

DIER has been working with local government and cycling groups to plan, design and in some cases deliver cycling infrastructure on key parts of these PUCN routes. Work undertaken include planning and design of the extension of the Intercity Cycleway as a shared facility from Claremont towards Granton; planning and design for the shared Battery Point Walkway; funding for Clarence Street bike lanes and design of a shared pathway parallel to Tolosa Street.

The State Government has also widened and sealed the road shoulder on Bonnet Hill between Brown's River and Proctor's Road, and is working with stakeholders to determine ways to further improve the road-sharing environment on Bonnet Hill to improve safety for all road users.

The State Government's *Cycling for Active Transport* grants have also played a key part in supporting local government and community organisations to deliver programs and projects that support people to cycle for transport, with over \$170,000 allocated State-wide over the last two financial years (2011/12 to 2012/13).

The State Government's Trails and Bikeways Program has also contributed significantly to the development of cycleways across the State. During 2011, the State Government worked with local government, educational establishments, bicycle user groups and community organisations to identify the Principal Urban Cycling Network (PUCN) routes for the Launceston, Hobart and Burnie/Devonport

urban areas. More than \$1 million in funding was set aside for the planning and design on the implementation of some key PUCN routes over the past two financial years (2011/12 – 2012/13).

The State Government has also supported a range of proposals administered through the Passenger Transport Innovation Fund to enable local government, community organisations and others to implement other transport-orientated cycling projects. Almost \$175,000 (on a dollar-for-dollar basis) has been allocated towards such projects.

The Trails and Bikeways program has invested a further \$1 million over the 2013/14 – 2014/15 financial years for cycling infrastructure.

The State Government will continue to work towards the implementation of the PUCN routes as a first priority.

28. The Government take into account facilities for cyclists in the planning and development of all integrated transport infrastructure

The Government supports this approach. DIER is in the process of finalising the *Positive Provision Policy for Cycling Infrastructure* (PPP) which will provide a framework for taking into account provision for cyclists on the State Road network and on State infrastructure projects.

The development of the PPP is a Key Priority of the *Tasmanian Walking and Cycling for Active Transport Strategy 2010*. The PPP will inform State Government decision-making in relation to investment in cycling infrastructure by ensuring that cycling and walking needs are considered in the planning and design of new roads and road upgrades on the State Road network.

The PPP is a State Government policy and has very limited application to Local Government-owned roads and assets.

29. For the safety of cyclists, where there are feasible alternatives, cycleways not be constructed on arterial roads and highways.

The Government supports this approach where feasible and economically practical alternatives to the on-road provision of space for cyclists are available. The Government adopts good design practices to minimise hazards for cyclists.



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