

**THE LEGISLATIVE COUNCIL COMMITTEE ON GOVERNMENT
ADMINISTRATION B MET IN COMMITTEE ROOM 2, PARLIAMENT HOUSE
HOBART ON FRIDAY 28 SEPTEMBER 2012.**

INTEGRATED TRANSPORT OPTIONS

Mr DAVID HUNN, JOINT CEO, AND **LORD MAYOR DAMON THOMAS**,
CHAIRMAN, SOUTHERN TASMANIAN COUNCILS AUTHORITY WERE CALLED,
MADE THE STATUTORY DECLARATION AND WERE EXAMINED.

CHAIR (Ms Taylor) - Thank you both very much and welcome to these hearings. The evidence taken at this meeting is protected by parliamentary privilege so I have to remind you that any comments you make outside of these hearings may not be afforded such privilege. Have you received and read the information for witnesses?

Mr HUNN - Yes.

Mr THOMAS - Yes.

CHAIR - Thank you. The evidence you present is being recorded and the *Hansard* version will be published on the committee website as soon as it becomes available. You do have the opportunity to give some evidence in camera. If that is so then you need to make a request and we consider whether it should be in camera or not.

David, do you want to start? Will you advise the committee of your field of interest and expertise for the record, please.

Mr HUNN - My role is as joint CEO of the Southern Tasmanian Councils Authority. The STCA is an organisation, a joint authority, under the local government act created by the 12 southern councils. Its board consists of the 12 mayors, and the 12 general managers typically attend those board meetings which are held every two months. We have a range of activities that are outlined in our strategic plan and one of those is transport physical infrastructure development. The councils, as the need requires, are engaged in those activities.

CHAIR - Thank you. Damon?

Mr THOMAS - Yes, thank you, Chair. I am, for the purpose of this, the chair of the Southern Tasmanian Councils Authority.

CHAIR - We have received a thorough submission from you. I suppose, first of all, is there anything in particular that you would like to highlight?

Mr HUNN - I think there are a couple of key issues. The councils have developed a public transport strategy, a copy of which is contained within the document. Its focus is really about integration of different modes of transport. We made comments in our submission in regard to the need for greater institutional integration to make sure that there is co-

operation and co-ordination between the different proponents of the different types of transport. The physical integration side, the integration of the network and fair integration is a key thing ensuring that there is ultimately - for whatever modes of public transport people are purchasing - there is a ticketing system that they can access.

The other one that is important is some sort of subsidy integration so that those people who are providing public transport - whatever that mode is, whether it is ferries or light rail or buses - all can access a similar sort of subsidy. I guess they are the key issues that came out of our submission.

CHAIR - Thank you. I have to tell you, David, that is not new. That has been one of the very strong common themes that has come out through most submissions: it has to be integrated and it has to be subsidised across the board so that it is a level playing field and hopefully a more integrated system.

Questions, members? It was such a good submission - you have probably answered all the questions that we might have.

Mr VALENTINE - I have a question. It is probably more for the Hobart City Council. Are you giving a separate presentation from the Hobart City Council?

Mr THOMAS - We are. Chair, can I make a couple of observations.

CHAIR - Of course.

Mr THOMAS - First of all I think the common vision aspect is really missing in this link. If we don't have a vision that is agreed by all the stakeholders to what we are trying to achieve, we will have separate policy work going on in Launceston, Devonport, Burnie, Queenstown or here. We haven't got a common vision so like so many different things in the state. We have an almost historic reliance on one mode of transport, being buses. We have the appalling situation where still - although we appreciate that the rail corridor may well stay open - the polite question of how it is going to be funded in maintenance terms has not been taken up.

The cultural fit - the appalling low number of people who use public transport. I think the overriding and overarching issue that has never been addressed in this state, to my mind, for the last 14 years is, we don't have enough people to either sustain the state's services and certainly to patronise public transport or transport infrastructure, or to fund the inevitable subsidy that goes with it. Unless we start getting quite serious about population sustainability, which is an associated aspect to this, then anything we do in this space will be less than perfect.

CHAIR - Thanks, Damon, that's great. We have had a number of submissions of people who have given us a bit of evidence about where similar-sized populations can, certainly within an area like Southern Tasmania, sustain different modes of public transport, not without subsidy. But in very few places in the world does there appear to be public transport without significant subsidy. That is probably a given.

Dr GOODWIN - I have a question in relation to the southern councils transport plan and around the ferry issue. In this document it says why are we asking for this and the first

dot point is to extend the life of Tasman Bridge. I think it would be useful to get some comments from you on that aspect. Also I would like some broader comments on the issue of ferry infrastructure and if you have any idea of what cost and work might be involved in bringing the infrastructure up to scratch.

Mr HUNN - I am not an engineer but, from what I am told, as the Tasman Bridge gets older, its maintenance costs increase and there will be an imperative to do something about the Tasman Bridge in the next 20 to 25 years. The idea of using commuter ferries is obviously to take some of that load off the bridge and therefore extend its life. I guess that is a pretty straightforward approach.

In terms of infrastructure, we are not sure. We are currently looking at putting out an expression of interest to develop a more high-volume commuter ferry service and that trial, hopefully, if it supported by the councils, will occur next year. That might give us some understanding of what the requirements are for ferries and extending that ferry service.

Dr GOODWIN - Clarence City Council, when they came before the committee, mentioned a possible trial. Are we talking about the same thing?

Mr HUNN - Yes, we are.

Dr GOODWIN - It is purely from the eastern shore, over or would it have a potentially broader coverage?

Mr HUNN - Initially, what we are seeking is expressions of interest from people who want to run a service from Bellerive to Hobart. But we wouldn't limit it to that if somebody wanted to extend it further. As you pointed out for the infrastructure requirements, there are new facilities going in Glenorchy but other areas would need to develop their infrastructure.

Dr GOODWIN - But you could potentially start with Kangaroo Bay and Wilkinsons Point, is that what the idea is?

Mr HUNN - Yes.

Mr THOMAS - That's it.

Mr VALENTINE - We went to the commonwealth for funding, \$37 million or something prior to the last election, Are you looking at doing that again, approaching the commonwealth to look at the nodal facilities and things like that? Or is that something that you - once tried, twice shy?

Mr HUNN - I guess for the package that we would go to the federal election with seeking funding, the priorities are probably a little bit different this time round. It is likely that those priorities would be the Bridgewater bridge and the Bagdad bypass. Probably not, given this current political climate.

Mr VALENTINE - Would that be with the rail over that bridge, out of interest?

Mr HUNN - I am not sure about that.

Mr THOMAS - The old bridge remains there.

Mr VALENTINE - You might clarify something for me. In earlier submissions that were made, there was some intimations that the rail wouldn't be there and I seem to recall some comfort being given to us that the rail would stay, but you might be able to clarify that.

Mr HUNN - I'm not sure, Rob.

Mr VALENTINE - You can't remember.

Mr THOMAS - I've had it confirmed by Bob Annells, as the chair of Tasrail, that the rail is staying, so they are not going to rip it up but the question of maintenance comes around.

Mr VALENTINE - That's a separate issue.

Mr THOMAS - In terms of wider ferry services, the proponent of the development at Arm End, which is a multi-faceted integrated golf course, fishing, walking trails, etcetera, is extremely keen on the ferry option. I do not know, depending on vessels, etcetera, but that Opossum Bay jetty was only done up four, five or six years ago. Places like the Opossum Bay store and others are saying that unless that development goes ahead they will close and there is a lot of support within the area - I declare a conflict because we have a shack there - but there is a lot of support for it.

The issue with ferries is an interesting one and it certainly goes beyond our expertise. A lot of ferry operators in the world now don't use jetties, they actually drive up on the beach. I certainly know from a previous time -

Mr VALENTINE - Landing craft.

Mr THOMAS - However it is, Rob -

CHAIR - How do you get out with your high heels on, Damon?

Mr THOMAS - Opossum Bay boys and girls don't have high heels.

Laughter.

Mr THOMAS - In any event, whatever the mode is we shouldn't be blinkered to saying we need to have necessarily expensive land-based infrastructure. I appreciate there is work being done and the federals have agreed to fix the Bellerive terminal, but my understanding - and again, David could correct it - is that some operators who have expressed interest in doing a pilot of this nature have already said they would use that jetty as it is. We are in a good stage to run this. What it is going to need is an incredibly strong marketing effort and places like Sorell Council are really keen to see it happen.

The biggest thing is how do we stop people using the bridge in a five or 10 minute burst. We can't suddenly go and retro-introduce a toll, but incentives are going to be needed.

What are the incentives? That participating councils are going to provide two extra rubbish dump drops a year, or are they going to provide some incentives? Is there going to WiFi on board? Are there going to be facilities that people can feel quite relaxed? The Metro link is critical to this. The Metro must be co-ordinated and Heather Haselgrove and Ron have committed Metro's co-operation in this endeavour. At the end of the day we have to bring people in to those terminals and it is not necessary that we think about, and people may have expressed an issue of, expensive park-and-rides at ferry terminals. That is not the experience in Brisbane. There are only two stations on the whole network that have expensive park and rides. People get there by little buses or whatever. If we can hopefully one day see an evolution of Metro from the big blimps to the public light buses, we will see a big difference.

Mr VALENTINE - It's the cost of the drivers, isn't it, that is the issue?

Mr THOMAS - That's what is put up, but when you see a network like Hong Kong has, where they have tiny little 16-seaters dotting around the city called public light transport, then it has to go past the issue of 'it's the cost of our drivers'. It is very difficult to see a bus like we use on the Hobart Hopper service costing as much to run as one of the blimps.

Mr MULDER - We have had discussions about this with a lot of other people and the model that seems to keep emerging is that you have a main transit line service and you have these small buses as feeder services - they operate in an area. You have a whole feeder series of these small buses.

Mr THOMAS - Which could weave around Rose Bay and come straight to the ferry terminal.

Mr VALENTINE - It's keeping the average passenger numbers up in that vehicle that pays for it at the end of the day.

Mr MULDER - One of the issues I think you have in places where you do park and rides, even with Bellerive - and I think the Clarence Council talked about this plan of running a bus from the bus mall to a ferry terminal - it seems to me that, as a person moving, if you have got your car as far as Bellerive or you even have got a bus as far as Bellerive, why are you now going to do another one-and-a-half journeys to get to the city, when you could stay on the damn bus and get there?

Mr THOMAS - That's true. Ultimately, it is: how do you try to convince people to change their cultural fit with cars? London has done it by congestion tax, by a harder cost. Whilst ever that bridge is sitting there and does not have a lot of jams, it is going to be very difficult. However, we cannot leave this beautiful river sitting there without some action taking place. Just as we can't leave, I don't believe, these two, really strong, young campaigners with the light rail sitting out there, banging doors that aren't opening for them in terms of at least further investigation of how we can use that corridor by whatever mode.

Mr MULDER - One of the things we spoke to the Clarence Council about and they really hadn't given it much thought, I don't think, was the fact that the terminal would go where Federal have it in Kangaroo Bay. Right nearby there is a huge car park at Percy Street

and we were suggesting that perhaps if you used that as a park and ride, that people would drive to the car park there because you would then make it free to park and ride - especially during the trial and that is how you would market it - park at Percy Street, free all-day parking and walk down to the ferry terminal.

Mr VALENTINE - Instead of having them on your Domain.

Mr MULDER - Yes, instead of having them the Domain, instead of having them parked through all the suburban streets around the Rosny shopping centre.

Mr THOMAS - I think what you are saying is totally right, that what we have to do as a group, including everyone in this room, if we are going to see sustainable transport options, including ferry services with the right facilities on it, everyone in the south, while there are trials going on is going to have to lend some support, whether it comes from marketing ideas, whether it becomes a joint working group. I know you and Craig have been terribly supportive of this. We will need to do everything we can and use every little trick from a marketing point of view and make it worthwhile. But if we can get it to a reasonable degree and in work with Metro - ultimately, and I keep going back to it, the Arm End development could see the removal of the very expensive service that Metro presently runs to Opossum Bay. They may relocate that service to Sorell which has no public transport service.

Mr MULDER - We have been through this before because there was a trial, as you recall, from Opossum Bay to Hobart.

Mr THOMAS - I understand that.

Mr MULDER - Everyone said it didn't work because it was unsubsidised and you can't compete with the expense of a subsidised bus. But when we put that on Metro, it turns out that half of the passengers on that bus are school kids going to Rokeby or Clarence or Rose Bay High. The bus is the only way you are going to get people to those locations. There is one or two of those services going to be running every day and all the ferries in the world are not going to take it on because they are not going to go up the creek to Rokeby High School.

Mr VALENTINE - Yes, because they have to collect them on the way, don't they? They are not at the terminals.

Mr THOMAS - But they may only run, for example, to Rokeby. They mightn't run to the city. For years they attempted to run with - not the *Cartela* - the first of the better ferries, running the trial without any great marketing, without any subsidy, without contacting the business community or other groups to ask if they would use it. They did it totally on their own nous, and the same with the other one. It was advertised as a one-month trial. Who is going to change their patterns in that time?

Mr MULDER - I want to get to that Percy Street because there you have it: here is an opportunity, park all day for nothing and be dropped in the centre of the town instead of having to walk from the Domain. It will be capturing car traffic because the problem with the bus mall is, that you are trying to encourage bus passengers to catch another bus to catch a ferry. Whereas if you marketed the whole thing around park and ride here,

you are not talking to the bus passengers at all. They are going to do what they are going to do. You are starting to say, 'You who never uses buses anyway, come and try this form of public transport'.

Mr VALENTINE - You need to do it with one change, not two changes and then it needs to be good for their pocket and that's the only thing that is going to make it happen.

Mr THOMAS - We could have a whole host of things on it. Besides WiFi, which will obviously be something of value, you may have some entertainment. It might be all sorts of things.

Ms RATTRAY - Coffee. I think a coffee machine.

Mr MULDER - Bob Clifford set the record for beer sales.

Laughter.

Mr VALENTINE - Wasn't it 10 or something?

Mr MULDER - Everyone wants slow ferries, not fast ferries.

Dr GOODWIN - About the Arm End development that you are talking about, isn't the idea there that tourists potentially would be coming across on the ferry to play golf and I can see some real appeal in that, particularly if Federal were involved because people might stay at the casino, they might stay at Henry Jones, and it would be fantastic.

Mr VALENTINE - It's an experience, isn't it?

Dr GOODWIN - The whole experience.

Mr THOMAS - For that service they would intend to pull in at Wrest Point at that jetty. You are quite right. You would have your little resort bus, picking up from the jetty. I don't know, Tony would know better than me because of his previous time on council, but that road, the road to South Arm, is a pretty stressed road. In the event that development does go further there will be an inevitable, I would think, call on some upgrade of that road. The ferry is his option. I would have thought he could put in, as part of the development, a certain cash contribution which could help the ferry operation in the first two or three years. You are quite right that the tourist travel has not been taking in account. We are talking about a very minor change in your time to go from one side of the bridge to the other, but when it gets down to Opossum with more modern ferries we are talking about 17 minutes versus 40 to 45 minutes.

Dr GOODWIN - Completely stress-free travel as well.

Mr VALENTINE - No maintenance on the roads.

Mr THOMAS - No maintenance on the roads and we are talking 45 minutes from Bruny Island which is about 15 minutes more only than getting to the mainland. That is where the appeal is going to be.

Mr MULDER - What sort of volume of people are we thinking will be moving, say, between Wrest Point and Arm End?

Mr THOMAS - It is a full management plan that Greg Ramsey is doing. No-one, I don't think, has seen it. The government is probably well aware of it. If it gets approved it will be a Barnbougle style development. He was involved with Barnbougle and Lone[Lost] Farm. We are talking about a circuit that people will want to be on and quite honestly, if you put a modern ferry to take people and their golf clubs in across in 17 minutes, they will be on the golf course in 20 minutes - three minutes from the jetty down there to the links. It would take them 45 minutes to drive.

Mr MULDER - But the point there is you need a catchment area, if you like, a volume of people. The golfers are fine but I don't think the South Arm population is quite up to the level of sustaining a ferry.

CHAIR - Well not a stand-alone, but on a route it might.

Mr VALENTINE - Couldn't it go from Wrest Point down to Arm End, across to Kettering and back up?

Mr MULDER - That was the plan.

Mr THOMAS - It could run from Wrest Point down to Bruny and then back up and pick up at Opossum and straight back into the city. The idea of the 17 minutes was Opossum through to Wrest Point.

Mr VALENTINE - You reckon it is 45 minutes to Bruny and back.

Mr THOMAS - It's 45 minutes to Bruny.

Mr HUNN - I think the important thing is that you need both. You need the commuter base and tourism base to cover the -

Mr MULDER - Peppermint Bay, for example, does it already. It is always running up and down but to suggest that the catchment area around Kettering somehow or other becomes a public transport as well is just not -

Mr THOMAS - Craig is probably more familiar with this because of his research, but we are not talking about necessarily the type of ferries. We are talking about more modern ferries, more fuel-efficient ones. We have even had one proposition put forward that the thing made its own, some contention -

Mr MULDER - You could make a down-payment on a couple of ferries.

Mr FARRELL - I think the point that David made too is an important one in the difference of the style of ferry operation that we have had. It has been very much a tourist-based service and not a commuter service and they operate in different ways. One is a scheduled departure with bookings and another one needs to be more on demand.

Mr HUNN - But they do in fact. In other places, Brisbane and Istanbul, places like that, the commuter ferry ends up becoming the tourist ferry.

Mr FARRELL - That's right and that's what needs to happen. I think that is probably in some ways scaring some of the existing ferry operators because a tourist ferry has less potential of becoming a commuter ferry, but a commuter ferry has a very good chance of also being a tourist ferry.

Mr MULDER - I'd even like to suggest you take it a step further and that is the water taxi has just upgraded. If we started to say, almost not get a special ferry to run trials and all the rest of it, but started to get on board and say to the ferry operator or the taxi operator, like today he takes you from point to point to point, jump on where do you want to go - not that there are many choices - but if we got hold of that and said, 'You run a short ferry service backwards and forwards with 20, 25 people,' so that it's actually using existing infrastructure, existing people and simply saying here is a thing that is already public transport, but instead of putting one person across the river, get a bit of a schedule going like every 20 minutes during peak-hour crossing here, and the rest of the time I'm going to be available for one-off hires.

Mr VALENTINE - Talking about integration, it is integration with activity as much as it is with other services. If you are talking about the golf course and the attractions that that might have, it is pretty obvious that Bruny Island has attractions as well, but in terms of it not only being a commuter service from Hobart down to Arm End, and possibly in the mornings it might not go to Bruny although it would be interesting to know how many people on Bruny would go through to Hobart every day. I don't know whether they do. Then it becomes a tourism service and it links Bruny, and that would be an excellent thing for Bruny Island, wouldn't it? Think of the benefits. If that guy running the golf course talked to people on Bruny and worked out the visitation of sites -

Mr THOMAS - He's a pretty switched-on guy. Chair, are you having him come before this inquiry?

CHAIR - Greg Ramsey? He hasn't asked, no. He hasn't put a submission in.

Mr THOMAS - It would be worthwhile.

CHAIR - My question to STCA is: you can either do the incremental thing as Tony was saying, start with a taxi or as STCA - I'm not quite sure and you might want to elaborate on that - is talking about starting with one ferry and a limited service, or you can say this is a really good idea, let's do it seriously and let's get an operator. See if we can find Metro or the government to say let's yes let's give this a decent trial, get four ferries in and do it on a scale that says 'We think this is going to work' and let's see how that develops.

The marketing you do, and you have mentioned marketing, is really essential. The bigger your operation is and the bigger your plan is, the cheaper it is to do the marketing per passenger, and to get everybody to integrate. If you do just the taxi service then are you going to get Metro to agree to drop people at the ferry because it is so limited and it might well be the same? How big a service are you looking at?

Mr HUNN - The STCA is a public sector organisation, so its role is to facilitate this rather than - at this stage anyway - to look at paying for it, although what we will be asking is that the councils underwrite the trial. The purpose of the trial is to get more information about whether it is viable for a start. The work that was done by AECOM showed that there was only a very small demand for ferry services. We'd like to prove whether that is true or not to see whether the catchment can be expanded by additional bus services, bike tracks or kiss and ride or park and ride or whatever it might be.

What we are saying is a relatively minimal service: two services in the morning and two in the afternoon. We're looking at a boat hopefully with more than 50 places on it and -

Ms RATTRAY - What's the time frame again, David, for that trial?

Mr HUNN - We're saying a minimum of a month, but it depends on whether the councils have an appetite to help fund it. It depends on the money. Initial estimates have shown that if nobody bought a ticket and the trial operated, councils might be up for about \$30 000 a month. It is a reasonable amount for a council, especially the smaller councils if they are going to contribute. But assuming the trial went well, it could be a minimal amount of money. As Damon has already pointed out, the need to market this properly, to get people to change their behaviour, even if it is only for a month, to demonstrate that our survey work has shown that people would like ferries running on the river. I guess what we are really saying is, if the councils are prepared to try and facilitate a trial, let's prove that the community actually wants a ferry service and hopefully they'll get on board, so to speak, and use the ferry service.

CHAIR - I think history has shown in other places, though, that very often if you ask people whether they want a ferry service they'll all say yes, but if you put one on will they actually use it from day one? Very few probably but it's something that in other places has certainly shown that -

Mr MULDER - I think it's a fair enough observation to say that if you got out there and asked everyone 'Would you like to see ferries on the Derwent River?', everyone would say, 'Yes it would be absolutely lovely'. Who doesn't like to see the sailing ships on the harbour? It is a totally different question asking, 'Would you actually get on one?'.

CHAIR - Or, even if they say 'yes I would', translating that into doing it and making it possible -

Mr FARRELL - One of the issues, David, that has come out of our inquiries into the service is that for a service to be successful, there has to be a reasonable frequency of ferries because people want to catch them at different times of the day. The ferry operators that we've spoken to so far say that it's based on an aggregate number of passengers through the day. You have the peak times that help cover the low peak times. If you're going to do a limited service, will that take that into account?

Mr HUNN - We're not restricting the operator from running tourist runs or anything else. Really all we're saying is: is there somebody out there who wants to develop a commuter service? That can be either the backbone of their tourism service or vice versa. We understand that there might be opportunities, for instance, with schools taking kids across the river because it might be seen as a safer and quicker alternative than catching

one or two buses. I guess what we are really looking at is having people think creatively about expanding the number of people who could use a ferry.

Dr GOODWIN - There are also special events, like the cricket. The Twenty20 cricket matches are huge at Bellerive oval.

Mr HUNN - Sure.

CHAIR - And football matches.

Mr MULDER - Some of us would like to see the old pier rebuilt at the other side of Bellerive oval which would be absolutely brilliant.

On the question of the trial of the ferry from Kangaroo Bay to town or to Wrest Point, one of the issues is the subsidy. Have you had any meetings with the Premier or anyone else to talk about the state government assisting with this?

Mr HUNN - No, not at this stage because we don't know what the magnitude of the amount of money will be.

Mr MULDER - Wasn't there a preliminary meeting at some stage with the Premier?

Mr THOMAS - Nick and I met with Nick McKim. Everyone loves ferries; there's no doubt about that but cost-wise there is a -

Mr MULDER - I love traxcavators too but I don't use one.

Mr THOMAS - Well, you're going to be on the first day; I'm going to make sure of that.

Laughter.

Mr THOMAS - We're going to make sure - we really do have to support this thing. In Brisbane it's \$7 million of \$19 million, as Adriana knows, and is funded by the Brisbane City Council. How fair is that? In reality, it's not but Metro is now gouging out of the taxpayer close to what - \$30 million?

Mr VALENTINE - Yeah, about \$30 million.

Mr THOMAS - Realistically, this is a trickle in that pot. If we are going to get serious about this as an option then people are going to have to get in behind and support it, in patronage and not just rhetoric. We are going to have to get government to provide - at least seek a small amount at least to get some things going. How we do the divvy with Metro at the end of the day and the public - this is the only issue I am aware of in my 20 years back in Tasmania that has had 100 per cent acceptance and not one letter to the editor saying, we don't want it. This is the only issue in Tasmania that has 100 per cent of people behind it. If it has 100 per cent of people behind it, then it doesn't need a lot of government funding. It needs some government funding and a powerful bevy of incentives to make us, the consumers, use the service.

Vanessa is right. Cricket times will help subsidise the overall thing. But we have to find ways in which it is an impost to bring your car into the city.

Mr VALENTINE - That's exactly right and it's what you can save in the pocket.

Mr MULDER - We will talk about the city thing because we have some ideas about this incentive to talk about.

CHAIR - We will go more into the city bit when we are talking to Hobart as opposed to STCA.

Mr MULDER - I heard that when an approach was made, either to the Premier or the minister, that the clear message was given that the government was not interested in subsidising anything that would interfere with Metro or take passengers off Metro. Are you familiar with that?

Mr THOMAS - It wasn't in any way forcibly put to us. I think that is just like a shadow/mirrors up-front because no-one has put a proper proposal and no-one has put any comparative or business plan about what this type of service would do to Metro. Crystal ball-gazing is difficult. But there may well be ways in which Metro can make a buck out of this, either as being a partner to the service, bringing people who don't use Metro at the moment by smaller vehicles to the ferry. There may well be ways in which Metro can not only make a shilling out of this but also reduce their own costs from some other service. But the wonderful thing about it is, Tony, Metro are prepared to work with us and are quite happy about the idea of the change to their act to take away the word 'bus' or whatever it is.

CHAIR - You raise an interesting point though, and you have just said STCA hasn't done it either and neither has the government, I think, researching it properly and having a business plan. Is that not a step prior to wanting to introduce a service?

Mr THOMAS - A certain amount has been done but we had the issue that you are aware of, where were attempting to get some business plan work done. You are quite right, Tony, the discussions still have to properly occur on a very strategic basis with government. I think we would probably go to them after we have had good discussions with Metro and not asking Metro 'Do you see this as a killer for your business?' but 'How do you see this as increasing your business?'. I think those discussions are yet to be had.

Mr MULDER - Even around the light rail there is this idea that somehow the Metro has to be a protected species because it costs us so much and if we do anything to take their passengers away - which is a bit of concern because there is not a person who has stood around here who has made the same point you did: 4 per cent use of public transport is just appalling in something that calls itself a modern city. The idea is, if Metro has to lose passengers to another thing, that is not really the issue. The issue is growing the number of people using public transport and that goes back to that idea with the ferry. Don't go from the bus mall, for heaven's sake go from a greenfield site so that you are tapping into a completely different market, not bus users. I had heard that people who were talking about the ferry had been approached. You might not have been a party to the discussion but Metro is a protected species, don't come to me for subsidies for public transport that could affect a single passenger -

Mr THOMAS - But everything is in the telling and the relaying of whatever the story is. We are not talking -

Mr MULDER - And the way I care to reconstruct it and put it to you.

CHAIR - Let Damon have a chance to talk.

Mr THOMAS - No, that's okay. But we are not talking hundreds of thousands of dollars here because we are still looking at the figure that David gave.

CHAIR - You are, if you are talking about \$30 000 a month.

Mr THOMAS - Again, the worst that would be, would be \$360 000 a year.

CHAIR - That's \$360 000 a year.

Mr THOMAS - At the very most without one tourist traffic and one commuter.

CHAIR - Yes, I understand.

Mr THOMAS - When you look at \$30 million going into Metro and you also look at the social and environmental responsibilities of any government.

CHAIR - We are not disagreeing with you. We are all working at seeing how we can improve public transport for southern Tasmania. The committee is trying to look at as many options as it can and then make recommendations to the government about the optimum.

Mr THOMAS - Any project needs a champion, or champions, and at the moment you and Craig have certainly been champions in your own private capacity. How many champions does it need? It has community support. The government will say, in a general way, that they love ferries and then stop at that, but it does not matter. If the champions come out and give enough time to it, as you both have, I am sure it will happen, and I am sure it will happen well and I am sure there will be tourist trade in it.

Mrs TAYLOR - I do not doubt that, if we get it up.

Mr THOMAS - I am sure if we step forward boldly in this direction and put our mind to it, it will be fine.

Mr VALENTINE - But we have got to do it right, don't we?

Mr THOMAS - We do.

Mr VALENTINE - We have got to build that momentum.

Mr THOMAS - Correct.

Mr HUNN - In terms of the business case, DIER had the AECOM study done for ferries and basically said there was not sufficient interest in it, or demand for it. This trial is partially about testing the assumptions that were made in that business model to see whether in fact the catchment area for ferries is greater than they say it is, and whether the sensitivity for demand is what they say it is. The trial is about seeing whether or not a more solid business case can be built for ferries.

Mrs TAYLOR - My concern is that if you do it on so limited a scale, you are unlikely to change people's patterns of travel, and people will therefore say that it did not work. If we then leave it for a long time, it's going to be hard to get a positive response, but if we do it differently it might work. Do you know what I mean?

Mr HUNN - Yes, I do.

Mr THOMAS - That is the idea of having three months, not one. One month is going to be very difficult.

Mrs TAYLOR - There are people, Damon, who lease car spaces in Hobart, for instance. They will not change that for a month, and, possibly, they will not change it for three month.

Mr VALENTINE - They do not want to lose their car park.

Mrs TAYLOR - Yes.

Mr VALENTINE - Just in case it does not work.

Mrs TAYLOR - That kind of stuff, yes.

Mr VALENTINE - That is the hard part.

Mr HUNN - We would love the opportunity to do it for longer. If the state government would like to pitch in and help underwrite it, we will run it for as long as they like.

Dr GOODWIN - I think it would be worth it, given the time of the year you are looking at, which is summer - maybe February/March. I think there would be real merit in having a look at the opportunities to team it up with the cricket or any other special events that are happening. What else happens? The jazz festival, I think, happens in Clarence. Just to help build the case and really demonstrate that you can get people on ferries for all sorts of reasons.

Mr THOMAS - Vanessa, that year is a very good year for it. It has the Wooden Boat Festival, and it has Ten Days on the Island. There is a range of things happening at that time.

Mr MULDER - If we promoted ferries the way we promote the bus system now being run out of Kingborough, Hobart and Glenorchy for the cricket - it is just brilliant.

Mr VALENTINE - It worked.

Mr MULDER - If you overlaid that with a huge promotion of ferry travel -

Dr GOODWIN - Once you get them on the ferry that first time they will start to see how nice it can be.

Mr VALENTINE - It is nice to just go across the river rather than do the tortuous route by road.

Dr GOODWIN - Yes.

Mr MULDER - Before I got a crook knee I often walked across the bridge in the morning - it is just a brilliant start to the day. Picking up on Vanessa's idea, you could have a launch day, a 'take the ferry to work' day that you really push out there to get people to try it just once.

Mr VALENTINE - That is it.

Mr MULDER - During the trial, just once.

Dr GOODWIN - Gold coin donation.

Mr MULDER - People who are paying \$10 a day in a car park might decide to keep that option open, but try the ferry. If the ferry service continues, they can let go of their car park. A free ride day, for example, would promote that as a one-off.

Mr THOMAS - Who knows. Things happen on ferries - the Mayor of Cairns started a world ukulele contest or something and it became a major event in Cairns in the last couple of years. Who knows what activities could be started on a ferry.

CHAIR - Craig has a question.

Mr FARRELL - It relates to the options considered. Ferries are available in Europe at a very good bargain basement price. If these ferries were purchased and the service didn't work then the cost of the ferries could be recovered quite easily when they were sold. If the ferries were owned and they were saleable at the end if the project didn't work, that sort of cost is cost neutral, so you are only looking at trialling the operation of the system. This is all theoretical, coming from what we've heard from previous witnesses. That would allow a trial of the real thing, rather than looking at bits and pieces of a service and that is probably something that needs to be investigated further. Would that be a consideration of your group when you look at this trial?

Mr HUNN - It would really depend on who was prepared to take the risk.

CHAIR - Yes, that's the issue. Is it an STCA job? Is it state government?

Mr HUNN - You also have to consider whether or not the ferries are suitable for the conditions that we have here and whether they meet Australian standards, so there would be a lot of work involved in having them assessed and surveyed.

Mr MULDER - How many are there at the moment?

CHAIR - Four.

Mr MULDER - They would just about end to end go across.

CHAIR - I suppose it is likely to be a recommendation from us. If we think the ferries are a sensible thing to suggest, then that is what we will probably recommend. We will recommend that the government spends the money to look at the reality of the proposal.

Mr THOMAS - One of the potential tenderers, or persons submitting an expression of interest, will have the existing MONA ferry available from an early part of next year. A modern ferry, all the capabilities, fast operation and it is going to be a ferry surplus to its then needs.

Ms RATTRAY - But don't you need more than one, Damon?

Mr THOMAS - We don't know yet. It does it in about, what, three and a half minutes, four minutes?

Mr HUNN - No, nine minutes.

Mr THOMAS - Nine minutes and we've yet to see a timetable or set a timetable. Ideally it could link in with the taxi fellow as well.

Mr MULDER - You probably want to have a chat to Peppermint Bay, because that ferry spends an awful lot of time tied up at the wharf.

Mr THOMAS - Absolutely.

Mr HUNN - This might be an opportunity for someone to get more use out of their existing equipment.

Mr MULDER - If you had Peppermint Bay and the MONA ferry going like that, there would be a fair few people if the demand is there.

Dr GOODWIN - I love talking about ferries, but I think we should talk about bikes as well because your document mentions cycle path infrastructure. Do you want to talk a little bit about that - the plans and aspirations?

CHAIR - The greater Hobart rather than the specific. Let's not talk about Sandy Bay just yet.

Mr THOMAS - Sandy Bay we can talk about.

CHAIR - You can talk about that when you get to that part.

Mr THOMAS - But David, perhaps the wider, greater Hobart outlook -

Mr HUNN - Things have continued to progress with the bicycle paths and the council has been investing in them to a greater or lesser extent. I guess the intention is to ensure that those bicycle paths can access ferry terminals easily and that those ferry terminals either

have bike storage or the ferries themselves have the facility to put a bike on. I am sure you talked to Metro about the use of bikes on buses - the idea of it. Hobart is a very hilly region - southern Tasmania is a very hilly region but it is handy, if you live outside Hobart, to have a bike when you are in the city. So, being able to get a bike into the city is a useful thing. Whether that is by ferry or bus, having that facility would be great.

Mr MULDER - We've discussed this before with the bicycle people - that buses are bicycle unfriendly but things like ferries and trains are really bicycle friendly. As part of your launch, you might really target the cycling community because they hate using the bridge.

Dr GOODWIN - You can use the bike track on the eastern shore - the foreshore trail.

Mr MULDER - Or South Street instead of Clarence Street.

Mr HUNN - I think that was one of the things about -

Mr MULDER - The eastern shore's Sandy Bay Road, Damon.

Mr HUNN - That was one of the things about the proposal - to expand the catchment areas of people using the ferry, by hooking into the cycling path. You're exactly right.

Mr MULDER - I know a couple of people who used to use the Emmalisa for that very purpose - so they'd have a bike in the city to use at lunchtime. I think that linking the ferry in and targeting the cycling community is another good strategy.

CHAIR - Do we have any more questions for STCA?

Ms RATTRAY - I want to take Damon back to when he talked about the big vision for Tasmania. Obviously, growing our population - not many of us here will have much to do with that, I suspect.

Mr MULDER - I've done my bit.

Laughter.

Ms RATTRAY - When you talked about having that overarching vision for Tasmania and including the north of the state, do you really see that as something that is going to hold this back? There is always that fear of north-south stuff that doesn't ever seem to mesh together that well. I was interested if you could expand on that.

Mr THOMAS - I don't think the remoteness of many of our major population centres will in any way impact on having an appropriate vision based on fundamental strategies. I think a lot of it is a cultural fit. The statistic we used for public transport, which I am assuming is statewide - I think it is statewide.

Ms RATTRAY - Probably more so.

Mr MULDER - What per cent was southern Tasmania?

Mr THOMAS - Probably. We've had such a dependence on motorised transport. With the cultural fit, the division needs to be accepted by all stakeholders and not just put out by Bob Cotgrove and a couple of other transport people. The debate is not - other than for things like the Sandy Bay cycleway, we don't get a lot of public debate. Occasionally people fly the flag up the mast about a north-south railway, and you have TasRail saying that not in our lifetime will we ever see another passenger on our trains.

Ms RATTRAY - Not viable.

Mr THOMAS - At the end of the day, it's not a high interest public topic. Everyone speaks in generalities - it's a great idea to have more cycle paths, ferries are great and wouldn't it be great if we had the Tasman Limited back with the lady in blue, et cetera. However, it's not a focus point.

Mr MULDER - It would take about a week to get down the highway.

Mr THOMAS - To get that public acceptance on board, it starts with population and then it is all arms of government working together with users and stakeholders. That's the three arms; federal, state and local. Then it's funding and then it's a cultural fit for transport modes. Then it's timing. This thing is on a long finger. Nobody said that by x period of time Metro will have 20 per cent of the population travelling. If someone said to Metro, 'If you haven't got 20 per cent of the population using your services by 2018, your subsidy will go down by 10 per cent a year thereafter', wouldn't that start things off?

Ms RATTRAY - That'd shake them up.

Mr THOMAS - If they didn't get their community service funding - if, after 2018, it reduced by 10 per cent every year until they got 20 per cent of the population travelling. There are lots of things that could foster that such as fuel costs, costs of maintaining a vehicle, the choice of better road use. At the moment, Sandy Bay Road is in an appalling situation. We've got about 25 bus stops. They are trying to reef out about 8 of them on the basis of the cost of subsidising them, but they're just an enamel sign sitting on a post. When you ask why they are taking them out, they say the maximum distance is another 500 metres to the next one. But we have a demographically aged population and that suburb is challenged to start with. When you say, 'We'll pay for the enamel bus stop sign', they say they've still got to factor in stopping time. It just becomes -

Mr VALENTINE - That's what it's about.

CHAIR - That's what it's about.

Mr THOMAS - It will be like the Hacker Hospital - it will sit there with no patients. If there are no bus stops, what are you doing? You're running a bus and every bus is express because it goes from bus stop 30 to bus stop 1 in one go.

Mr MULDER - The cleaning departments needs to be world's best practice.

Mr THOMAS - But look at the incentive and disincentive. At the moment, what is the incentive for the bus operator to improve their services, when they're getting their bailout anyway.

Ms RATTRAY - I don't disagree with you at all.

CHAIR - We are actually not providing answers here. We're asking questions of the witnesses and I would like to get to Hobart City Council, so question, or comment?

Ms RATTRAY - Thank you, Damon, for that answer, I appreciate that.

CHAIR - Any other questions?

CHAIR - Thank you, Damon. If you're happy to stay in your chair, we'll exchange David for Nick.

Mr HUNN - Thank you.

Mr HUNN WITHDREW.

Mr NICK HEATH, GENERAL MANAGER, HOBART CITY COUNCIL WAS CALLED AND MADE THE STATUTORY DECLARATION, **Mr DAMON THOMAS**, LORD MAYOR OF HOBART WAS RECALLED AND BOTH EXAMINED.

CHAIR - Thanks Nick, and I do need to tell you that this is a public hearing, the evidence is protected by parliamentary privilege, any evidence you give here, but that any comments you make outside of this hearing may not be given that sort of privilege. Have you received and read the information for witnesses?

Mr HEATH - Yes I have.

We wanted to start, Chair, by saying that the council does have a strategic framework. It is a 20-year vision for the city of Hobart. We actually in 2006 went out to our community in the process of preparing a new strategic plan to talk to the community about what the issues were that the community wanted to see the city look like in 20 years time, particularly year 2025. We are about to do that exercise again as part of the review of our strategic plan. But one of the key issues that the community told us that they wanted to have in our strategic plan, was a future direction around transportation. Without reading it into evidence, what it said is that the community wanted to see an integrated approach to transport, particularly transport planning. That has been a fairly coming message in all these submissions - that it needs to be an integrated solution. We are here underlining, underscoring that on the basis that is what our community has told us. It is an evidence-based submission that we make and we talk to our community and that is what our community thinks.

Consistent with having that future direction in our strategic plan we have a sustainable transport strategy which has been available for public comment since 2009. It has been on our internet site. It has been available in hard copy from our customer service centre as well. That is included in your pack. That is a document that provides a vision as to what we think are the important actions that should be going on in our community over the next five years. It revolves around providing high quality, sustainable transport solutions. It provides some guidance around how staff should be educated because it is important that our staff are up with the contemporary practices around transport and transportation and how it all works. That is an important element for us. How we can go about getting members of the public to take up transport options.

Importantly, too, it is about managing the parking supply in the city. Hobart City Council is the largest operator of carparking in the state, the third biggest operator in the country. It is a massive business for us, and a massive undertaking in terms of our contribution to our city. That is an important one. How that links in with the planning scheme and planning issues, land use planning, is important.

How we can influence what goes on around the city is in the sustainable transport strategy because a lot of vehicles come into and go through the city. A lot of workers come into the city using cars and buses. That is an important element to us.

The other part of the sustainable transport strategy which is important us is lobbying the state government and making sure the state government is aware of some of these issues that the city is confronting. That is all in the strategy.

I want to cascade down from the strategy into some of the specific actions that the council is taking, to draw them to your attention, and then I will take some questions. One of the most important projects is the funding we received for the national building program, the Liveable Cities program. We were lucky enough to secure \$250 000 through that program, of which \$125 000 is coming from the Australian Government and the rest has been contributed by DIER, Metro and the Hobart City Council. This is a \$250 000 program where we are looking at bus routes, bus activity in the CBD. One of the conclusions from that study hopefully will be what is the appropriate location for the inner city bus mall. It is not the primary outcome. The primary outcome is to look at the bus routes and how to get the best efficiency of the bus routes in the city. As an outcome of that there will be some evidence which will assist the council to make some decisions about the appropriate location of the inner city bus mall.

CHAIR - Is that funding for a research project?

Mr HEATH - Yes. It has four stages. The first stage is an audit to find out what the bus routes are and how they operate. Then we will engage a consultant and start doing some work on some modelling and planning. It is a very important piece of work in terms of bus infrastructure and bus routes in the city.

Mr VALENTINE - Does that also incorporate the transit centre stuff, like outer bus services coming into the city or not?

Mr HEATH - It is mainly focused on the city, when they get into the city. But that will need to be broadened to include that. There is also some work going on with the Main Road corridor with DIER and the council and Metro, about how that impacts on buses et cetera as they come into the CBD. It is primarily a Liveable Cities funding bucket which looks at bus routes in the city and once they get into the city.

Mr VALENTINE - I was thinking of all the private operators that have services that come in from the outer areas.

Mr HEATH - TasBus are on that group as well. Private operators are on there. It is us, TasBus, Metro and DIER working together as a steering committee to look at those issues. That was a coup to secure that funding.

CHAIR - Yes, significant, isn't it?

Mr HEATH - It is a real opportunity for us to work closely with DIER and Metro to get some positive outcomes for the city and look at the interchange arrangements which is important.

I wanted to make a couple of other quick points. I wanted to stress the importance of the Brooker Highway. At the moment we have 50 000 vehicles a day using the Brooker coming to and from the city. There is \$2.5 billion annually of freight transport that uses the Brooker Highway so the efficiency of that north-south link and the efficiency of the Brooker Highway as it comes into the city is something we need to keep at the backs of our minds. We are working closely with DIER and Glenorchy City Council on improvements to that Brooker Highway through that MOU that we signed with the Premier 6-12 months ago.

Mr VALENTINE - Brooker Avenue, actually.

Mr HEATH -Brooker Avenue, yes. I call it Brooker Highway.

Ms RATTRAY - It gets me home occasionally, so it is pretty important.

Mr VALENTINE - Important to you.

CHAIR - I thought you would have been educated about Brooker Avenue as opposed to Brooker Highway by now, Nick. They slip quickly, don't they?

Mr VALENTINE - They do.

Mr HEATH - The Brooker Highway is a very important. There are 50 000 vehicles and \$2.5 billion per annum in freight transport using that corridor so it is very important that it is efficient.

I underscore the comments that were made by the STCA previously about the importance of the rail corridor. The council's sustainable transport strategy contemplates using that rail corridor for buses. I suppose council's overarching submission is to just keep it open. What it is used for down the track will be a separate process. All we are saying is 'Keep it open'.

CHAIR - Can I ask you whether that extends through the rail yards? I know the line is there at the minute, but are you talking about keeping it open all the way.

Mr VALENTINE - To Mawson Place.

CHAIR - It doesn't go to Mawson Place now.

Mr HEATH - The council's position is that it comes into the rail yards but there is also a spur line created that takes it into the Cove as well. So that is the council's position.

CHAIR - That that should all be retained.

Mr HEATH - Yes, but the overarching position is to just keep the rail corridor open. Don't close it.

Mr VALENTINE - Can I ask one quick question on that in terms of the route to get to Mawson Place. Is that down Davey or are you looking at Evans across the top of the Art School there?

Mr HEATH - There is no set thing other than that the council wants to see a spur created into the Cove somewhere.

Mr VALENTINE - The reason I ask that is this rail yard development. I went to a presentation on it the other day. I think you might have been there.

Mr HEATH - I was.

Mr VALENTINE - I asked that question. It was to make sure that we do not cut our nose off to spite our face when dealing with that parcel of land - to cut that route off. That is why I am asking whether you have thought about where it might come down.

Mr HEATH - There have not been any details.

CHAIR - But you have had dealings with the Northern Suburbs Light Rail.

Mr HEATH - We have.

CHAIR - And they have a plan, I think, as to where they would like that to go. That fits in does it?

Mr HEATH - That is true, but what I am saying is that the Hobart City Council's formal resolve position is that we keep it open. We would like to see the spur, but have not got down to detail about where or how far that spur should go, and what it actually services.

Mr VALENTINE - And whether the terminal can actually work at Mawson Place.

Mr HEATH - That is right.

Mr MULDER - We were obviously interrupted, but we focused on the land transit. I have some issues around that.

Mr HEATH - I wanted to make three other quick points if you do not mind. I wanted to bring to your attention that the Hobart Hopper is in operation. I have included -

Ms Rattray - A little leaflet.

Mr HEATH - some submissions on the leaflet to say that the Hobart Hopper is a Hobart City Council funded thing. It runs on Saturdays.

Ms Rattray - Only Saturday?

Mr HEATH - Only on Saturdays, primarily taking patrons to Salamanca Market. But the council has reaffirmed its commitment to continuing the Hopper for the next 12 months. It is a significant commitment. Quoting from what I have got in front of me, more than 6 360 rides were provided to the public during the six-month trial period, or 250 rides per day on average. That Hopper picks up at all the major car parks and drops people off down at Salamanca and takes them back to the car parks. The cost to the council in providing that is significant. It is \$125 000 for the next 12 months, of which \$50 000 goes into marketing. It is something that we are particularly committed to seeing happen and it is something that the stallholders of Salamanca have called for and it is something that the council has committed to. It is a hop-on, hop-off hopper ride that is something -

CHAIR - And it's free?

Mr HEATH - It's free. It's in the pack.

CHAIR - I've already had a look, but I was thinking I could use it during the week.

Mr HEATH - I just want to talk about two other quick things. The Sandy Bay Cycleway and Cycling project have been in the press of recent times.

Ms Rattray - Has it been out of the press?

Mr HEATH - I have two comments to make about it. First of all, the council for a long time has had a commitment to inner city cycling. It's not just about Sandy Bay and I think it is a mistake to just focus on the Sandy Bay Cycleway project as a project in itself. You have seen the green lines in Argyle Street and all around the city, so the council has had a long-term commitment to the inner city cycleways and that commitment remains. It goes back as far as when the council paid for and constructed, as Glenorchy did, the inner city cycleway along the rail lines.

CHAIR - We didn't actually pay for that; it was a commonwealth grant, but anyway.

Mr HEATH - There's a long commitment by councils for inner city cycleways, so it is disappointing just to focus on Sandy Bay because this has been going on for 20 years. The council is committed to a Sandy Bay walking and cycling project. The debate comes in with what the design is to be. That is very much a separate debate.

You have heard us talk about this previously, and we have put in your pack, for the sake of the record, a copy of the presentation that we made to MLCs some three or four months ago about the inner city action plan. I just wanted to put that on the record to say that it was in the pack. At 12.30 today the Lord Mayor will be making some very important announcements about commencing the work associated with Jan Gehl's vision for the city as we start to deliver on the projects that we promised you six months ago when we talked to you. That is an exciting announcement at 12.30. Nothing is embargoed, is it? We will be starting off by making some serious improvements to the Mather's Lane precinct, which will then link into Criterion Street and through to Liverpool Street.

Mr VALENTINE - This is all part of Gehl?

Mr HEATH - It's the start of the Gehl vision. When we came here three or four months ago we promised you we wouldn't just be talking about it; we will actually deliver it.

CHAIR - That's terrific.

Mr HEATH - For the purpose of the record that is what I wanted to say, but obviously we are open for questions and any other concerns you may have.

Mr MULDER - On your transit corridor, I see you have a thing there about 50 000 vehicles a day and moving freight over it. Chair, if you indulge me, we might take them sequentially. The first thing is that there are millions of tonnes of freight with an average of \$2.5 billion per annum. What impact would the Brighton Hub and the loss of the rail route mean for that? There is an understanding that a lot of that freight traffic is going between the wharf and the industrial areas of Glenorchy. When the rail hub goes, that will go from the rail hub to the industrial areas of Glenorchy because of the fact that the

port is just a staging area for freight, which comes south and then goes north again at the moment on rail. But once that goes, I am wondering what sort of impact you see that having on the transit corridor, given the amount of weight you put on the fact that there is such a huge freight volume when in fact it is probably not going to have much to do with the city council in the future.

Mr HEATH - Toll are still on the waterfront and they are a major player in the Brighton Hub, so getting Toll off out to Brighton is obviously key to seeing the rail yards progress. They have a lease for the next 18 months.

CHAIR - I think that's what we heard from Bob Annells - 12 months to 18 months.

Mr HEATH - I think that will have a significant impact on the road corridor.

CHAIR - The Brooker Avenue we are talking about.

Mr HEATH - Exactly, on the Brooker Highway corridor, but I don't think we've done any modelling around it to see what the volumes are.

Mr MULDER - The next point is that you talk about the 50 000 cars and the northern transit thing. But there is not a thing here about the transit corridor down south and we have had the Huon Council talk to us about the need for a dedicated link. No doubt Kingborough has the same position, and not to mention the Tasman Bridge, which I understood was the highest use piece of road in Tasmania on any given day and yet you have not factored that in. If you haven't got that as one of your transit corridors - I think what you need is a transit corridors strategy which talks about north, south and east.

Mr HEATH - The reason why we have identified the Brooker Avenue as being significant is that it is a joint working party with DIER and Glenorchy City Council and the Hobart City Council which is happening.

We haven't sat down with Clarence or DIER and looked at the bridge even though I know Clarence are working closely with DIER about the Tasman Highway-Rosny couplet and how all that works. I know that's going on but the Brooker has been the focus because Glenorchy and we have a common interest in the Brooker and we have been working closely on it over a long period. That has been the focus but I take your point. Perhaps we could look at the Tasman Highway, the bridge and we could look at the southern outlet as well.

Mr MULDER - Because it's not just Clarence.

Mr HEATH - No.

Mr MULDER - It's Sorell beyond Clarence and it's the Huon beyond Kingborough.

Mr HEATH - Yes, correct.

Mr VALENTINE - Southern beaches.

Mr MULDER - And it is New Norfolk beyond Glenorchy.

CHAIR - Yes, it is the whole of greater Hobart.

Mr MULDER - They were the two issues I wanted to take up at this stage.

Mr HEATH - They are good points.

CHAIR - Rob?

Mr VALENTINE - With respect to the terminal, if there was a northern suburbs rail and it was around the Mawson Place, is there much work being done on that internally, on whether or not Mawson Place could work as a terminal for a northern suburbs railway?

Mr HEATH - Mawson Place?

Mr VALENTINE - Yes, Mawson Place, so it actually comes across -

Mr HEATH - No. You may be aware we did a fair bit of work on that some years ago.

Mr VALENTINE - I know.

Mr HEATH - Associated with another project which didn't see the light of day.

Mr VALENTINE - Yes, don't mention the war.

Laughter.

CHAIR - I am going to, I'm going to ask a question about this.

Mr HEATH - Since that, no there hasn't been much work done at all.

Mr VALENTINE - Just in relation to the heritage trams -

Ms RATTRAY - No, I would rather hear about the war, thanks, Madam Chair.

Mrs TAYLOR - Okay, good. I did want to ask you about it.

Mr MULDER - We will start one, a war.

Mrs TAYLOR - I did want to ask you about trams. It's not a focus at the moment obviously but I think the council might have spent a fair amount of money sometime ago on - you have some trams?

Mr THOMAS - We have a fleet of vintage trams, some of which are close to being operational, others not so. There is a reality check here in terms of trams in any event. I don't think there is any really powerful idea of just running vintage trams as opposed to potentially running those in conjunction with modern trams. There are modern trams available in the world that can be purchased we are told for as little as \$3.5 million or thereabouts, for a very modern up-to-date, slick tram.

CHAIR - One?

Mr HEATH - One.

Mr THOMAS - As far as I understand.

Mr HEATH - That's just the cost of the tram.

Mr THOMAS - Yes, it's the cost of the tram but again it goes back to what I said -

CHAIR - We could buy a lot of ferries for \$3.5 million.

Mr THOMAS - It goes back again to what I said to Tanya earlier on - it's sustainability. Any council I think nowadays is a facilitator, an enabler of projects, and is not necessarily the funder. It may be a part funder but it cannot be *the* funder. Until we change our model a lot of these things are going to be dreams or ideas or visions. Unless we have another, dare I say it and it is not the subject of this inquiry, but another 100 000 people in this city, very few of these things are ever going to be viable. The question is: who is going to pick up the gap between revenue and expenditure?

Mr VALENTINE - Critical mass is not there.

CHAIR - That was really my question. At the moment you are not looking at that?

Mr THOMAS - There is passion behind them but -

Mr HEATH - The council has a decision on the books, Madam Chair, where we will run a tourist tram from the rail yards to the Botanical Gardens along the current rail. That is something that officers are working on.

CHAIR - Using the train line?

Mr HEATH - Using the train line to run a tourist tram from the rail yards or the CBD -

Ms RATTRAY - That would be lovely.

Mr HEATH - to the Botanical Gardens. Maybe with the hope that some day it can run to MONA but the return time is fairly lengthy. That is on the agenda.

Mr VALENTINE - It could be a dining car too, couldn't it?

Mr HEATH - It could be. We have also got a decision on the books - and I think Alderman Christie might be chairing this committee working - with the North Hobart traders looking at the possibility of a tram to North Hobart linking the waterfront or the CBD to North Hobart. That is on the books, that is happening. The trader group has been formed. As I said it is chaired by Alderman Christie; they are doing some work.

CHAIR - Good.

Mr HEATH - That is very much iterative at this stage.

CHAIR - It would be the tourist tram on the road idea?

Mr HEATH - Perhaps. That is something that is very much in its infantile stages but it is a council decision on the books that we are working through. The group has been formed, they have met and it is moving forward.

Mr VALENTINE - But not a monorail?

Mr HEATH - No.

CHAIR - You are not going to buy the monorail from Sydney?

Mr HEATH - It was never a council decision that we did.

Mr THOMAS - Or even a council paper.

Mr MULDER - It is just an automatic press release.

CHAIR - We have had one submission from the university. In fact, our next witness is going to talk about that as well - about better road and bus or cycling or ferry or walking transport for the university population because a lot of them, the students and the staff, have capacity problems with parking as well and they would love to see better connectors to the university. A certain percentage of the students live within the area but then there are others who come in. Have you had work with the university?

Mr HEATH - We haven't had a good dialogue with the university on this. Presumably they have been dealing with Metro. We would have it if we were approached. In fact we just signed recently, not that long back, a broad-ranging memorandum of understanding with the university as a result of last week's mission to China. I see quite frequent, strategic planning sessions between council, the state, the university, potentially even the Polytechnic in relation to student numbers and locations et cetera. There is also a potential that the university, as part of its redevelopment in the city, its closer connection of town and gown, will have a lot of students living in the city. Realistically, that will mean the city will have a much bigger stakeholding and it is one of our strategic plans and it is under the Gehl vision that the city is a place for students and more people inhabiting it. Our target is up to 5 000 more people living in the inner city. It cuts, as you well know from your background, the infrastructure cost to outlying areas. It's much cheaper to provide the services. I think we will have a much closer engagement with the university in this area.

CHAIR - One of the thing in particular that they talked about was the time it took from students and staff because of buses going into the CBD and then having to change buses at Franklin Square. Is that part of what is being addressed in your CBD strategy as well?

Mr HEATH - It will be. Student movement is important component of it. There are some students who need to catch up to three buses to get from one side of the city to the other side of the city to get to their school. That's not acceptable.

CHAIR - The university as well.

Mr HEATH - That's right. To take the Lord Mayor's point, we do have a MOU with the university. We do have constant dialogue with Peter Rathjen and his staff. But I think we are waiting a little bit to see what the university's grand vision is for the university. As the Lord Mayor indicated, they seem to be moving away from the Sandy Bay campus as being the primary focus to more inner-city living, evidenced by Menzies Centre 1 and Menzies Centre 2, evidenced by the School of Nursing coming back and going onto the Domain. We need to know what their grand vision is. But we have said to the university and we have said it both by the Lord Mayor to Peter Rathjen, through the MOU and through the council that we are absolutely committed to working closely with them because they are the future of our city.

Mr THOMAS - A lot of the reasons why the university appears to be coming this way are that their international students need a city around them. They would feel quite alien in a leafier suburb where the university is.

CHAIR - Thank you. One of the issues that has been raised a number of times is an incentive for public transport, to catch public transport into the city. I am surprised that Tony hasn't raised this issue.

Mr MULDER - I was leaving the negativity to the end. I was on topic. I got to the corridor and I will get to the other bits later.

CHAIR - Okay.

Mr MULDER - But I am happy for you to lead the charge.

CHAIR - You talked yourself about parking supply and cost. One of the reasons that we have been given a number of times about the possible difficulty of getting more people to catch public transport into the Hobart CBD is that parking is so cheap. People say to us, yes, rail and ferries are viable in other cities because it costs \$70 a day to park and in Hobart that is a disincentive to people that you have free parking in a lot of areas, and also cheap parking. How do you see that as a dilemma?

Mr HEATH - It is a dilemma because the parking revenue that we generate does provide the opportunity for us to provide other services to the community, so there is always that tension. The parking issue is complex in Hobart. We are in the process of developing a parking strategy for the council, which will be the first time we've done that. Hobart's parking supply is interesting. There are 3 000 short term car parks in the CBD. We have recently opened another 550 in the Sultan development in the CBD. We do it, and we have historically done it, because businesses tell us that car parking is the lifeblood of the city.

To be honest, we are competing in a business with the Eastlands, the Northgates and the Kingston's of the world where the retail money will leak to those jurisdictions if we don't comply with the quality of service that our customers and our retailers need in the city.

Mr VALENTINE - It's shopper parking, isn't it?

Mr HEATH - It's short term. Where the issue is becoming critical is currently on the Queen's Domain where we have 600 cars a day parking - free, unregulated, uncontrolled, car parking - which is now up to almost the crossroads, taking up the car parks in and around the Aquatic Centre, the Tennis Centre up, into the Domain Athletics car park, around the side of the TCA.

Mr MULDER - And it's principally commuter traffic?

Mr HEATH - It's principally commuter and also builders associated with some of the construction sites that are going on nearby, MS2 particularly, so it's chock-a-block. Officers have made a commitment to the council and will come back to the council this calendar year with a parking strategy where we can start looking at how we can integrate all these tensions. Council has made the decision to move cars off the Lower Domain. There are massive risk issues there, massive damage to council property, constant tension with the trains coming through and cars trying to run the trains that are coming through.

Mr MULDER - It's not going to be a problem for much longer, apparently.

Mr HEATH - No. It is forcing the cars off the Lower Domain onto the Upper Domain, so we need to deal with it.

Mr MULDER - One of the things that we have come to hear is, why is it only 4 per cent. Why at 70 000 to 100 000 people living in the northern corridors finding it easier not to use the buses, and it's because of the easy, free, cheap parking. A lot of people from the Eastern Shore; why are there so many cars on the bridge; why isn't anyone on public transport because you provide this wonderful incentive for the commuters - free parking all day, no problems on your Queen's Domain and they take a walk into the city. I've been suggesting for a while now that if you want to get people onto public transport we need to start thinking about disincentives to private cars rather than incentives to jumping on the thing. I cannot think of a bigger incentive for people to start using public transport than to take away this wonderful freebie that you're giving commuters on the Domain.

Mr THOMAS - It's an accidental freebie.

Mr MULDER - Oh yes, but it's there. If you were to move it and we are talking about moving it for commuters. If people have other bits and pieces that's fine. Generally, your shopping traffic is coming into your big city car parks and things like that, but here you have the commuters and why not further disincentives?

CHAIR - Tony, I do need to say that we are asking people questions rather than telling them what they ought to do.

Mr MULDER - My question is why are you giving them this freebie?

Mr THOMAS - As parking gets tighter in the city or it has some cost attached to it people will go to the nearest spot and that's why the poor guy who is running the cricket centre up on the Domain has trouble getting his clients through behind the TCA grounds. We can sort that. We can fix that part. Council can make a decision to -

Mr VALENTINE - Two-hour parking.

Mr MULDER - Particularly with the northern suburbs light rail. That would seem to me to be it.

Mr HEATH - In recent times -

Mr MULDER - This is for discussion and debate.

CHAIR - No, it isn't. Sorry, I do want to make this point because what we are saying is all being recorded on *Hansard* and I do not want people to say the committee wasn't really open and they were already knowing what result they wanted. That's what I am saying, Tony. I want to be a bit careful about it.

Mr MULDER - I thought it might be good for the public record to engage in the fact that the commuters had an opinion and the young people, the witnesses before, made comment upon those opinions. That is as valid a means of obtaining material as the direct cross examination method.

Mr HEATH - There have been some things the council has done as a disincentive in recent times that probably don't get picked up - some have and some haven't. The moving of the parking off the lower Domain onto the upper Domain has been a positive. That is something we have done. We are just about to introduce controlled parking in the aquatic centre. That has been a major concern that people who are members of the gym who frequent the aquatic centre on a regular basis have been unable to find car parks in the aquatic centre car park because of the point that you've just made. We are introducing enforced car parking in the aquatic centre.

CHAIR - Is it not limited time at the aquatic centre car park?

Mr HEATH - Up until recently you could park there all day every day and it was chock-a-block from Davies Avenue through to Aberdeen Street. If you took your kid up there for a swim, you wouldn't be able to get a car park. Importantly for us too, the people who pay gym memberships, which are the lifeblood, can't get a car park. You are about to see some serious changes go on there -

Mr THOMAS - It might all help.

CHAIR - Further questions?

Mr VALENTINE - So the tension between commuter versus shopper is your main issue, isn't it?

Mr HEATH - Yes. Historically, the council has not been involved in commuter car parking. It is not seen as being a -

Mr VALENTINE - It's a private enterprise.

Mr HEATH - It's been a private enterprise thing but I think the council's attitude is slowly changing. Given the points that Tony has made, we can't ignore commuter car parking any more. We've got to have a process to deal with that.

CHAIR - How does that compare with other cities? I would have thought that in most cities it would be controlled privately or is that not so? Sydney, Melbourne.

Mr THOMAS - I think with Wilson's and others it probably is mainly private.

Mr HEATH - We did a survey a few years ago. SGS did some work for the council on the mix of short term/long term commuter/non-commuter car parking in the city. It was quite revealing about the number of informal, unofficial, employers that provide staff members with car parking. It was quite revealing. There were a lot of car parks. If you look at the Domain and what is going on around the city, the evidence is that there needs to be a game that the council needs to get into.

CHAIR - Thank you. That is all the questions I had. Is there anything that you particularly want to leave us with?

Mr THOMAS - No, I think over the two sessions we've pretty well pulled them together.

CHAIR - Nick?

Mr HEATH -No, thank you for the opportunity. We'll send that stuff through electronically.

CHAIR - That would be lovely.

Mr HEATH - It might not be until next week.

Mr VALENTINE - There is one other question, Madam Chair.

CHAIR - Yes.

Mr VALENTINE - At one point in time, the council was going to meet with the government to discuss office accommodation in the city and whether they were intending to move out further. Did those discussions ever happen? I am now talking about the people - it might reduce the people coming into the city -

Mr HEATH - The workers?

Mr VALENTINE - Yes. Has that been engaged with or not?

Mr THOMAS - We met with the Treasurer, Rob. There were meetings with the Treasurer where the Treasurer confirmed that they were his opinions, not government's opinion.

Mr VALENTINE - Yes I was there for that but nothing further has happened since that time?

Mr THOMAS - You've received a bevy, a wealth of information from a number of constituents, stakeholder groups. The biggest danger is that there is no coordination

apart from your inquiry and a report. Until someone champions this stuff, not just the two university academics who don't engage - I've never spoken to either - well, Stuart Littlemore but not Bob Cotgrove, who obviously does a lot of articles. Until someone champions this issue as whole and takes it on board in a -

Mr VALENTINE - In an integrated manner.

Mr THOMAS - Yes. There are probably several champions. One is for the overall issue of transportation options, initiatives and strategies and the other one is for several modes, including ferries and cycle paths, et cetera. Until you get that strong independent champion, very little can happen.

CHAIR - Where do you suggest that comes from? When you say 'independently' you are not talking about government, then?

Mr THOMAS - It is more like to be proponents of a particular mode. It could have been your Captain Rick, for example, but he has disappeared.

CHAIR - No, he hasn't.

Mr THOMAS - Well, he is not around. If he is around, he certainly has not been -

Mr VALENTINE - Has he been -?

Mr HEATH - A long while ago. Three months ago.

CHAIR - He did present to the inquiry.

Mr THOMAS - Again, it is a bit like forestry. You need independent people who can command a community presence and who have a particular fairly objective process to push. That is what will be needed in this space - someone who can balance all these competing interests, including funding and timing.

Mr VALENTINE - Once we look at all this, couldn't that be something that this inquiry brings out as a recommendation? It might be as a facilitating factor rather than a directive.

CHAIR - As you say, when we get all the evidence, we will look at the report and see what recommendations we can make. That is what we are hoping to do. The reason for this inquiry is not to say what is wrong. The point of the inquiry to find the gaps and make some useful recommendations to improving public transport.

Mr HEATH - It is a great inquiry to hand.

CHAIR - The word 'integrated' is there deliberately. 'Integrated transport', I should say.

Mr HEATH - I suppose my point was to say that the community wants to see integrated transport. It is not just the council saying it, but the community wants it.

Mr VALENTINE - It is that mass transit and the commuter on one hand but also the public service.

Mr MULDER - The connection between public transport being one thing and mass transport being another thing, and public transport services mass transit.

Ms Rattray - Gentlemen, this is not all the information. I have still got some in my office downstairs. It has had an amazing response.

CHAIR - Because, as you say, the community is keen.

Ms RATTRAY - I have sat on a fair few committees and this has to be one of the ones that has generated a lot of interest and a lot of positive feedback and proposed solutions.

Mr HEATH - Excellent.

Mr FARRELL - That is very much how we see it has to proceed. As the Lord Mayor mentioned, it has got to be across local, state and federal government as well.

Mr HEATH - All right, best of luck. Thank you very much.

Mr THOMAS - If only there was a magic wand to remove the refusal of Treasury-type parties to accept that deferred cost was a value - whether it be the Southern Outlet, ferry transport from Bruny or Kettering, or the use of that Tasman Bridge. It is all very well for us to say, for example, 'To extend the life of the Tasman Bridge, do this'. We must get funding parties to accept that delayed cost infrastructure or deferred infrastructure cost for rebuilding is a benefit. That is what this committee achieved somehow,

Mr VALENTINE - It is millions of dollars being spent.

Mr THOMAS - I know. But it is really hard. I have never seen it happen where you have got acceptance that that aspect saves money.

Mr MULDER - Buried in the bowels of DIER is a view about the delayed cost of the upgrading of the Tasman Bridge. They see that as a self-limiting thing which will eventually drive the ferry terminals. They have not much long-term vision, as you well know, about upgrading any infrastructure, so that is the problem. If they do not intend to spend the money, if there is no deferred -

Mr THOMAS - Yes. Sure.

CHAIR - You might like to look at the submission that Professor Newman made at our last day because he was talking about models of where that has been done in other cities. It might be useful for you to have a look at.

Mr THOMAS - Good. I am actually quite scared, as Tony knows. I am quite scared of that bridge because of the failure of being able to find out through FOI what its usable life history is. I get everything from 2018 to longer, but that is not taking into account projections of vehicle loads when that bridge was built and what is it carrying now. I think it is a critical issue. I am not saying it is how you get an incentive for people to use

the ferry but the fact that we as a community do not have the advantage of that information - unless you have received it in evidence here -

Mr VALENTINE - It is a great way to increase your ferry transport.

Mr THOMAS - I know.

Ms Rattray - A sign on the bridge.

Mr MULDER - When we are costing these things, there are a number of factors involved. For instance, the light rail costs so much and you have got to pay for the infrastructure; you have got to upgrade the line; you have got to build the stations, and things like that. One of the things we have pushed with a few people is that, infrastructure aside, there it is.

Regarding benefits, we are talking about what will always be subsidised public transport. What we should be really talking about is weighing the ongoing costs of the subsidy. That includes a factor, of course, for depreciation but not the initial capital cost, so that you could get Metro and say this is what the subsidy costs per passenger, and do a comparison.

If we had the infrastructure for light rail - because that is probably going to come from Infrastructure Australia anyway - we then need to find out the operating cost plus depreciation is to maintain that asset. What subsidy would be required to run a light rail? I think if we took those two models - the operating cost plus depreciation - and compared that cost per passenger to what subsidy would be required, the benefit of one is the lesser subsidy required to maintain that number of passenger travel.

That is the model I have been toying around with in my idea of getting up a valid cost benefit comparison between modes of transport.

Mr VALENTINE - We have got to wrangle a question in there somewhere.

Laughter.

CHAIR - Thank you very much.

Mr THOMAS - Thank you.

THE WITNESSES WITHDREW

Ms JACINTA YOUNG, EXECUTIVE DIRECTOR, AND **Ms VIVIENNE COURTO**, EXECUTIVE MANAGER, COMMERCIAL SERVICES AND DEVELOPMENT, UNIVERSITY OF TASMANIA, WERE CALLED, MADE THE STATUTORY DECLARATION AND WERE EXAMINED.

DEPUTY CHAIR (Mr Mulder) - Thank you, I would like to welcome you to this Legislative Council Committee on Integrated Transport Options. All evidence taken at this hearing is protected by parliamentary privilege. But I remind you that any comments you make outside, even if they are exactly what you said in here, will not attract the same privilege.

Have you received and read the information for witnesses documentation that has been supplied?

Ms COURTO - Yes, I have.

DEPUTY CHAIR - It may be that at some stage there is some information that the committee has asked of you or that you wish to give the committee that you don't wish to be publicly available. Under those circumstances, it is fine for you flag that and then provide that information and the committee could decide to take that evidence in camera.

Could each of you please advise the committee of your field of interest and your expertise?

Ms YOUNG - I'm with the University of Tasmania and I am the Executive Director of Commercial Services and Development and the area of sustainability sits within my portfolio. We have recently developed a sustainable transport strategy for the university.

Ms COURTO - I am Vivienne Courto and I am the Manager of the Executive Services in the Commercial Services and Development section of UTAS. I work in the strategy and policy unit and part of our job is to service Jacinta's office and the Strategy and Policy Unit also houses UTAS Sustainability.

Ms RATTRAY - Certainly plenty of expertise.

DEPUTY CHAIR - Would you like to move on with your submission to this inquiry?

Ms COURTO - Sure. Firstly, I would like to thank you for inviting us today. We are very pleased to represent the University of Tasmania in this Legislative Committee inquiry into the integrated transport options for southern Tasmania. Open To Talent, which is the university's strategic plan, identifies community as one of our key priorities and as the university is one of the largest employers in Tasmania it recognises that our travel activities impact on the broader Tasmanian community and also influence the transportation patterns in all regions, particularly in and around the suburbs of Hobart.

UTAS is committed to improving our sustainability performance and we have spent a lot of time developing the UTAS Sustainability Transport Strategy and we gave that a particularly high priority. The three main objectives of that strategy are: the first one is to maximise access to healthy and sustainable transport options; the second is to reduce

the incidence of single-occupant vehicle use and unnecessary travel; and the third is to reduce greenhouse gas emissions from UTAS transport options.

We have probably eight key achievements to date that I would like to highlight to this committee. The first is that we have developed an environmental management plan and we are now moving into the second iteration of the sustainability plan for UTAS for 2012-14, which contains strategies for addressing the impact of UTAS transport activities.

We have established a dedicated sustainability team within my portfolio, which is commercial services and development. We have focused on improving fuel efficiency and we have done this by procurement of more efficient vehicles in our vehicle fleet, which also falls into my portfolio.

We have been collaborating with key stakeholders and one important collaboration is the work that we have done with Metro Tasmania to introduce a shuttle bus service, which we call a 888 service, between Hobart CBD and the Sandy Bay campus with the intention of reducing the number of cars coming onto the campus and providing better access for students and staff.

We have also undertaken a key collaboration with Redline Tasmania and that's about providing a service between Hobart and Launceston campuses and we have seen that that's a very important service to the point that we have actually subsidised that for both staff and students travelling between the two campuses.

We have been focusing on providing new end-of-trip bicycle facilities and we are quite excited that we will be opening our first key bicycle hub within the next month on the Sandy Bay campus. There have been other bicycle hubs that we have established. We have also had students from UTAS involved in developing those bicycle hub options and our own School of Architecture students had input into it, and trying to increase ownership and buy-in of our sustainability strategy through that mechanism.

We are currently in collaboration with Cool Pool Tasmania and that is an online ride-sharing and car-pooling hub. We're trying to get buy-in from our staff and students to that. We will soon launch that on our own CSD website which is used by both UTAS staff and students.

Ms RATTRAY - So it's still in its infancy, if you like?

Ms YOUNG - Very much so.

Ms COURTO - Our interaction with them is, but I believe Cool Pool has been set up for some time, but it is a new move for the university to try to encourage particularly staff who travel frequently up and down the state, to take advantage of that sort of ride-sharing pool, both within UTAS and within the larger community that gives that service.

Ms YOUNG - We are also in the process of developing a UTAS car parking strategy, which has been essentially reviewing our car parking arrangements for UTAS across the board. The strategy includes a more realistic pricing for car parking. At the moment it's -

Mr VALENTINE - It's \$2 a day?

Ms YOUNG - That is what we are proposing - \$2 a day.

Mr VALENTINE - Isn't it \$2 a day up the top.

Mr YOUNG - At the moment I think it is \$77 a year for a car spot. It would be moving to something like \$2 a day for staff and up to \$5-\$6 for casual users a day.

Mr VALENTINE - Casual is \$2 a day at the moment.

Mr YOUNG - At the moment, correct. We are reducing the number of free car spaces as part of that strategy. We are trying to get people to moderate their own car parking management. There are a number of incentives in that strategy for responsible vehicle usage such as dedicated and discounted car-pool spaces. We will have spaces for motor scooters and motorcycles and improved facilities for cyclists, including the [inaudible] opportunities to have showers, encouraging people to do that.

Mr VALENTINE - Lockers for bikes?

Ms YOUNG - Yes. We have been working with the Hobart City Council and DIER on a funding submission to the federal government for a new track from the Hobart CBD down to the Sandy Bay/Hobart track. There is quite a lot of activity in this area I think.

At this point I have nothing further to note. I am happy to take any questions or to rely on our written submission. Once again thank you for giving me the opportunity to come today.

DEPUTY CHAIR - Do you want to add anything from your perspective?

Mr VALENTINE - Just the possibility of a ferry connection from Wrest Point to the Uni. What is in your mind there?

Mr YOUNG - We are very keen to support that and to link between Hobart's eastern and western shores through some sort of a ferry that also supports bike-friendly access on that ferry. It is something that we would support and it is one of our key issues and priorities as part of the UTas sustainability strategy.

DEPUTY CHAIR - That is trying to get a dedicated ferry across there. No doubt that factors into the fact that there is a massive, comparatively to at least the western shore, cheaper accommodation options on the eastern shore.

Mr YOUNG - Correct. I am also responsible for accommodation under my portfolio. We are keen to try and find affordable safe housing options for students and where they can be secure. One of the difficulties that students have at the moment is the immediate accommodation which is available around the university is very expensive and students are very price sensitive. It has limited access to funding for accommodation so there is a desire from students to move out into the suburbs but the access issue has become an issue and a lot of students want to be able to use libraries and facilities at the university

campus late into the night and having alternative transport arrangements becomes difficult for them unless they have their own transport.

DEPUTY CHAIR - The drop off point being Wrest Point, has there ever been thought given to Marieville Esplanade and the Derwent Sailing Squadron and facilities there. It would be a little closer.

Mr YOUNG - That is something that we could consider. I think that is quite a good idea.

DEPUTY CHAIR - I am sorry, I am not supposed to be giving suggestions. I am supposed to be asking you questions.

Mr FARRELL - Reading through your submission and statements you have made. Can I assume that, because we are talking about integrated transport, a lot of the people who attend university like to use their bikes. So these other linkages, and you mentioned the ferries and people from the northern suburbs. If people could get from the northern suburbs into the city and then ride their bike to uni that would be something they would look at.

Ms YOUNG - Absolutely.

Mr FARRELL - What I am trying to get at with the integrated transport link, is that it is important for your students that whatever transport form they take allows the carriage of bicycles. Would that be a fair assumption?

Ms YOUNG - Correct. It is imperative that the transport options are bicycle friendly so that they can bring bicycles on and then use them for when they get off.

Mr VALENTINE - Would you, or have you, looked at the concept of bicycle rental or providing them free from terminals to the university? That saves the issue of having to carry the bike on the transport.

Ms YOUNG - Similar to what they are doing in Melbourne, where you hire a bike and pick it up from a particular spot. We have had some discussions in-house around that but we haven't formed a strategy as yet.

Mr VALENTINE - Paris said that they lose 30 per cent a year.

Ms YOUNG - I think the helmet issue is a bit of an issue as well.

Mr VALENTINE - One other issue was student accommodation. More and more we are seeing the university moving closer to the city with different components of the campus coming into the city. How is that playing out with respect to your student housing and therefore student movements and requirements? Are students now trying to find accommodation closer to the city as a result or they still tending to stay where they are, and instead of going in one direction, they go in the other?

Ms YOUNG - Part of the open-to-town strategy is to develop the faculty of science or a health precinct within the Domain area. We are moving more and more of our schools and also our big push with faculty of health science into the city. We are looking at

providing additional accommodation within the city. Students have always been keen to have accommodation in the city. The issue for them at the moment is, they are very price sensitive. So the cost of accommodation in the city is an issue. But there is also an issue with transport between the city and the Sandy Bay Campus. Students might be doing most of their studying for exams for the faculty of health science but they may have some subjects that are still down on the campus. A number of students have raised concerns with me around the difficulty of getting public transport that gets them there in a timely way to their lectures, between the Hobart site and the Sandy Bay site. We see that would continue because we want to provide flexible study options for students. That is a bit of an issue.

Ms COURTO - It is also acknowledged that it is a timetabling matter. It would be a matter of looking at it in an integrated sense, looking at that aspect of it to make sure there is a sufficient gap. Where there is a fairly sizable cohort of students who are affected by needing to get from the CBD to Sandy Bay, that would also be addressed in the timetable. I think it is something like 40 per cent by 2016 that they are looking at having in the CBD.

Ms YOUNG - It is going to be quite challenging because everybody has individual needs and timetables.

Mr VALENTINE - I am aware that the Hobart City Council is looking at a route through Battery Point, a cycleway. Have you been talking to them in respect to trying to link up your campus and the CBD?

Ms COURTO - The Sustainability Manager, Corey Peterson, has mainly had carriage of this and, unfortunately, he could not be here today. I was present at a meeting where we were discussing the funding submission to the federal government with DIER and the Hobart City Council. UTAS is working collaboratively with both those bodies to address that. I haven't cycled there myself but I understand that there are some horror spots if you are trying to cycle between the CBD and Sandy Bay at the moment, which that project would seek to address.

Mr VALENTINE - I think they have instituted a route through Battery Point even though they are not going around the headland and that they have that route through Battery Point. I was wondering whether you had entered into discussions with that aspect of it.

Ms YOUNG - We have and we have also entered into discussions with the Hobart City Council around the path that goes around Salamanca and around our new building which is the IMAS building.

Mr VALENTINE - Yes, that's what I am talking about, that route.

Ms YOUNG - Yes. We are having conversations at the moment around that.

Ms COURTO - Also linking the new Domain Campus to the CBD.

Mr VALENTINE - I won't offer a solution.

DEPUTY CHAIR - I think we should benefit from your wisdom.

Mr VALENTINE - In New Zealand they have a bicycle escalator up the steep thing. You come along and you put the front wheel of your bike in the chock, press the button and it carts you up the hill. It is for steep stuff like Mellifont Street and Napoleon Street. They have it in parts of New Zealand apparently.

Ms RATTRAY - A bit like a ski-tow. Jacinta and Vivienne, I represent a lot of the outlying areas around the southern district, like Orford, Triabunna, Campania and across to Oatlands. I am wondering if you've seen any issues around transport with university people who come in on a daily basis. Is there anything that you see as a problem that we might be able to put a focus on for those students who attend the campus? I have an interest in that.

Ms YOUNG - I'm not aware of any, personally. I can surmise what some of the issues might be. The car-pooling strategy, as part of our new car parking strategy, is a good one and it may be useful for them.

Ms RATTRAY - Although it would be difficult with the students doing different subjects or in different areas of learning, and you talked about timetables, Vivienne, and the issues around that. Some people do only half a day, don't they?

Ms COURTO - Yes.

Ms RATTRAY - I actually haven't been to uni yet; I have only visited. So you never know, that might be on my bucket list.

Mr FARRELL - When they hand you an honorary doctorate, that's it.

Mr VALENTINE - A bucket list is after you retire; you wouldn't do it before that.

Ms COURTO - The sustainable transport strategy identified that most of the student cohort was certainly within a 10 kilometre range, possibly concentrated into a two to five kilometre range - here we go - 'active inner zone, 0 to 2.5; urban zone, 2.5 to 10, and outer urban zone'. It has identified that bus or car pool would be probably most likely but I'm not sure that the strategy really examined people outside that area.

Ms RATTRAY - So does that tell me that there are not a lot of students from those areas who are actually attending uni? Or, if they are, are they living in the city, if you like?

Ms YOUNG - I think the majority of them are probably living in the city. However, I don't think that our study was extensive enough to capture that. Speaking from personal experience, I have three children at university. They are living down at Carlton River and they've now moved into the city because of the issues that they experienced around driving a car. Even though they could couple together, it was expensive around fuel - and bus timetables just don't meet their needs. They're not flexible enough for people who live in those regions, particularly after six o'clock.

Ms RATTRAY - You talked about some of the students needing to access libraries and those types of things, after or during later hours.

Ms YOUNG - Correct. Some of our lectures are run late at night; some of the pracs don't finish until later, or students are unable to work as part of a working group together. They will want to meet after those hours.

DEPUTY CHAIR - We have the same issues, I think, at other levels of education with extra sport and activities after hours.

Ms RATTRAY - Yes, the flexibility for transport.

DEPUTY CHAIR - I think it's a very important point you're making because it has come up before, particularly with Sorell Council and also with Huon about students. We focus on the commuters and then it is not even suitable for them; we need to consider different users.

Mr VALENTINE - A fleet of smart cars is what they need.

Ms YOUNG - Weekends is a particular issue, particularly Sundays. There is often absolutely no transport in our area - I don't know whether that's changed just recently - but there's nothing available if they wanted to go in and work with fellow students.

Mr VALENTINE - Or, indeed, if they need to go in and work because students often do weekend work to subsidise their money.

Ms YOUNG - Correct. So in our situation, all three children had to move into expensive accommodation and be closer to the university because of the lack of transport options.

Ms RATTRAY - So then that takes them away from home and often can put them outside Customs House on a Wednesday night, I expect.

Laughter.

Ms YOUNG - It takes away all the support that they need, particularly for first year students. That is very challenging.

Mr VALENTINE - Do you have a question?

DEPUTY CHAIR - I'm the Chair, I make the rules.

Laughter.

Ms RATTRAY - It's his first go at Chair, ladies. We think we might have created a monster but that's not true, no. Go ahead.

DEPUTY CHAIR - Your relationship with Metro - could you describe that to us?

Ms YOUNG - I think it's quite a good collaborative relationship. We've been working with them on a range of things. The big project for us is the 888 bus service that we have with them, that works particularly well.

DEPUTY CHAIR - That's that direct feeder from the city to the campus and back?

Ms YOUNG - Correct. One thing that I was really keen when we were negotiating that and we weren't successful in being able to negotiate an alternative, it would have been great to have a Metro facility that went up to the top of College Road to link the almost 500 students who are living up there so that they could get access into the city. We weren't able to negotiate that for a range of reasons, probably the biggest reason was the ability for the bus to have a turning circle on that site. We have engaged a private provider to do that, but there is certainly a need for something like that.

DEPUTY CHAIR - Some good integration between some of your services, too.

Ms RATTRAY - On that point, then, if a private operator can turn a bus why can't Metro turn a bus?

Ms YOUNG - A smaller bus.

Ms RATTRAY - It's a smaller bus and they weren't prepared to look at a smaller bus option?

Ms YOUNG - I don't think they had the flexibility at the time to do that.

DEPUTY CHAIR - You either have monsters or articulated monsters, they are the two options.

Ms RATTRAY - I was just thinking if a private operator can turn a bus why can't Metro.

Ms YOUNG - I think that's a financial issue as well.

DEPUTY CHAIR - That issue is once again about doing this feeder stuff with smaller buses rather than locking themselves into what amounts to trains on roads.

Mr VALENTINE - Smaller buses can go in lots of different places to keep their passenger numbers up.

Ms YOUNG - Absolutely, I think that is a really good point and would be really useful for us.

DEPUTY CHAIR - A few people have talked about the potential of developing, in terms of integrating the various modes of transport, like an iPhone app or something like that so you could I'm trying to get from here to there. Has there been any thought given to that?

Ms COURTO - It's certainly articulated in the sustainable transport strategy.

DEPUTY CHAIR - Thank you for putting on the record that I clearly haven't read it.

Ms COURTO - That wasn't my intention.

Laughter.

DEPUTY CHAIR - That was a confession from someone who is supposed to only ask questions.

Ms COURTO - It is certainly something that is on the radar and I think Corey, the sustainability manager is very, very keen to explore that with Metre. Also in enhancing bus travel generally as an option by having WiFi on buses and apps, as you say, so you can see the connections between modes of transport and I am sure -

DEPUTY CHAIR - Basically a route planner.

Ms COURTO - Yes. He will be continuing those conversations.

Ms RATTRAY - Following on from that it has been suggested that the timetables are very difficult to understand. From a non-bus user that drives my car everywhere it is very difficult sometimes to work out when they are coming and where they are going, and all those sorts of things. Is that feedback that you have received Vivienne and Jacinta, at all?

Ms COURTO - I don't drive so as a pedestrian or bus user I can confirm that that is the case and the thing that I've experienced and I have had anecdotal evidence in discussion with other people about the difficulty, particularly if you live further out, more than one bus away from the university of co-ordinating your travel with your starter bus into the city and getting that connection. I think that's where the 888 has been a fantastic boom because it comes at least every 15 minutes, so you don't have that long wait.

Ms RATTRAY - So you know every 15 minutes it's going to come.

DEPUTY CHAIR - More to do with frequency than scheduling I think.

Ms RATTRAY - Yes, that's what we heard last time.

DEPUTY CHAIR - If you have some frequency the schedule isn't that important.

Mr VALENTINE - No, of course it's not.

Ms YOUNG - One of our key priorities as part of that strategy, as Vivienne outlined to you, is having real time information about bus services available to students they can co-ordinate better. If we had more frequent services then it certainly wouldn't be an issue.

Ms RATTRAY - Also just in relation to the ticketing, the green cards and that, it has been suggested it would be very helpful if you didn't have to continue to buy different tickets to go different places. Is that something that because we have some private, some Metro, lots of different modes and if we start talking about potential ferry transport as well then there is another part of the puzzle. If you had one ticket that would get you on all of those modes, is that something?

Ms YOUNG - Correct. We are really keen to have a greencard system that is linked or integrated for all transport systems.

Ms RATTRAY - So, is it a priority?

Ms YOUNG - It is a priority.

Ms RATTRAY - It's a priority for the students who see it - if there was only one aspect of getting on and off the transport system, it would be so much easier to have just one ticket and you could buy your weekly ticket or monthly ticket or whatever.

Ms YOUNG - It is something relatively easy to achieve as well.

Ms COURTO - I think you'd have the same ability of also exploring the possibility of waiving for students the current \$5 fee to obtain the green card, so they can get their cards for free. They'd still have to top them up themselves but just getting hold of it.

Ms RATTRAY - Initially, wasn't it a freebie when they were first launched? I remember seeing a press release or something. Maybe there could be more of those opportunities even if they don't do it continually. Instead of doing it once at the start up then at least they do it more regularly, at the beginning of each semester or something.

DEPUTY CHAIR - Do you run any bus services yourself? What's your fee structure or fare structure? How is that determined?

Ms YOUNG - We don't personally run any bus services. We do have the private contractor that provides that and we subsidise him and it's free to students.

DEPUTY CHAIR - Free to students, okay.

Ms YOUNG - That bus service is running from the top of the Huon ?coach road and accommodation down to the campus, then into the city. It also does a number of runs around the shops in Sandy Bay and does some other stops around Mt Nelson.

Ms COURTO - And Jane Franklin Hall.

Ms YOUNG - And Jane Franklin Hall, yes.

DEPUTY CHAIR - I am trying to explore the policy in relation to free riders. Do you find that what would you imagine the impact be, should you add a charge to it now so that you try to cost recover?

Ms YOUNG - As I said, students are incredibly price sensitive and I think that they just wouldn't use the service; they'd either start walking or they'd miss some lectures.

DEPUTY CHAIR - It's price sensitivity here rather than convenience that drives the market.

Ms YOUNG - I think that would also be useful, when I mentioned the Metro service previously and the difficulties that we had in getting the Metro services up to the top of the hill, it would also be great to be able to be able to expand that service to have smaller buses that could have a more direct route with other areas like into South Hobart or Mount Stuart, West Hobart or even around Sandy Bay. I think what is pivotal there is to have those small buses that can go in.

Ms RATTRAY - It's certainly been raised with Metro on a number of occasions through the GBE scrutiny process about a smaller bus. We keep continually getting the same

response from them; they're looking at it but there haven't been any changes in my time here.

DEPUTY CHAIR - Your question?

Ms RATTRAY - My question is do you think it would be a really good idea for them to have a look at that again?

Ms YOUNG - Absolutely. I think for us, we want more routing, we want the ability for students to take bikes onto the buses and we want more frequent buses. Then, of course, information around the services which is easy for students to understand in some sort of . They are really our key issues. Other issues are having wi-fi internet connection; having that on key bus services. The green card issue that you touched on is a big important priority for us. Then better linkages between inter and intra regional bus services. So Redline with Tassie Link and how that can link with Metro. If you get off a Redline bus, how do you then get to campus and that type of thing.

Ms RATTRAY - I am done but I've appreciated the input from the ladies this morning.

DEPUTY CHAIR - It's been great. It is important that I remind you that Carlton is in my electorate.

? **Ms YOUNG** - Never miss an opportunity.

Ms RATTRAY - No, we all get a bit parochial but that's the nature of this business.

Ms YOUNG - Let me stress that the bus service down there is particularly poor.

DEPUTY CHAIR - Point noted, not for the first time.

Ms RATTRAY - Yes. Thank you very much ladies, it's really good information.

Ms YOUNG - Thank you very much for inviting us.

THE WITNESSES WITHDREW.

Dr STEWART WILLIAMS, LECTURER, UNIVERSITY OF TASMANIA, WAS CALLED, MADE THE STATUTORY DECLARATION AND WAS EXAMINED.

CHAIR - Welcome to the public hearings of this committee and thank you for coming. All the evidence taken at this hearing is protected by parliamentary privilege, but I have to remind you that any comments you make outside of this hearing may not have that protection. Have you received and read the information for witnesses, which we've sent you?

Dr WILLIAMS - I have.

CHAIR - Thank you. The evidence you present is being recorded and the *Hansard* version will be published on the committee website as soon as it becomes available. Will you please tell the committee your field of interest and expertise?

Dr WILLIAMS - I'm a human geographer and I have research interests, and I teach into areas around sustainable communities and around issues of what is called socio-technical transition, looking at how things like, for example, infrastructure are rolled out in communities. I also teach into our Masters in Planning. I have an interest in land use and strategic planning also.

CHAIR - Thank you. I met Stewart when you were the chair of the expert panel on -

Dr WILLIAMS - It was a community advisory panel - the Light Rail Business Case Evaluation.

CHAIR - Yes. So Stewart, in the position of chair, was probably not as free as sometimes you can be on a panel like that, to speak. I know he has some views and comments on that panel, whether it was the process or the outcomes. I would really like you to talk about that if you would.

Dr WILLIAMS - It's very much about the process. Thank you for bringing us directly to that, Adriana. As a social scientist I'm very interested in how we look at issues of methodology, and also having a look at notions of social inclusion, democratic practices, and political practices. I am also interested in practices that may not be so politicised, or in fact taken hostage by politics, that are evidenced-based - questioning what might be good evidence and how to procure that in making decisions about infrastructure development, for example.

Whilst chairing the Light Rail Business Case panel, which was a privileged role for me, I was obliged to respect that process and I felt that my role was very much to allow other participants on the panel to have their views aired and also to produce some output that was going to be useful to DIER.

In that process I felt that DIER had a preconceived idea about what it wanted. These are my perceptions of that process, of course, and I might stand corrected on that. I felt that we relied very heavily on, for example, cost benefit analysis and out of that process two issues came to light for me, in hindsight especially. One was that we had a lot of participants on that community advisory panel that brought other perspective, other

datasets, and other questions that weren't necessarily taken on board, so one has to ask whether that participatory process was really participatory. Also, it was only a very small panel membership of primarily CEOs and academics and others, rather than asking the wider community what they thought about having a light rail service.

I want to focus on issues of methodology in making significant decisions for a community because, as I have conveyed since to Minister Nick McKim, if we were to present the light rail business case to a transport economist they would probably it is a robust case. That is from within the fairly restricted perspective of their practice. We could alternatively ask someone from another field - a broader social science field, for example - who would ask about bigger questions and interpretations - about the values implicit in what was being asked. Whether we were looking at scenarios for a range of possible futures or whether we were relying on the hindsight of what had happened in the past and merely transferring that into the future, and restricting what options we might have because of that.

There are many ways of looking at these issues, and infrastructure provision. Likewise, even with this process today, people have suggested it is about DIER and infrastructure and transport, but I would argue that it is a much bigger issue, and it would involve the TPC and more significant resources and funding. It is not just about transport, it is about strategic investment in the future that is long-term, that is about housing, urban consolidation as well as climate change, peak oil and social inclusion. We need to consider future proofing our city for peak oil, for example.

In relation to the light rail, they were identified for a year or more prior to the light rail evaluation as key factors that the light rail could deliver on. Funnily enough, they were the sorts of factors that were then excluded by the light rail methodology. This weakens the whole case for looking at the light rail, and making a decision based on that methodology.

They are the things I would like to bring your attention, and I mentioned them in my submission to you about methodologies, processes and possible outcomes.

CHAIR - I don't want to put words into your mouth, so I would prefer you to say it is correct. Are you saying that the terms of reference were too narrow, or the brief that was given to the advisory panel was too narrow?

Dr WILLIAMS - Yes. It was a business case evaluation. It was very constrained in what it decided to do. I was concerned that the process did not allow for suggestions that came from the Community Advisory Panel to expand what was delivered, inside the terms of reference.

Dr GOODWIN - Which could have made the case stronger and more compelling?

Dr WILLIAMS - Yes and it could have produced quite a different outcome. I would say yes to both those issues.

CHAIR - Would you like to expand on that? What other outcomes could it have produced?

Dr WILLIAMS - For example, it could have addressed a lot of issues that were excluded by the process. Having a very limited cost benefit analysis that only applied monetary values to certain things, like using existing passenger numbers for the use of the light rail, limited what the future might hold in terms of modelling. For example, it discounted students' usage, and possible relationships with the university and with education. These are the growth areas for the future. We need to be including them rather than excluding them.

But there were other exclusions. For example, the basis of the calculations was station by station. Inner city stations that have high populations and high usage and a small distance of rail to cover, came out looking viable. Whereas, areas that might be described as most vulnerable to climate change, to social exclusion, and most needy, such as Brighton, have the longest distance to travel and perhaps one of the lower usages. Their cost benefit analysis in the first case is lesser because they had higher costs to bear. One might wonder why that wasn't calculated across the whole rail system.

Dr GOODWIN - If you just look at it purely on that basis, you exclude those areas because it just doesn't stack up. The social disadvantage they are already experiencing is compounded.

Dr WILLIAMS - Exacerbated. The grounds for looking at the light rail, which was to address social exclusion, just falls apart because they are deciding those people are not going to use the rail enough, so it is a little bit of a catch 22.

Mr MULDER - You are suggesting that you need to look at the thing as a whole. In that way you almost have reverse discrimination. You redress the economic case being used to support it, where there is a social disadvantage, thereby encouraging people to use the service and lift themselves out of disadvantage.

Dr WILLIAMS - This is correct.

CHAIR - It was interesting that very early on in the piece, after stage 1 I think, the case was made that the Bridgewater end and even the Granton end, in their opinion, was not viable at that time, so they said we would need to shorten it. At best you would only go as far as Claremont, which does exactly what the other people said. That did not make sense to me. I would presume it did not make sense to you either on a cost-benefit basis.

Dr WILLIAMS - Yes, I was disappointed that, as I have just explained, we made those initial assessments station by station rather than looking at the whole, with a shift from value in the CBD out to those disadvantaged on the urban periphery. Also included in those calculations in the initial assessment and in the final analysis was an exclusion of the benefits of social inclusion, and the benefits of, for example, looking at a light rail investment as leading investment for housing and business growth, infill, addressing important issues in those middle suburbs. There were certainly plenty of arguments from around the world and I won't belabour those; I'm sure others have presented those to you about the benefits of transit-oriented developments, but they were not included in the calculations. It was a very limited perspective on what a light rail could be and do and how it might be evaluated.

Mr FARRELL - Dr Williams, I was wondering whether this whole case was looked at viewing it as an integrated system or as a stand-alone operation.

Dr WILLIAMS - I would suggest that integration didn't come into the calculation whatsoever. It was very much a cost-benefit analysis based on current usage patterns and without a view to, as I have suggested, transit-oriented developments but also around issues of the growth of the city of Hobart and issues of housing and infill and so on, so it wasn't integrated in that sense. It was integrated in relation to other services such as bus services and park-and-ride, but an integrated planning system is integrated with much more than just transport; it's about business, recreation, housing, et cetera.

CHAIR - Why were schoolchildren left out of the numbers calculation if it was not seen in isolation? We have a history in Hobart of schoolchildren catching the train.

Mr FARRELL - Indeed, many of the schools were built where they were because of the connection of the rail service.

Dr WILLIAMS - I'd have to refer you back to the final report.

Mr MULDER - In terms of the cost benefit, what costs were factored in? Was it the whole of the infrastructure plus the operation of that infrastructure or was the infrastructure and then the operating costs separated out so you have comparison across the mode?

Dr WILLIAMS - That business case side I think was conducted reasonably well. Even though I would like to have seen more inputs it did quite clearly break down the costs for various infrastructures, the upgrade of the rail, the rolling stock, various changes with road boomways and things like that, lights and so on. Then there was the calculation for the operating costs into the future and discounting on top of that, so it was a reasonable economic analysis.

Mr MULDER - Was there a comparison with operating costs for rail versus bus? I'm not a great reader of business analysis, by the way.

Dr WILLIAMS - No, your question is a good one. No, there wasn't, but we have had several scenarios looked at in Hobart. Parsons Brinckerhoff, for example, looked at a light rail that was extremely expensive because it was a bit over the top, but there have been other proposals investigated such as a bus rapid transit and so on. In terms of their integration, that is usually a very minor component of these analyses and this is why I mentioned something like a planning commission or a body with greater oversight to look at not just a one-off project, and certainly not just the view of a one off project in the eyes of a consultant who will look at that project for you, but not beyond. An interesting perspective was provided by Jan Gehl, for example, and his was one that I think many Australians or even Tasmanians could have perhaps provided, but it looked at notions of a city in terms of liveability and recreation as well as work and lots of other perspectives besides just transport, but he is effectively someone who is looking at non car-based urban living around the world now.

Mr MULDER - It comes down to the issue that the operation of any of these things is separate from the infrastructure in public assets, because infrastructure money wouldn't come from somewhere like Infrastructure Australia. Is it valid method to put

infrastructure aside, maybe allow for depreciation and then compare the operating costs because that is where the public subsidy goes in? What you are actually doing is looking at the public subsidy per passenger per mile to achieve a viable service over using this method versus that method, because in the end that's what it becomes. People forget about the bus infrastructure, they just constantly remind you that there is a \$30-million-odd subsidy flying into the MTT. It seems to me that if the business case or the cost-benefit analysis looked at what would be the subsidy if we put this thing in, and if there's a less subsidy for this to move the same number of people then I think it's a case of the benefits outweighing the cost.

Dr WILLIAMS - I would be wary of such a simplistic approach not least because I think about things like opportunity costs. If we were to let the buses, for example, primarily do the services in Hobart we would then be seeing lots of other things not provided. Even in terms of commonwealth moneys that then get invested in a particular service, that's at the cost of something else happening.

For example, I remember with the light rail something that was a very positive outcome was the very clear finding by the consultants that we ought not as a city cover up the rail infrastructure we currently have because if we do that will be a lost opportunity in the future. Even if it's not currently viable in their eyes today, we would be well advised to retain that rail infrastructure from the CBD outwards because it will become viable soon enough. Petrol prices are going to very quickly hit the values that we use in the cost-benefit analysis and at that point we'll start to see some changes in those findings.

Mr FARRELL - Following on from the comments you've just made, we were briefed by TasRail and I think it would be fair to say that they view that section of line now as a liability for their operation and don't place a high value on it, but the value of the corridor - we had the Derwent Valley railway in and they were talking about tourist trains. Was the value of the corridor in future freight movements that may come about - you know, TasRail may get a bulk freight in Hobart; as you've said, you can't predict the future - and the value of the corridor to other operators considered during the compilation of the study?

Dr WILLIAMS - Not that I recall. We could talk about value, for example, social housing provision would be an important one in my mind.

Mr FARRELL - Yes, and issues like value to the tourism sector. This is what the Derwent Valley railway -

Dr WILLIAMS - Tourism wasn't included very well, if at all, in that calculation. Certainly I have spoken with people from Tourism Tasmania who relay anecdotal evidence about international tourists coming to Tasmania and the south of the state and being amazed that they can't jump on a train and go to Launceston, for example, or enjoy some of the -

Mr FARRELL - Mount Field National Park.

Dr WILLIAMS - Yes.

Mr MULDER - Complete with soot and steam.

Mr FARRELL - Yes, indeed.

Dr WILLIAMS - That is why again I say an integrated approach to this would involve various departments and all sorts of values being incorporated in this process.

CHAIR - Those other departments were not consulted or represented in the advisory panel, as I recall.

Dr WILLIAMS - No they weren't.

CHAIR - Have you finished, Craig?

Mr FARRELL - No, but that was a good point you made, Madam Chair, about the consultation with other departments. We have found through our various witnesses regarding integrated transport that it's not being considered in a big picture.

CHAIR - Whole of government.

Mr FARRELL - Yes, whole of government. We have a Minister for Sustainable Transport, a Minister for Infrastructure and a Minister for Tourism and these are all aspects, I believe, that affect this corridor.

Dr WILLIAMS - If we had a reasonable planning body that oversaw strategic planning for the south of the state or the state as a whole, it might be part of their remit to bring those agencies together and look to not only having their input in the process, but look to the future development of the state in various aspects.

CHAIR - A strategic planning body.

Ms RATTRAY - It sounds quite civilised, doesn't it?

Mr MULDER - I thought we had one, the TPC.

Dr WILLIAMS - Unfortunately the TPC is not well resourced, in my opinion, and its focus tends to be land use planning and development control. I know that all the planners I have been involved with both in training and then seeing and engaging with once they're in a professional capacity are very busy and development control is their main role. Even with the current good work around strategic planning that has been implemented through Bryan Green's directives, it's been very slow and we are recognised as one of the poorest, if not the poorest state for planning in Australia. That has apparently been aired recently.

Mr MULDER - What you're suggesting perhaps might be that some of the industry development stuff needs to get in there as well, some of the economic development stuff. For example, DIER have a southern freight strategy and one for general traffic movement, and you are suggesting that rather than DIER producing its one alone about how people should move into the future, we perhaps should -

Dr WILLIAMS - Economic development too, and there should be stronger relationships through public and private investment and involvement of industry groups.

Dr GOODWIN - There is often criticism, and we have heard it during this committee, of the silo approach to issues and this is just another example of, 'Well, transport's DIER's responsibility so they'll look after that', without appreciating all the other impacts on things like social inclusion, education, housing and whatever.

Dr WILLIAMS - You're absolutely right, Vanessa, they're related in critically important ways. What's the point of having Housing here, Employment here and Education here if we don't have a properly integrated transport system? I don't just mean roads or rail, but systems that are enhanced with the most recent IT that allows them to be well integrated, so you can actually step off a railway or light rail onto a bus or a shuttle bus or whatever it might be. It is functional and delivers what people want in terms of their transport needs.

Dr GOODWIN - We have had a couple of classic examples: the Trade Training Centre out at Bridgewater and how people get to that is one, and the other one was the New Norfolk example of the services being at Bridgewater and the New Norfolk bus not going to Bridgewater so you have to go to the Glenorchy interchange or something.

Dr WILLIAMS - Yes, and if you miss that connection then you're hanging around for a while waiting, so this gives some seamless integration.

Mr FARRELL - That's it. We were talking about integration within the same form of transport, let alone being adventurous and going to -

CHAIR - Other modes.

Dr GOODWIN - Different bus companies crossing.

Dr WILLIAMS - I've been to Northern Europe and I'm sure many of the people who have been speaking to you have told you about some cities in North America and South America, but especially in Northern Europe where, through using technology they have an effective integration of transport systems.

CHAIR - You made some comments about Metro and the support of Metro, or lack of it.

Ms RATTRAY - It deserves greater attention and support.

Dr WILLIAMS - In my written application?

CHAIR - Yes.

Dr WILLIAMS - Could you read to me what I wrote there just to refresh my memory?

Ms RATTRAY - I only have the abridged version in front of me but it's around Metro deserving 'greater attention and support'. I'm just interested if you might flesh that out a little bit more for me, Dr Williams.

Dr WILLIAMS - Yes, certainly. The fact that Metro has a particular remit and yet functions very much in a constrained way is my suspicion. I would suspect there is room for it, for

example, to expand its delivery of sustainable transport options in terms of a reliance on biofuels and working more closely with other service providers. I would be curious about the relationship with some of the private bus service providers in the Derwent Valley, for example, or elsewhere and how they work together or not. As someone who is interested in public participation and representation, I'd also like to know who is on the board of Metro and what their interests are, what the relationship with government is and whether that is the best arrangement for sustainable and integrated transport options in the state.

CHAIR - You said that Metro's remit might seek to more actively expand the type of provision and use of its services, for example, to include shuttle buses, rapid transit, linked-up services and more of the alternative fuels, such as hydrogen, battery stacks and biodiesel.

Dr WILLIAMS - These are suppositions on my part but I am curious as to whether Metro delivers within its remit and might be encouraged to do more perhaps to seek to enhance the ridership. I think it has a minimum requirement and rather than work to minimum I would rather we were more aspirational with transport.

Ms RATTRAY - It's not the first time we have heard that aspiration either.

CHAIR - It does appear to us, from what we've heard from Metro in their submission and others that Metro has quite a difficult job at the moment in that it's trying to increase patronage but it sees that as building rapid transit corridors. It seems to me very difficult for Metro to do both, to be fast, quick transport and also to fulfil the community service obligations.

Dr GOODWIN - Stewart, I think in your submission you mentioned taxi licences and supporting the increased availability of them, which is a contentious issue if you ever get in a taxi and have a chat to the driver about business is going. I am interested in your thoughts on that.

Dr WILLIAMS - I flagged it as an issue and it's not an area of my expertise, but I flagged it because I think there is a need to look at that relationship. I hear what you're saying because I have had some of those conversations and I understand how there is a sense amongst that sector, the operators and taxi drivers themselves, that there is an over-provision. In the same basket, if you like, I would also put looking at shuttle buses and small providers. We see those things provided in other cities, although probably ones that are larger than Hobart and have denser populations.

Ms RATTRAY - Any comparable ones that spring to mind?

Dr WILLIAMS - Not on this issue, but in terms of light rail there are some comparisons to be made with some of the smaller Victorian cities. Canberra is looking at a system and likewise the Gold Coast. I would think some of those smaller systems are comparable.

Mr FARRELL - We have had a lot of people mention New Zealand to us over several topics. Is that a good example?

Dr WILLIAMS - I suspect so, but again, I am not familiar. I know that some of those cities of comparable size do have investments made so I'd certainly recommend looking at them. I know there are examples from all around the world, in South America as well as North America and Europe.

Mr MULDER - One of the issues is that when we talk to people they say that a city the size of Hobart, with 300 000 people, should justify a light rail, except you are looking at a particular line and the catchment of that line is something like 70 000 to 80 000 people. When you are trying to compare you really should be looking at comparing a line with a similar catchment.

Dr WILLIAMS - There are pros and cons in being a linear urban settlement pattern, but this is why the integrated bit is so important to whatever options we might look at because it won't just be a light rail. A light rail on its own does not stack up, but a light rail that has good feeder services with all that we've talked about, from shuttle buses and taxis and buses -

Ms RATTRAY - Ferries?

Dr WILLIAMS - Ferries are an option, but certainly walking and cycle paths, of course.

Mr MULDER - We have talked here quite often about a backbone sort of mass transit system compared to a public transport system that feeds it in. When you are doing this analysis do you need to factor in that we are talking about a mass transit system and not a hybrid one?

Dr WILLIAMS - Most rail systems tend to linear. Bus systems tend to be radial. They are both problematic in some ways but again the connectiveness, from my understanding, is usually provided through the integration of several modes, whether it is buses and rail together.

Mr FARRELL - In relation to Tony's comment, we've also had the reverse of the argument that we've got a long line that goes through a sparse area and the reason the areas were settled along the northern corridor was because originally there was a rail service there. Was the past use of the railway line considered in the study?

Dr WILLIAMS - Only in the sense that it has been used primarily in the recent past for freight. Historic trends around Australia and the rest of the world in fact generally show that rail investments then lead to residential and business growth. That has been a well-documented historic trend in Australia.

Mr VALENTINE - A bit of chicken and egg there though, isn't there too, in terms of development, I suppose - whether the developments for housing and so forth happens before the light rail or the other way around.

Dr WILLIAMS - We know the dangers of the notion of 'build it and they will come', but certainly I think looking at it in an integrated way is the way to proceed.

I mentioned before, Rob, whilst you were out, transit-oriented development and the like and I think seeing those things as being closely connected and addressing issues of peak

oil, climate change, social inclusion, et cetera, as well as delivering our needs to see economic growth, infill et cetera, could be answered through something like that.

Mr VALENTINE - Yes, Perth is doing it.

Mr FARRELL - If I can follow on from that, during the study was Perth looked at, because they have had quite a bit of suburban rail growth lately?

Dr WILLIAMS - There were, of course, references to Perth and Subiaco and comparisons were made there. Peter Newman also had some influence upon people on the community advisory panel. I believe he has made himself available to you too.

CHAIR - He has. He spoke to us last hearing day and gave us very useful information, very impressive.

Dr WILLIAMS - Yes, and that is why Perth is a leader. I often think that an island state like Tasmania stands out a little bit, we are a little bit different. We can be leaders or we can be a little bit conservative. That is the binary thing about islands - inside or outside, leaders or a little bit behind.

Mr VALENTINE - With respect to Perth, in your investigation was there a particular demographic in terms of socioeconomic needs - those people who are actually using the service?

Dr WILLIAMS - I would refer you in the first instance, Rob, back to the report but certainly my understanding of TODs is that they have become very popular for inner to middle city suburbs for younger to mid-life people, maybe young professionals who have had young families, and that those TODs then incorporate social inclusion and some social housing mix, recreational entertainment opportunities as well as IT business centres. They are growth centres and they are the sexy things that are happening around the world and have been for some time now. They are something that was sadly discounted in the light rail business case and I don't know why.

Mr VALENTINE - I was just wondering whether there was a higher usage for those people who really couldn't afford other forms of transport, perhaps, and being so far out or whatever, whether there was any correlation between the passenger -

Dr WILLIAMS - You need only look at David Adams, the Social Inclusion Commissioner, and he makes that very clear. In fact if you look at the federal government's social inclusion strategy transport is critically important for integrating people into families, community support as well as employment opportunities, training, skilling, education and public transport need not be the stigmatised option it is. It does facilitate some of our lower socioeconomic members of society having opportunities to move about. Currently it's quite constrained and stigmatised, even amongst my own students.

Dr GOODWIN - Why do you think it's stigmatised?

Dr WILLIAMS - Because we have actively encouraged in Australia, as in America, the use of the private motor vehicle in everything from cultural mores, status and age. On your 21st birthday you get car keys or something, or a licence.

Dr GOODWIN - Not cool to get a bus, cooler to get a car.

Dr WILLIAMS - It's very uncool to use public transport, and that's clear in engaging with my third-year students about this. It's a very undesirable option unless they're already converted. I think one of the challenges is that we need to become like Northern Europe where public transit is not only acceptable but actually offers things like all the mod cons of being able to get to work and do some work, access to WiFi, have a good coffee and so on, being comfortable and timely, getting you to work safely, all those things, rather than just being seen as the bus is running late in the rain - very undesirable.

Mr MULDER - I get the feeling this has got to be a coffee-led transport.

CHAIR - Coffee has come up a number of times, Dr Williams.

Laughter.

Mr MULDER - Although some of us are still holding out for a beer instead of a coffee.

CHAIR - Stewart, I want to take you back to a paragraph in your submission, which you might like to comment on further. It says:

However, the possibility of investing in a light rail infrastructure development in Hobart continues to get closed down very quickly and soundly, even when Infrastructure Australia moneys are being seen invested by the commonwealth in light rail similarly for other cities around the country, such as the Gold Coast, western Sydney and Geelong. This anomaly begs investigation in its own right with factors to consider including the state's conservative stance, evinced in its continued support of car dependency.

I understand there is going to be a further investigation of the light rail case. Do you have any feedback on that at all? Do you know what is happening and have you been asked to be involved?

Dr WILLIAMS - No, I haven't been asked to be involved but I did make myself available. I have an interest in this. It has only been subject to a peer review, and I stand to be corrected but it could be as simple as having one transport economist read through the report and say, 'Yes, it stacks up.' I don't know what has been decided but that whole review is an in-house affair. It has been progressed by Minister McKim largely because he has taken on board the community dissatisfaction with the process and perhaps the outcome. Without a lack of faith in the actual evaluation itself, they have decided they have to revisit that.

CHAIR - I understand it's being run again by the same people in DIER who ran the first study.

Dr WILLIAMS - Which begs the question in my mind why it perhaps isn't opened out to an independent body. Where I say in my report that I think that sometimes opportunities

are closed down quickly and soundly, it is my sense only, based on anecdotal and my own personal perception of things, that processes are followed with an outcome already in mind.

Dr GOODWIN - And the tender or expression of interest is written accordingly, perhaps, to try to get that.

Mr MULDER - What, reverse consultation? Surely not!

Mr FARRELL - So you're saying the answer was given and then the questions were written?

Dr WILLIAMS - No, I wouldn't go to that in this forum.

Dr GOODWIN - I think we were told that universities were excluded from submitting an expression of interest. Is that the case?

CHAIR - What do you know about this that you're able to tell us?

Dr WILLIAMS - I'm really glad you asked that question but I don't know the answer to it. I've got a list of things I wanted to raise. I think we have covered most of them but one was the fact that there is an apparent lack of evidence in terms of transport planning in this city. There isn't always a concerted effort to address that gap and, as with the light rail, decisions are made on a limited amount of data, a limited set of questions and a limited set of understandings of what might be and how we might need to raise data to look at those possibilities.

I think the University of Tasmania has a wealth of expertise that doesn't get drawn on. I was also surprised at the amount of expertise on the community advisory panel for the light rail business case that wasn't necessarily drawn on or incorporated. That process handed over the evaluation to a private consultant who was working very closely with DIER and a lot of the decisions were made behind closed doors.

Mr MULDER - Do I hear you saying that we're really talking about too many engineers and accountants rather than the other fields of expertise?

Dr WILLIAMS - Yes. As a social scientist I was strongly of the idea that we needed to have more social science and they were the components that were excluded from that business case evaluation.

Mr MULDER - As opposed to the antisocial sciences of accounting and engineering.

CHAIR - Were you disappointed with the result?

Dr WILLIAMS - Yes, I was. I was disappointed with the process as well as the result.

CHAIR - You say later on that:

Tasmania's state government seems beholden to DIER's demonstrated and intensifying preference to invest significantly greater amounts of money in roads than other transport infrastructure.

Dr WILLIAMS - Yes, and that is made in the current context, especially the investment being proposed for the Brooker Highway, which is a significant amount of money in an option that generally just invites more congestion at a later stage and doesn't address transport issues in any creative manner whatsoever, in my opinion.

Mr VALENTINE - So it's expansion, not maintenance money.

Dr WILLIAMS - It is just making wider roads for yet more cars to become congested.

Mr VALENTINE - It is widening the road.

Mr MULDER - That comes back to the point you were making about this being an opportunity cost to not spend that money. Is that what we're talking about?

Dr WILLIAMS - This is right. This is an amount of money that could be invested in something that would have huge benefits into the future, huge benefits for addressing social exclusion issues, for seeing economic growth and new economic growth centres in the middle suburbs and so on, but that is second on the list of priorities where the emphasis is on just giving people access to roads and more cars on roads.

Mr MULDER - Opportunity costs, of course, don't always exist within a three-year election cycle.

Ms RATTRAY - That's very cynical.

CHAIR - That is a comment as opposed to a question.

Mr MULDER - No, the question was 'Is it that?', and the answer was 'Yes'.

Laughter.

CHAIR - Okay, thank you.

Dr WILLIAMS - The observation again supports my suggestion that we need a strategic body that is planning investment that is relevant across -

Mr MULDER - That identifies the opportunity costs.

Dr WILLIAMS - Yes, and is understood in terms of all the stakeholders well into the future.

Mr MULDER - Another application of that opportunity cost would be to look at the opportunity costs surrounding the Tasman Bridge replacement eventually, which would be huge.

CHAIR - That was a yes as well.

Mr MULDER - That would nearly pay for four Parisian ferries, I believe.

CHAIR - Stewart, forgive me for not remembering but, as I recall, the report didn't balance in its cost-benefit analysis the cost of the Brooker Highway improvements needed if you did not do light rail, for instance. When we talk about a light rail, for instance, we take all the costs into account, but if you were going to save money by not having to do something else, shouldn't that also be included in a business case?

Dr WILLIAMS - They were not included, that is right. There were a lot of those costs but also potential benefits that were not included.

CHAIR - Delayed or avoided costs. If you didn't have to put another lane or if you didn't have to include the Brooker Highway, you would save all that money.

Dr WILLIAMS - That is right. As far I remember, it was not included.

CHAIR - That would significantly change the cost-benefit analysis, one would think.

Dr WILLIAMS - I think if it had been done by a different consultant we could have had a very positive outcome and a clear indication to proceed with the light rail.

CHAIR - Do you have confidence that the peer review being done will go broader than that or does it need a new study? I ask you this not to be difficult, but we're going to have to be making recommendations as a result of this committee and our report and I value your opinion.

Dr WILLIAMS - My suspicion is that it would be easy to find a peer reviewer who would say that the methodology was robust and the findings stand. It would also be very easy to find a reputable consultant in Australia who could provide a robust methodology that would provide an outcome in support of light rail, and in the context and the terms of reference for it, would see it as a viable provider that would be backed by government, providing concessions fares and so on, so it would be valid and viable option.

Mr VALENTINE - Am I correct in saying that what you see is a conflict in the department itself in having performed the initial study and then reviewing it within the department? Having an external party do that review may or may not come out in favour of the light rail but at least it is robust in terms of the approach and without conflict. Is that fair? I don't want to put words in your mouth.

Dr WILLIAMS - Are you sure that the government is going to pay another \$250 000 or whatever it was to have that evaluation done again?

Mr VALENTINE - Don't know.

Dr WILLIAMS - No. I suspect that a peer evaluation will not be collecting the new data that is required to provide a broader, fuller picture of what is going on there. For example, I don't think the government is going to pay for new data to be raised that canvasses the people of Hobart to see whether they would use light rail.

Mr VALENTINE - So you feel it is more of an audit that is going to happen rather than a peer review?

Dr WILLIAMS - I do.

Mr MULDER - Peer reviews look at the data, don't they?

Dr WILLIAMS - Yes.

Mr MULDER - They look at the data that exists. Was this a valid interpretation of the data? Was the process robust? Did my peers do the job up to standard? It is a review of the report, not a review of issue.

Dr WILLIAMS - It is not a brand-new evaluation. Some would argue that we need a brand-new evaluation and I could be wrong but I suspect that one could find a consultant in Australia who would look at the option of a light rail in a far broader sense and look at things like social inclusion and transit-oriented developments and some environmental aspects and trying to future-proof the state against peak oil and climate change who will say, 'Of course a light rail is a viable, some say a necessary, option. Why haven't you used that infrastructure?'

Dr GOODWIN - It goes back to your terms of reference in making sure that there is not an inherent bias in them in the first place which means that your business case is doomed to fail.

Mr MULDER - A review should pick that up.

Dr GOODWIN - If you've got the right reviewer - sorry, I'm answering the question here.

Mr MULDER - The terms of reference for the review - I was trying to get some clarification.

Dr WILLIAMS - I agree, it is about the consultants. Certainly I was party to the submissions that were made to that tender.

CHAIR - And the terms of reference.

Dr WILLIAMS - Yes, the terms of reference and also the applications for that tender. There was an array of applications or submissions made and some of those could perhaps have picked up the issues. In fact, some of them most definitely did pick up on some of the issues that the community advisory panel have since said, 'Why wasn't this picked up?'. There was a very strong sense on the panel evaluating those tenders of, 'No, we don't want that, we want this', and that was the outcome. It is very much who is identified and selected as the consultant. As I say, there are consultants who would probably conduct a peer review of the light rail evaluation and see it as robust and satisfactory, and based on the interpretation of the data it is a reasonable piece of work; I am not doubting that. I think the terms of reference, the data raised and especially in terms of new data, rather than just replicating old patterns of public transit use which is problematic, stigmatised and not at a level that we really want it to be up with other modern cities - that's where the problems lie.

CHAIR - Thank you. You've been really open and frank with us. As there any other questions? Have we covered all the things you were going to raise with us, the key issues, because we would hate to miss out on anything?

Dr WILLIAMS - I have mentioned them in passing, but things like scenario planning and vulnerabilities; approaches that might pick up on social inclusion issues more which were not included; and the role of UTAS and the community being involved. Otherwise, no.

CHAIR - What departments are there in UTAS? How do you see UTAS as being able to help in doing something? Are you talking about the geography department?

Dr WILLIAMS - No, I am talking about university-wide. We have an array of expertise from statisticians through to social scientists and sociologists. I am thinking about people like Associate Professor Keith Jacobs, with whom I work, who is interested in housing and always had an interest in the corridor and what happens there because of the potential for social housing. There is also the School of Architecture based in Launceston and the School of Engineering. All these people have something to contribute but in my school we have planners and social scientists there and we certainly have a lot of students at various levels who could be engaged in producing data. That said, I think we probably should have a better working relationship with DIER too. I think the integration question is about working collectively as a community to address our problems and identify our potentials.

CHAIR - It is very kind of you to come and being so open with us. Thanks very much.

Dr WILLIAMS - Thank you very much for inviting me.

THE WITNESS WITHDREW.

Mr JOHN ROCHE, Mr PETER McKAY, AND Mr GEORGE RANCE, ALL FROM NAVIGATORS, WERE CALLED, MADE THE STATUTORY DECLARATION AND WERE EXAMINED.

CHAIR - Thank you very much for your submission which you have already sent us, and we are happy to hear you add to that. All the evidence taken at this hearing is protected by parliamentary privilege, but I have to remind you that any comments you make outside of this hearing may not be afforded such privilege. Have you all received and read the information for witnesses?

Mr McKAY - Yes.

CHAIR - The evidence you present is being recorded and the *Hansard* version will be published on the committee website as soon as it becomes available.

Mr McKAY - I would like to introduce John Roche, owner of Roche Brothers who control Navigators. They operate ferries here in Hobart and their family has on the river for many generations, and they also operate the ferry at Port Arthur. They would be carting now around 300 000 passengers a year. John is transporting just over 100 000 people a year to MONA at the moment, up and down. George Rance is my partner in our business and he is an economist who has worked in various sectors from the Australian Maritime College through to TFGA and with our business here in Hobart. Both George and I sit on the Roche board and we have been helping the Roche boys now for a few years in the company to develop new management structures, develop the MONA run and further development of Port Arthur.

At the moment Navigators have a 10-year contract with MONA and a 10-year contract with the Port Arthur authority. At Port Arthur they would have carried over 2 million people now on the ferry over 10 years, so if anyone knows about ferry operations and moving people in the Hobart area the Roche family certainly does. What we would like to do is hand over to John who will run through some of the things we think are important in this debate.

CHAIR - Thank you.

Mr ROCHE - As Peter said, we have been involved in this family business now since the 1950s when we first started running freight services to Bruny Island and now we're heavily involved in the passenger business. We have always been passionate about a ferry service that is integrated with public transport on the river and have never understood why any studies that have been done in the past or present do not include a ferry system as part of an integrated transport system. It is integral but of course is only one fork of an integrated transport system. There are two sides to this city of Hobart; there is the eastern shore as well and sometimes that gets left off the map when anyone talks about an integrated system. The only achievable way to shorten the distance from the eastern shore to Hobart is by ferry. We are advocates of that, have proven that over the years, and we now prove it as well on the western side with our operations to MONA.

We believe we are helping the present stresses on the Brooker Highway by taking 100 000 of those 300 000 visitors who go to MONA each year by ferry and we expect that to grow. We have just started production of a new vessel that has double the capacity of the present ferry we utilise for the service and we expect that to then grow the numbers going to MONA to over 150 000-180 000 passengers.

CHAIR - What will the capacity of the new vessel be?

Mr ROCHE - The capacity of the new vessel will be 258 people. At the moment our present vessel handles 100 people. The first two trips we operate out of Hobart each day is now at capacity all the way through the year. We see this as a major step forward and from our perspective in the community, it has put a focus on using our natural highway which goes straight through the middle of our urban sprawl in Hobart, and utilising the service for both visitors and locals alike.

When it comes to this ferry - and I noted the previous speaker talking about why public transport has a bit of a taint on it, so to speak - we hope this new ferry debunks the idea of what a ferry should look like. We believe a ferry should be comfortable, you should be able to get a cup of coffee or a beer, all those basic, fundamental things that people expect today -

CHAIR - Will it have WiFi?

Mr ROCHE - All those things. This vessel will be a little bit different from the traditional seating arrangements and all the other things and it will be quite comfortable. Vessels are no longer cold. For most people in Hobart, when they are going out on a ferry in winter they think they are going to be cold. We have moved a step forward and now have heat pumps on our vessels, so we have solved that issue.

The integration also comes to mind with how we utilise this infrastructure out of tourist hours. Bear in mind, at present MONA operates from 10 a.m. to 5 p.m. and basically the infrastructure we have sits idle in the hours it could be utilised for public transport. Likewise, our partner at Brooke Street Pier, Peppermint Bay, do a similar exercise. This infrastructure that has catered for the tourist network can be available for the public structure. That is nothing new. Brisbane ferry systems, as part of their major income, rely on tourists to subsidise their morning and afternoon operations from a public purse point of view. We are very keen to explore that idea. We have trialled services to Opossum Bay very recently with the fast ferry system and we see that hopefully the new links course down at South Arm and Opossum Bay will be a key driver of implementing a more distant ferry service.

The Kingston/Blackmans Bay area tends to get left off the map when you talk about integrated systems, whether it is light rail or whatever. One of the key things about the Kingston/Blackmans Bay area is that it's very difficult to put any increases in capacity into the Southern Outlet without having a great, huge expense of road services. Of course I am passionate about ferries because we've been in the business but to me it's a no-brainer. It can service both sides of the river and it can service north and south of the river, whereas all other systems, particularly if you look at light rail versus ferry, light rail is only contingent on it being on a more or less flat area. It can't go down the Southern

Outlet to Blackmans Bay and Kingston. It can't do the eastern shore unless we put a new tunnel through underneath the Derwent River to be able to do that.

My father always had in his promotional blurb reasons to catch a ferry and why it's better than using a vehicle on the road. One was that you don't have to put up with the potholes.

Mr VALENTINE - Well, they fill in straight away.

Mr ROCHE - They do fill in straight away.

Laughter.

Mr MULDER - And the potholes are static; they're not rolling across the bay all the time.

Mr VALENTINE - Some of them are.

Dr GOODWIN - Or the other crazy drivers.

Mr ROCHE - Well, that is true.

Mr VALENTINE - You don't eliminate that entirely.

Members laughing.

Mr ROCHE - We do have some crazy drivers out there.

CHAIR - So John, why hasn't it happened?

Mr ROCHE - I suppose governments traditionally have always had an emphasis on cost effectiveness so to speak. They have always seen that it is probably out of their area and historically when governments have operated ferries it has been pretty much a disaster, apart from the TT-Line and its recent success. When you think of certain other areas of government being involved in ferry operations nationally, it does lend an inability to be able to upgrade its service and all the other things. I look at Sydney ferries, for example. At the moment they are the biggest mover. They're now resorting to private enterprise to help them fill the gap, so to speak. Their infrastructure is old and the investment has not been put in them so now, as I say, they are looking to private enterprise to fill that gap.

We believe ferries are very efficient and have the ability to be able to change pick-up points at a moment's notice. In other words, ferries are as only as good as their pick-up points and the jetty infrastructure, and as new places become available it is very easy on that route to just bang in another jetty. Jetty infrastructure these days is very economical to build. Traditional ferries weighed a lot so the infrastructure of the jetties had to support that weight. These modern, fast ferries built from aluminium are very light. Compared to a traditional 300-tonne vessel, this vessel would weight about 100 tonnes, so the infrastructure associated with those ferries was quite significant in the past, whereas these ones can be quite light. That then leads to your ability to be able to respond to public needs et cetera at any particular time, and the Brisbane experience has

proven that point quite substantially from when they first started some 15 years ago to what they do now.

Getting back to your question of why we haven't done it, it is a population issue. It is the car issue and the ability to be able to park a car in Hobart very cheaply and easily. It is the need for parents to drop their kids off at school rather than the school organise some sort of transport system themselves. It is all of those things. You notice the difference between a school day and non-school day on the public roads but no-one has thought maybe we can help this by making schools start earlier or later or something of that nature. There are all those sorts of things that go to the question of why hasn't anything been done.

When you look at the bridge disaster, the eastern shore only survived because of the ferry link, but the day after the bridge was reopened it went from probably 25 000 down to 1 800 more or less within the week, so people's need for getting out of a nice warm bed, coming out of a nice kitchen after they have had breakfast, walking into a nice warm garage, getting into a nice warm car, driving to work and walking about two paces to get into their office is very hard to beat. No matter what transport system you implement, whether it is an integrated railway system, ferry system or whatever, you are battling with what I have just described, and that is the difficulty in getting people to change their habits. That only comes about through having more or less a door-to-door service for them so they have no more than five or six minutes to walk to catch an integrated transport system.

The key then is how to adapt to those people. People are getting pushed further and further out into the suburbs. The infill is one of the key things we need to address. No matter what transport system you have you do not want it to enable people to get further and further away from the city by implementing an integrated transport system, which makes the problem of delivering that service even more difficult. So you have all those challenges ahead and unless all the key stakeholders sit around a table and for once put all their individual concerns on the table, from local government to state government and all the key stakeholders, and have a total plan that satisfies everyone, we're never going to get down that path of a fully integrated transport system.

Dr GOODWIN - I want to ask about the jetty infrastructure ballpark cost if you're able to give us an idea, because that is held up as an impediment and an issue.

Mr McKAY - Can I make a point about that? The Clarence Council put in a jetty at Montague Bay the other day with no reference to the ferry operators. The ferries cannot use it. MAST won't remove any boats out of the way for any sort of reasonable ferry to operate there. It is just non-functional as far as -

Dr GOODWIN - What is it for, then?

Mr McKAY - It looks nice.

Mr MULDER - It's an upgrade of an old facility and one of the conditions MAST put on it was that it was not to be an expansion. That's why council did what they did.

Mr McKAY - But it's ridiculous spending the money when realistically it should have been put in the position where -

Ms RATTRAY - Somebody could have used it.

Mr McKAY - it could have been used in the future. It is just crazy.

CHAIR - I have looked at the Brisbane ferries and they have a variety of ferry stops and some of them seem pretty simple - floating pontoons and stuff.

Mr ROCHE - We have been involved now with the last three or four major infrastructures in jetty facilities around Hobart and its environs. That is the three jetties at Port Arthur for the facilities there and one at MONA and one at Wilkinsons Point.

They are basically our design for what we believe we can operate safely in and out of. They are simple, they are wheelchair accessible, they come up to all those standards and they are level. We have hydraulic ramps on them, they level at the right height with the boat, people can get on and off and all the basic fundamental things that we need. It depends on the bottom but they can range anywhere from \$200 000 to \$350 000. Within \$2 million-\$3 million you could have quite good quality infrastructure to satisfy a ferry need.

It is ironic that the Tamar River a few years ago got a federal government grant to establish pontoons on the river to the tune of about \$9 million, and I can't see many people utilising those facilities.

Ms RATTRAY - You might be able to get them off.

Mr ROCHE - It's quite possible.

Mr MULDER - It's to trap the silt, apparently.

Laughter.

Mr ROCHE - When it comes to ferry facilities they can be quite simple and not a problem. It is the other infrastructure that takes the cost, which is shelter, toilet facilities and those sorts of fundamental things. That is where councils can come to the party. If you look at Montagu Bay, for example, they have a toilet facility on the opposite side to where the ferry is. There is a public toilet there, but it's about 200 metres or 300 metres away. It needs to be put together. It gets back to this overall plan of what you intend on doing and all people working towards the one plan. Whether that takes five years, 10 years or 20 years to implement, it has to start somewhere.

CHAIR - And you have to have a plan to start with.

Mr ROCHE - You have to have a plan to start with, instead of this mismatch of putting things here in response to something that needs to be done on the day. As I say, all our jetty facilities that we have operated - and touch wood, the one in Port Arthur where we have had over 2 million people over it - we haven't had one accident so far. We've had

wheelchairs and we've had just about everything. It is simple, as I say, to be able to model and place anywhere around the Derwent.

Mr McKAY - That boat is being constructed now and is already up to the first deck, so it's not just a drawing, it's actually happening.

Dr GOODWIN - What is the timeline for its completion?

Mr McKAY - The contracted time is to be in operation in the first week in January.

Dr GOODWIN - We heard this morning that the one currently being used might be available for other things.

Mr McKAY - That's why.

Mr ROCHE - That is a possibility and we'd love to explore that with all the councils concerned to do a pilot study of the ferry operations, but you need to have support. You need, as I say, to have council support. The public recently have been asking why isn't there ferries on the river. They need to stand up now and say -

Mr MULDER - Answer - you're not using them. No point putting ferries on if people aren't going to use them.

CHAIR - One of the things that people have told us consistently is that for any transport system to work well in terms of increase in use and having lots of people use it, is that it has to be comfortable, as you say, fast, but also frequent. What do you think is necessary in terms of capability to run a decent ferry service?

Mr ROCHE - It's part of that plan. Frequency and capacity are the two key drivers of that and that's what you need to establish and it's always a major problem. There's no point in having a vessel or anything carrying 500 people if at one end it takes an hour and a half to unload or load them.

CHAIR - Again, the Brisbane ferry system is an example of that.

Mr ROCHE - Exactly. It is how you develop. Every system needs a plan to develop that and it is one of the things that goes hand in hand with how popular a service is and then how you respond to that popularity by implementing more frequency and capacity. You can't say straight away what that is going to be, but frequency is just as critical as capacity.

CHAIR - Yes, and that's what we have heard, there has to be frequency. I don't want to particularly go into your possible proposal, but you are talking about one boat.

Mr ROCHE - In the proposal we had we are actually talking about two boats, one that feeds the other boat and uses Bellerive as a hub, with the other vessel picking up in Lindisfarne and Montagu Bay feeding that bigger vessel. I think the critical thing is that you don't want too many criss-crossings going on. We propose to use Bellerive as the hub and have this boat going out to Montagu Bay and Lindisfarne.

CHAIR - Then people would have to change ferries.

Mr ROCHE - Yes, but very quickly change ferries. You don't want having a boat going from Lindisfarne to Montagu Bay with 20 people on board going across the Hobart because it is inefficient. You have to know basically how many people you're going to get from Lindisfarne and Montagu Bay and then you adapt the service to suit. If you get a full boat, of course it is going to go to Hobart. That is the natural way, but you need to build it from somewhere, you need to start from somewhere.

Mr RANCE - We have included in our submission an example of a timetable as to how that might work and also an indicative fare based on some fairly preliminary assumptions, but I think it shows that it is possible to have a system which consists of different ferry designs to make sure that you have the ability to get people from a range of different points, and having a hub or even two or three hubs would seem to make a lot of sense. To back that up, it is interesting to note that in transport economics they talk about the reach of the transport dollar, and by that they mean, for a given investment, how far and what catchment it covers. As John has said, the ferries are ideal that way, given the nature of the demographics of Hobart. For \$2 million or \$3 million, ferries give you enormous reach and they can pick up a very big catchment, unlike a light rail or other things of that nature which may have an equivalent investment.

I want to make a comment about funding for integrated transport systems. It has been good to read the submissions that you guys have received and I think you've had some great ones.

Ms RATTRAY - We do too.

Mr RANCE - I have also been pretty impressed with the ways that you guys have ratted down into it. It has been interesting.

Two of the things we thought really important have been strongly dealt with by other people. One of them is that council planning really does need, in modern-day terms, to involve transport planning. That has been covered by a range of people and is something we feel is important.

The other is how to fund an integrated transport system. You have had several submissions about franchising and that has been pretty interesting. It has been interesting to pick up the Western Australian experience of a 29 per cent fall in subsidy requirements by involving the private sector. That is critical. We have said and we strongly believe that there is a mindset that has to be overcome or we will never get an integrated system. That mindset, in the past, has been that if you have government infrastructure transporting the public then it is okay to give it a subsidy, but if you have private infrastructure transporting the public then they have to try to make a profit. It is nonsense.

Mr VALENTINE - It has to be a level playing field.

Mr RANCE - That's right. The example of the franchising, and there are various models of that, show that if you involve both parties you may have to support them both, but that is a way that you will get outcomes and results. If we can overcome that mindset we can

have a ferry operation on the Derwent, there is no doubt about that. If that is seen as reaching towards the objective of getting cars out of the city and competing with private cars, it will work, but it means that there may have to be support to all the different parties involved that John has talked about.

Mr VALENTINE - Doesn't that presuppose that the government might have a hand in dictating which routes that you use?

CHAIR - Absolutely, if it is a franchising model they would put out a tender on that.

Mr VALENTINE - Because obviously they have to service areas that may not have high usage but they need to provide those services.

Mr RANCE - We refer briefly to the models that have been talked about and discussed but they have been covered in more detail in some of the other submissions you have received and set out who does what quite clearly. Again, it is the partnership that John is talking about. The private sector will run certain things. In the case of Navigators they would run the ferry services. There have been discussions about the routes because you have to figure out where the nodes are and how the other sectors interrelate. I know you did not mean it quite this way, Rob, but it is not a case of government dictating; I think it is more a matter of working with the various operators.

Mr VALENTINE - No, I didn't mean it like that.

Mr RANCE - Keep in mind disadvantaged areas, of course. The other thing is that cross-subsidisation is not a dirty word. Cross-subsidisation is an important social tool. It is the way you can gain parity across a whole range of areas.

Mr VALENTINE - Making it work.

Mr McKAY - John and I went up to Sydney for discussions with one of the private ferry operators coming from Manly and he had huge problems getting into that and running a ferry from there against the unions and the government at that time. Despite that, he ended with a very effective fast ferry service from Manly and developed his own clientele. To actually limit the competition on roads because that is going to be the government one and this one is going to be the private one will never create any initiative or change in the way that we do business. I think it would be a huge problem, if we ever moved to the model that George is talking about, that they'd limit the opportunities of the private sector to drive change and drive models that will get people out of motor cars.

Mr MULDER - I thought your explanation of the hub system as a public transport system was a little counterintuitive to what everyone else has been telling us that a transport system should be, which is fast, direct, and you are putting another load in here. You are the expert. I am wondering how you attract people out of their cars. You have described this wonderful thing about being warm until you get the last two minutes at home and you are now going to say walk down there and stand at the ferry terminal. It is almost the same distance from Lindisfarne to the city as it is Lindisfarne to Bellerive, and you are going to take them to Bellerive on one of your boats, swap them over and then put

them on another ferry. It seems a little counterintuitive to the way public transport works given we are talking about commuters who are time-dependent.

Mr ROCHE - This model we have in here is dependent on what price people are expected to pay; in other words, it needs a subsidy as a pilot program and they're not prepared to throw too much money at pilot programs.

Mr MULDER - So it is the hubs for the pilot program.

Mr ROCHE - That's correct. It's only based on that.

Mr MULDER - I was going to then explore with you the option of the franchise model. If the government is subsidising it as it does most other public transport, maybe that is something to factor into that.

It is quite good that you can put jetties anywhere you want to but isn't there also the issue, and this is where Montagu Bay is such a crime, that there are limited places, and Kangaroo Bay is one of them, where there is park-and-ride which is so important to ferries? We need to think about infrastructure such as jetties where there is some capacity for park-and-ride.

Mr ROCHE - That is essential. Kangaroo Bay is a prime example where that park-and-ride operates.

Mr MULDER - To park where?

Mr ROCHE - There are grounds around Kangaroo Bay at the moment that could facilitate that. We have had discussions with the Clarence Council how they can help develop a park-and-ride system so there are areas around that.

I suppose from the point of view of what you want to achieve, and that is for people to use public transport, to me to a certain extent it does send out a mixed message. If you are asking people to park and ride who come from the southern suburbs or the other suburbs, all of a sudden they have a car park so they are only taking one part of the leg, so to speak, as a public option. I think the emphasis has always got to be on the person walking out of their house and getting to a transport system that is within close distance of where they live rather than them driving to a public facility, parking their car and hopping on a boat that goes for 10 or 15 minutes across the river.

Mr MULDER - Wasn't that your point earlier on about the time thing? A bus pulling up at a bus stop takes a lot less time than you tying up, mooring, offloading and unloading.

Mr ROCHE - We load and unload in Port Arthur 200 people, so that's 400 people, within the space of less than seven minutes. If you pick four buses to do that I can guarantee you they are taking more than 10 minutes.

Mr MULDER - Okay. What I was getting at was that you can't put on one of these ferries every 10 minutes to do that walking model you were talking about.

Mr ROCHE - Why can't you?

Mr MULDER - A ferry terminal every 10 minutes?

Mr ROCHE - A ferry terminal?

Mr MULDER - You were suggesting that people need to be able to walk out of their homes to the public transport connection.

Mr ROCHE - Yes, but that could be -

CHAIR - That could be the bus, it might not be the ferry.

Mr ROCHE - That could be a bus or a small bus or anything else.

Mr MULDER - The ferry terminal needs to be a hub, the way I see it, rather than a whole series of little jetties along the way. That is where you get your time efficiencies from, isn't it?

Mr ROCHE - Not necessarily. A ferry system doesn't need to be a hub. For example, if you attributed that to the Brisbane River system of ferry operations, that's what the Brisbane River service does; it picks up from numerous jetties on its way into the city. The same principle would happen here. You'd have bigger pickups in certain areas than other areas but it can pick up along the foreshore of the Derwent River a lot easier and quicker than operating out of a central point, so to speak.

Mr MULDER - So the preferred model for your trial, rather than looking for park-and-ride around Kangaroo Bay, is to get a bus from the Rosny bus mall to the terminal?

Mr ROCHE - That is correct.

Mr MULDER - You are the expert but it just seems to me a little counterintuitive that I would go home, catch a bus, go to the Rosny bus mall, change buses, take one down to the ferry terminal, then get on a ferry and go somewhere, when if the thing were marketed differently I could have caught a bus or driven a car to the Percy Street car park right behind Kangaroo Bay and got on the ferry.

Mr ROCHE - That is the intent of what we hope to do, to explore all options, which is picking up from Rosny interchange for the people coming into the interchange and swapping buses and catching another bus over to the city. People driving to Percy Street and parking their car and walking to the ferry is another alternative, so basically Bellerive does become a hub. That is not to say that you don't still pick up from jetties along the foreshore from Lindisfarne all the way through as well.

Mr MULDER - I am more interested in south of the bridge.

Mr VALENTINE - Yes, but north of the bridge is a factor as well, isn't it?

CHAIR - Both ends.

Mr MULDER - Sorry, Rob, that's fine but I was talking about the capacity to put park and ride.

Mr VALENTINE - I know what you're saying.

Mr MULDER - Montagu Bay was a crime because there is tons of capacity there and we've just ignored it. It's now just open land. Underneath the bridge is just brilliant. If you ever want to see what the capacity of a high bridge can do, pop over to the north shore at Millers Point and have a look at the whole commercial district that has grown up directly underneath the bridge. That brings me back to my next point, which is when you build the major jetties and things like that, what I see in most other cities in the world, be it a train station or a jetty, is that there seems to be an integration with commercial activity to catch the passing traffic and it would seem to me that that is -

Mr VALENTINE - It draws the traffic in, doesn't it?

Mr ROCHE - No matter where there is a concentration of people, there is always going to be commercially-driven facilities after that.

Mr MULDER - Once again, it is pointless putting in a jetty facility at a place where there is no opportunity to help fund the service by, say, leasing out land to shop-owners.

Mr ROCHE - But that's not the primary point of an integrated transport system. The primary point of an integrated transport system is to facilitate people not using their cars. There's a prime facility in Sydney called Milson's Point. When you walk down to the jetty - and it is between two rows of houses - you would not even know there was a facility there unless you were a local person. There is one little shop that is in the ferry terminal and that's it. That's at one of the busiest operations that Sydney Ferries have close to the city. These things need to be well-placed and the priority is to place them where we can get the concentration -

Mr MULDER - Then once you step out at Circular Quay, try to avoid having someone trying to sell you something.

Mr ROCHE - In Hobart, that's where the concentration of people would be.

Mr MULDER - It seems to me that this hub thing is where you get most of your passengers coming on or off and it is where you want to create some room.

Mr RANCE - I understand exactly where you are coming from and I think we will end up with a mix of all of these.

Mr VALENTINE - You will have the ideals and you will have those -

Mr RANCE - There are some areas - and I think Tony is right - where a hub would be ideal given just the demographics of the local area. There are opportunities to have park and ride, and in some places, a commercial side as well - Bellerive is a classic, isn't it?. If we do this properly, I think we will end up with a range of facilities and there will be other facilities where, just like Milson's Point, there will be just a wharf used for boarding and exiting the ferry.

Mr MULDER - That is almost just the walking distance stuff.

CHAIR - Do you have more questions?

Mr MULDER - I do. I could have asked them staggered.

CHAIR - That's good.

Mr MULDER - From your experience or from your knowledge of the industry and the business, what is the operating cost per passenger per kilometre?

Mr ROCHE - Operating cost per passenger is always directly proportioned to how successful your service is.

Mr MULDER - Your current ferry to MONA, for example, what does it cost per passenger?

Mr ROCHE - I would not like to say that because it is a bit confidential.

Mr MULDER - Commercial-in-confidence.

Dr GOODWIN - You have some cost estimates in your submission, though, haven't you?

Mr ROCHE - We have some cost estimates for the specific ferry operation.

Mr MULDER - Thank you for reminding *Hansard* once again that I haven't actually read the submission in detail - thank you.

Dr GOODWIN - I'm just trying to be helpful.

Mr RANCE - We figured on \$5.60 for that service. After we had reached that figure, we started looking around to see what the comparable costs were in Sydney and other places, and it ranges from \$4 to \$6. The fast ferry from Manly -

Mr MULDER - Is this per kilometre or per trip?

CHAIR - It's per trip.

Mr RANCE - Per ticket. I was just going to say that is pretty similar to the Sydney ferry costs. The Manly high-speed ferry I think is about \$8.50. That is a ballpark figure. It is dependent on the assumption of an 80 per cent capacity - that is, 80 passengers, so there would need to be some work in promoting this. Sorry, Tony, but just quickly before I forget it. The thing is that any integrated transport system has to have disincentives as well as incentives.

Mr MULDER - That's a word I've used a few times.

Mr RANCE - That has been brought out in quite a few of your submissions as well, in terms of 'how do you get people out of their cars?'. You try and make the option as pleasant and sensible as possible. But the other side is that you have to really work hard at

providing disincentives for people bringing their cars into the centre of Hobart and dropping kids off at school.

Mr MULDER - When you talk about the operating costs in your submission, what are you factoring into that? Are you factoring in capital depreciation or capital and depreciation?

Mr RANCE - We looked at the running costs. We looked at depreciation and profit. Can I use that word?

CHAIR - Of course.

Mr RANCE - But very little profit. The costs we have there are for the ferry only and with the other costs associated, we are getting to the node, in that case. We talk about the water ferry and this is not a bad model of having smaller, high speed vessels bringing people to a central point because you may only pick up smaller numbers and you don't want to drag the *Excelsa* into Montagu Bay or places like that.

The concept of the larger, high-speed vessel with one or more smaller pick-up, higher-speed vessels is certainly an interesting one. That could be repeated at different nodes. Again, I think it would depend upon working through the system. Tony may well be right - there could be a series of nodes as well, as some that operate directly backwards and forwards.

Mr MULDER - You mentioned Montagu Bay and the fact that it has basically been closed off. Is there any thought given to the area just around the corner on the north side of the bridge, because there is a lot of old infrastructure there relating to the old floating bridge which would probably be a good start, even if you needed a breakwater or something?

Mr VALENTINE - Lindisfarne?

Mr MULDER - No, underneath the Tasman Bridge, just north.

Mr ROCHE - Rose Bay.

Mr MULDER Yes, but I do not mean along the foreshore; I meant tucked right in where there are the roads. The old floating bridge is still down there with tons of room.

Mr ROCHE - Yes. I suppose before you place the infrastructure, there has to be a key study done as to the demographic of people in that area. Going back 30 years ago, Bellerive was the key one because most of the people who went to work in Hobart lived in that vicinity. But most of those people have probably retired now, so you are dragging those people from further out. Why are people living in the areas of Lauderdale and Dodges Ferry and all those major issues that you have further out?

Mr MULDER - We will open up the Lauderdale Canal for you - you will be right.

Mr ROCHE - That would be fantastic, if you could do that.

Mr MULDER - That was a serious point because it is my electorate down there. They all have problems with public transport and no-one is prepared to look outside the square

about alternative routes. They all just worry about how they get past the Midway Point choke points. This is a serious point.

CHAIR - It is.

Mr FARRELL - It's just the way you said it.

Mr ROCHE - One of the original plans of the development that was proposed for Ralphs Bay was to open up Lauderdale.

Mr MULDER - It was the first one they shut off when they went to model 2.

Mr ROCHE - Yes and I think a lot of boaties would have been very disappointed in that.

Mr MULDER - It lost my support at that moment.

Mr ROCHE - Because that would be a fantastic thing to happen.

Mr MULDER - It's the same with the railway, isn't it? It is like closing it. You have an existing transport corridor and what do you do? You don't see it as that, and you close it down.

Dr GOODWIN - I would like to ask about your timetable that you suggested in your submission. You have for your morning commuter service an 8.30 a.m.: 'depart for the Casino for Vessel 1'. What is that intended to be for? Is that students for the university or Hutchins maybe, or both?

Mr ROCHE - This timetable has been developed to facilitate a pilot study early in the new year and one of those key things is hopefully to tag into the University of Tasmania, Hutchins School and Mount Carmel School, and those institutions that provide their own private pick-up service at present from the Eastern Shore. We are trying to think outside the square, for want of a better word, and see what other avenues we have available to supplement a morning commuter service. No-one has ever thought of the school section -

CHAIR - The schools and the university have. They are desperately wanting one.

Mr ROCHE - Exactly right. That is what that is targeted for.

Mr VALENTINE - The university identified that in their submission.

Dr GOODWIN - The other thing we talked about this morning in relation to this pilot is that if you are trying to demonstrate that it's viable and that people will use ferries you could perhaps leverage off things like the 20-20 cricket at Bellerive oval, which could well be happening during the same period. Part of it is about this culture of the car and getting people onto a ferry for their first trip so they say, 'Oh, yeah, this is all right.' Have you thought about those sorts of opportunities as well during that pilot period if it eventuates?

Mr ROCHE - Without a doubt. One of the key disappointments, I suppose, over the past few months has been our inability to access Bellerive wharf which at the moment needs major works doing to it.

Dr GOODWIN - It's privately owned, isn't it, by Federal?

Mr ROCHE - Yes, Federal Hotels, and they have committed to upgrade the facility.

CHAIR - Before January?

Mr ROCHE - Before we commence this operation.

Dr GOODWIN - There has been a fish punt issue, hasn't there?

Mr FARRELL - They've either got or are seeking planning approval to move the fish punt further around.

Mr ROCHE - We hope that's going to be solved. The issue is our ability to free up infrastructure to be able to provide that link to those 20-20 and North Melbourne games at those particular times. The Bellerive oval extension is critical to have some sort of a transport plan that satisfies the residents.

Mr MULDER - It's impossible to satisfy all of the residents. I speak from bitter experience, don't go there.

Mr ROCHE - One of the parts of that should be to facilitate the ferry service that picks up from the western shore and takes them back. We do that now with our existing operation, so we only want to expand on that. Bear in mind, we are tied to two contracts at the moment that unfortunately always fall on the same timetable as our present operations. It is a difficult thing.

CHAIR - But you'll have an extra vessel after New Year.

Mr ROCHE - Yes, we hope so.

Dr GOODWIN - When the North Melbourne match was on there was a breakfast at the casino and I think a few of the guests caught the *Cartela*, so did they use Federal's -

Mr ROCHE - Yes, we did. We used it, I suppose, as a little bit of -

Mr FARRELL - 'Very carefully', I think are the words.

CHAIR - If you don't ask they can't say no.

Mr MULDER - They probably did what the fish punt did. It didn't have permission to tie up, so it stood six feet away.

Ms RATTRAY - And people jumped on, is that right, John?

Mr ROCHE - We did turn a blind eye to certain OH&S issues.

CHAIR - You might not want to say any more.

Dr GOODWIN - So they came on the *Cartela* to Bellerive and then went back on it to the casino?

Mr ROCHE - Yes. We have the Lord Taverners and that's where that originates from, so every time something happens at Bellerive the Lord Taverners approach us for that specific service. We still get approached from other organisations and we've been approached through the Clarence City Council to provide a service during those times as well. As I say, it does lend itself to that operation. We've always taken people across there on big events.

CHAIR - John, one of the questions that has arisen with me is that, as you know, you have been reading the submissions that have been coming in and people have been talking about maybe a contracted-out fast, frequent ferry service which might have four ferries or something like that, and one of the issues is how that could impact on private operators who are already operating. Now, currently you are a tourism operation so, in a sense, unless you go to the trial or further it doesn't impact you in terms of public transport, but do you expect it might impact on you in your tourism operation? They can't use the MONA wharf so that's not an issue.

Mr ROCHE - I suppose our investment into the MONA operation is contingent on our exclusivity. Sometimes people think that's a bad word, but it's a good word when we're spending quite a significant amount of money upgrading our infrastructure. Anything that competes against us in that respect that is not on a playing field we have concerns about.

CHAIR - Would there be competition? That's really what I am asking. If there was a public transport ferry system that obviously wouldn't go to MONA because you have exclusive use there, are there other ways it could impact on you?

Mr ROCHE - I'd have to have a think about that. If it was out of the hours of the operation of MONA, it definitely wouldn't have an impact on us. If it was operating in the hours of MONA and it's very close to where people can get off and walk to MONA, there is probably a potential there for it. It just depends on each individual case, I would assume.

CHAIR - It's just that I've heard that at least with the Brisbane ferries. I haven't personally seen it but I've seen the evidence. Both services have some private ferry tourism lunch cruises and it operates the City Cats as well, and they seem to coexist.

Mr ROCHE - They're offering a different service from the perspective of that, where they offer lunch cruises and things like that, which the Brisbane ferry services don't do. In that context it probably would not be an opposition. We have the same situation here at the moment in Hobart. There is still the existing operator doing lunch cruises that don't impinge on our ability to do what we do with MONA, and vice versa; we don't impinge on their operations.

Mr VALENTINE - Do you see light rail working - the benefit of going out by rail, back by ferry, out by ferry and back by rail? It gives that extra experience from a tourism perspective.

Mr ROCHE - Without a doubt. We do that at the moment with the MONA Roamer bus operating.

Mr VALENTINE - Is that yours?

Mr ROCHE - Yes, we operate the land transport of that. That is because of a capacity issue, but it's also because some people wish to travel an alternative way either coming back or going out to MONA.

Ms RATTRAY - See something different.

Mr ROCHE - Exactly.

Ms RATTRAY - There you go, light rail as well.

Mr VALENTINE - I was just thinking of one of those heritage trams.

CHAIR - You're not on Hobart council anymore.

Laughter.

Mr MULDER - In our discussions so far about any form of integrated transport it appears that it is not just about other forms of public transport integrating with private cars, but also a lot about integrating bicycles and particularly on the ferry run, because buses are seen as difficult things to make bike-friendly whereas trains and ferries would be. Are you factoring that into your trial, for example, as a selling point, and how bicycle-friendly is that hovercraft you've got?

Mr ROCHE - We already operate pushbikes to MONA as well, so people can either hire a pushbike, pay for the bus service or pay for the ferry. It is one flat rate of \$20 and we already use the bicycles on the ferry at the moment.

Dr GOODWIN - You've already got a mini-integrated transport system.

Mr VALENTINE - So you have bicycles going out on the ferry.

Mr ROCHE - They can go either way. With the ticket that we charge \$20 for at the moment they can choose from three alternative ways of getting there and back, which is bike, bus or ferry. That has been quite popular and successful and we're just about to invest in purchasing more bikes for this coming summer.

Mr MULDER - They'd be quite popular, too, not just to do the museum but also to get around in the local area.

Mr ROCHE - Exactly, and when they are on holidays people always like to do something for fitness, et cetera, so they utilise the bike one way and then come back on the ferry in the afternoon. They can do that, they can swap over.

Mr VALENTINE - Helmets aren't a problem?

Mr ROCHE - Helmets are not a problem. There are no major problems we have had at all.

CHAIR - You provide the helmets?

Mr ROCHE - We provide the helmets.

CHAIR - That's one of the issues in cities around the country now, that some of them say you can't provide helmets because of health concerns and other people do provide helmets and then other people provide something inside the helmet.

Mr VALENTINE - You could have a removable liner there.

CHAIR - There are plenty of places that don't worry about it.

Mr VALENTINE - They share their nits.

Dr GOODWIN - What sort of bikes do you use?

Mr ROCHE - They are a unisex type thing. We had difficulty in finding them in Australia actually so they came in from overseas.

Dr GOODWIN - Don't we have unisex bicycles in Australia?

Mr ROCHE - Well, we had difficulty in sourcing them in little old Hobart but we did find them eventually and they've had quite considerable use.

Dr GOODWIN - Are they mountain bikes? Sturdy types?

Mr ROCHE - No, they're just like the bikes you'd find in Holland or anywhere else.

Mr VALENTINE - Are they like the Artbikes?

Mr ROCHE - Very similar.

Mr MULDER - Or are they like those modern fancy road bikes that have always got flat tyres?

Dr GOODWIN - No.

Mr MULDER - Regarding the bike thing, the university is talking about the capacity and one of course they are talking about is Wrest Point but I suggested that we could also look at Marieville Esplanade around the DSS and some of those places there. Is it part of your long-term thinking, because the university talked about their need and the fact that they can't keep sticking their students in high-cost accommodation so they're starting now to

travel to the northern suburbs and they have identified the eastern shore as a potential market for adequately-priced accommodation, but that would require a better transport system into the city than the one that's there at the moment and that's where the idea of the ferries came up. Have you given any thought to servicing the university rather than just the city?

Mr ROCHE - We have given thought to servicing where the dollar will be driven to pay for the service and that's the critical thing. It gets back to George's point that it needs to be commercial and commercially-oriented. You need to be able to reflect where the potential markets are or possibly can be. We will look at anything.

Mr MULDER - I think it is an accepted fact when we are talking about public transport that people struggle to think of anywhere in the world where public transport, be it water, rail or road, is not subsidised by the government. I think that probably needs to be factored into some of these.

Mr ROCHE - Absolutely, and until we accept that fact, for both the private and public side, as I said before, we will never go forward.

Mr MULDER - Hence my questioning about the cost per kilometre of moving people on water because we can then talk about the subsidy. What subsidy is required to move someone over water compared to the subsidy required to move someone over land or rail, which starts to make a business case for which subsidised option you use.

Mr ROCHE - I think the approach is to work out what the system looks like. Look at the cost for the system as a whole and then see how you allocate it.

Mr MULDER - Work out what the subsidy is, how you would get the cost subsidies.

Mr ROCHE - Yes.

Mr MULDER - It was interesting about the wharf locations but we have had a few people tell us that you can't really put these wharves in too many places. I am wondering what your observation was because you said earlier on that you can plonk them down anywhere but that is within some degree of reason, I suspect. For example there is a piece of land that we had an opportunity to get a private person to put a wharf on with the Clarence Council down on David Carr's estate. There used to be a wharf years ago down where the old sewerage plant was. I don't know whether you're familiar with the area.

Mr ROCHE - I've got a vague idea.

Mr MULDER - David actually put a proposal to Clarence Council that he would like to build a wharf there with a little commercial precinct and a hotel.

Mr ROCHE - Is it in Tranmere?

Mr MULDER - Yes, just down past Tranmere, the next bit along. Council came up with all these objections, saying it's not suitable and MAST wouldn't approve it and all the rest of it. I personally couldn't see a problem because there used be a wharf there years ago.

Mr ROCHE - I'd have to have a look at the site but I can't see that any jetty can't be designed for particular conditions and locations.

Mr MULDER - It would be hugely in my interest but I could see, for example, starting at Tranmere and possibly going further around, that you would have one there, one on the end of Tranmere Point, one on the end of Howrah Point and one at Bellerive just underneath the oval where there used to be an old ferry terminal, and they would be the feeder service into the thing or, if there were enough people picked up there, to go straight onboard.

Mr ROCHE - Yes.

Mr VALENTINE - I am interested in this Wrest Point thing with the three schools. You have Fahan, Mount Carmel, Hutchins and the university. Fahan could run a bus to Wrest Point. That would be viable, wouldn't it? Obviously you've got to do the numbers but it would seem to me to be a viable thing, wouldn't it?

Mr ROCHE - I would say it is. Hutchins School, as far as I know, is looking at an alternative system at the moment to provide for their students. From our perspective, if students are catching the ferry we can provide a level of security that no other operation can, which is a critical thing.

Mr VALENTINE - Security in terms of?

Mr ROCHE - Safety for students - that's a key thing - the ability to be able to take mini-coaches off the Tasman Bridge, for example, all those things that lean towards the utilisation of the ferry service. It just needs the impetus. It gets back to the carrot-and-stick method of making people utilise a service that maybe they haven't previously done.

Mr VALENTINE - They get dropped off - kiss-and-ride - at a terminal, cross the river, and they walk, or if it is Fahan, a little bus takes them - or a bike system.

Mr ROCHE - Yes.

Mr VALENTINE - Thanks.

CHAIR - Thank you both very much.

Mr RANCE - One final point. Regarding the integrated transport system, we have been talking about moving people and in looking at the terms of reference again it really is about integrated transport options. We haven't made any comment on this but I would like to raise with you that perhaps it might be worthwhile thinking about integrated transport options for freight in Tasmania. At the moment we have a number of separate independent bodies looking after freight and we wonder whether there may be some way of integrating TT Transport, TasRail and TasPorts under one integrated body because, whilst it is important to move people around, probably for Tasmania at the moment the most important thing is to try to address this freight problem. In some ways it's even more important than thinking about ferries on the Derwent. Anyway, I just leave it with you.

CHAIR - Thank you. It's not really in our terms of reference but it's a really good point.

Mr VALENTINE - Are you suggesting a people-moving business as well as freight at the same time?

Mr RANCE - No, just an integrated system.

CHAIR - Thank you. It's a really good point that hasn't been raised before. Have you been able to say everything you wanted?

Mr RANCE - I have, thank you very much.

CHAIR - Thank you both very much for coming.

THE WITNESS WITHDREW.

Mr LEO FOLEY WAS CALLED, MADE THE STATUTORY DECLARATION AND WAS EXAMINED.

CHAIR - I will say the rest of the normal things which you have probably already heard now. Welcome to the public hearings of this committee. All the evidence taken at this hearing is protected by parliamentary privilege but I have to remind you that any comments you make outside of the hearing may not be given such privilege. Have you received and read the information for witnesses?

Mr FOLEY - Yes.

CHAIR - The evidence you present is being recorded and the *Hansard* version will be published on the committee website when it becomes available. So talk to us about pods.

Mr FOLEY - I have listened to all of that and some of the university hearing. There is not one issue that anyone has raised around the table that we cannot solve with this system. I believe in the ferry service. I have always wanted the ferry service to operate.

The problem is providing parking on the eastern shore and getting people to park and then ferry. If you give them a public transport system all around the Clarence area - and one thing John Roche might disagree on is that I would run the pod car system both north and south from Tranmere up to Geilston Bay or Risdon Vale. You run that; you collect all the people, deliver them to Clarence - that is at Kangaroo Bay - straight across on the ferry. You can do the same on the western shore, of course.

The reason I have done this is that the light rail - I have got nothing against the light rail - except it is not the best system for this century. Light rail, has the same problems as the ferries. You are still going to have to get everyone from Montrose and Rosetta and so I am coming down to the rail line and they will have to park somewhere and then get into town. I know from Hobart City Council - we are trying to get more parking into North Hobart - it is costing us, depending on the site, about \$25 000 up to \$40 000 per space. So you want a 1 000 spaces to make this even sensible. A thousand times \$20 000 and you are up to \$20 million just for a parking area on our prices. Yours would be cheaper in the suburbs but that is the sort of figure we are looking at now.

CHAIR - That is not the case at City Cats in Brisbane, I would have to say. Only two of their ferry terminals actually have car parks; all the other 16 or 18 don't.

Mr FOLEY - Because people walk.

CHAIR - Or bus feeder services. Still, I take your point.

Mr FOLEY - I put the submission in and I presume that has been read so the only part of that I want to repeat is the ABC, which is that public transport does run to a timetable. It does not run when people want to run. It runs to places where people do not want to go. It takes me seven minutes to drive into town. It is always 27, but some routes can take me up to 50 minutes to get home to Lenah Valley. It is not very far. It is worse than that if you have to go through an interchange system and then you have to link up with all those things.

Of course, then there are the problems of public transport. You only need one unpleasant passenger on there and the whole journey is pretty unpleasant. We know that people won't do it. You have got submissions from COTA who say that older people do not want to travel, especially at night. You have submissions, a terrific one, in fact, on the survey from the Glenorchy City Council. I have had a look at that. It says all the things I am saying and it says them over and over and over again in a bit more detail. It is really this ABC - they do not go where you want to go, they do not go there when you want to go there and you do not get a choice of travelling companions. That is why people do not use public transport.

This system allows you to do all of those things. It is like a taxi, a public transport-type taxi. You can run it on the roads, if you like, but you do not get much benefit from that because you are competing with whatever traffic is on the roads. In most places, it has been put in it has been put in as an elevated rail. You go to Brisbane to the airport and you have got the train going in there. It is quite a big structure because it is a 50 or 60-ton train that it is carrying. I am talking about a one-ton vehicle so we are talking about a very small structure. It can fit in.

I understand the difficulty of trying to convince people to put an overhead rail in; but if fuel starts running out, if fuel gets up to \$3 or \$4 a litre -

CHAIR - I think it is 'when' rather than 'if'.

Mr FOLEY - Sure, and I believe it is 'when'. You have to put something in and we need to have something in place when this happens otherwise as decision-makers it is just not good enough to say, 'Oh, there was a problem' -

CHAIR - We will wait till it happens.

Mr FOLEY - Yes. I am not against any of the things that we are currently trying to do. I am in favour of the Sandy Bay cycleway. It is a matter of what model we use. Only one per cent of journeys are done by cycle and it is increasing - I think six percent per year as Chris Harry said in his submission. Okay, so you get 1.06, 1.12. You might get it up to five per cent with a bit of luck.

Metro is carrying about five per cent of journeys. Their best scenario is to double that up to about eight per cent and in the best public transport system in the world, in Portland, Oregon, they carry 10 per cent only. Whether we like it or not, we have got a lot of people still travelling by cars and so on. I referred to traffic jams and so on in my submission. You just cannot afford to clog roads up. Cars are going to be around for another long time to come.

This one has to be on the agenda. I am not expecting you to get people to say, 'Yes, that is the one; we will go race out and get that'. But you are thinking about ferries; you are thinking about light rail and you are thinking about an alternate type bus scene - more direct bus systems. I have got no problem with any of those. I am happy with cycleways as well; I want people to walk more. Some of the stuff I have got into Hobart Council to do - you know, to get people moving more, is a good thing. So this one encourages them to do that.

You could it put in for a lot less money than any of the other systems. Light rail, if you get the track for free, then it is competitive but nothing else - buses and trams and even ferries, I think, are going to be more expensive than this. It is about \$20 million or \$21 million per kilometre. You will not get a road for that.

CHAIR - You do not want a road; that is the whole point about this.

Mr FOLEY - Well, we are going to get lots of roads. There is \$213 million to upgrade the Brooker and we are going to have a lot more traffic on that Brooker for a long time to come. This is simply an alternative I want to offer to you to make sure that you know about it. I was interested in the attractors for public transport.

That came out of the Southern Tasmania Councils' thing but I notice the light rail, the northern suburbs light rail people picked it up and said, 'We are pretty good; we ticked the boxes' - and they do. If you flick through them - accessibility, easily located/identified, located close to services and so on. Light rail is okay at that.

A pod car is going to be better. Convenience, easy connection services, facilities but it runs to a timetable. Convenience - you cannot get better than what is basically a taxi service; call on demand - you are there in a minute or two. Integrated, seamless connection to all our models. Pod cars would simply take you to the ferry terminal, take you to the light rail system, take you to the bus and you are not waiting around. You walk down within 300 metres in most places.

I have got some maps of Hobart and I can show you how you could do that. It is fast; it is faster than anything else. It takes 27 minutes to get a bus in from seven kilometres away in Lenah Valley - something like 15 kilometres an hour, that is what you are travelling at. A pod car system operates at 60 kilometres an hour or whatever so -

CHAIR - Sixty?

Mr FOLEY - Sixty and non-stop because other people are hopping on at North Hobart or Calvary Hospital or whatever it is, but they go off the main track so you unload them. Even better, we are currently building two massive buildings in Hobart, the Royal Hobart Hospital and the Myer redevelopment. This could go straight through those buildings. You do not have people hopping off in the street. You can put them straight into the buildings which is what they are doing in Uppsala in Sweden and in Abu Dhabi in the Emirates.

Dr GOODWIN - I think we will have to go there and check them out.

Mr VALENTINE - Just for the record.

Dr GOODWIN - Just kidding.

CHAIR - I thought Istanbul sounded pretty good and Portland Oregon.

Mr FOLEY - They are faster than any other system. They are direct and you are not putting up with traffic, so it is straight through.

Frequency. As frequent as you like.

Cleanliness. If somebody did mess a car up, you just send that one on its way back to the maintenance station and then call another and it will be along in a minute.

Efficiency. Totally efficient. Modern technology and so on.

Affordability. I am going to tell you how to pay for this and I am going to challenge something that I heard Tony say, in just a minute. But affordability - a darn side cheaper than anything else that is on offer and in the way that I have suggested that it can be done.

Comfort and attractiveness. I heard the ferry guys talking about that and that is good. Pod cars are equally modern and all of the WiFis and ability to carry bikes and disability chairs, whatever. All those sorts of things.

That is what I am talking about. A lot of the submissions are about the surveys. You people have seen them; you don't need me to go through them. One from the Southern Tasmanian Councils: what would encourage you to use public transport? This is the table that was in there. Frequency and reliability of the service - you would have got 43 per cent more with that. Extended bus routes, service to my area - 14 per cent. Cheaper fares - 11 per cent, and the convenience aspect - 10 per cent. If you add those up and you have got something like 80 per cent of people who travel, if you used this system.

This cannot be ignored. I understand the two difficulties with this. One is the overhead rail to do it which you do not have to have, but I think it is most sensible thing. The overhead rail - I understand the difficulty of convincing people about that, but that is not any different at all to any new thing that has come along in the past. When they built roads and so on, all of that sort of stuff would have happened. When they put trains past people and so on they would have gone crook about that as well. This is a long time ago and we do not worry about it.

That document there which is not that important to us; everyone talks about Melbourne having a wonderful system but those are all overcrowded lines. Coburg during peak hour runs at 123.7, Moreland 118 per cent, North Balwyn 116 per cent. The train lines - the government's maximum capacity carrying is 798. The Hurstbridge line carries 894 in that hour. Epping 874, Greensborough 872. I was in Melbourne and went to the cricket there on Boxing Day and it is not pleasant. I got on at Pakenham and got a seat. By the time we got to Dandenong, there were no more seats. By the time we got to the city - three or four more stations - people were fighting. This is not a good way to go to the cricket. We do not need to put in a transport system that is going to make the day unpleasant for people. I went to the North Melbourne match, the first one, by bus. I have no idea why - probably because I was there in a suit - but a guy kept pushing. I moved up the bus; he pushed. It was crowded; there were a lot of people. He was after some sort of altercation. I was with a few friends and other people were laughing at me and I had to keep moving away. We know these things happen when you are travelling with people you don't want to.

How do we pay for this? I think we need to get on to that because you have had a long week. I know this is not the only thing you have had on your minds.

CHAIR - No, that is fine.

Mr VALENTINE - We are here to hear you.

CHAIR - Leo, when this came in it looked out of left field to me because, as you say, it's different. I don't have a doubt that everything you say is true; the \$21 million a kilometre is not expensive if you only had to run a few kilometres. What I hear you saying, and it is also in your submission, is that it will go where people are and will be at your door. But it can't be at everybody's door, can it? How many kilometres are you going to need?

Mr FOLEY - I have done some maps, but just the Hobart-North Hobart area. I went public with this, if you recall, because Ron Christie brought out this monorail proposal. I don't know about you but I thought it was a bit silly.

CHAIR - I can't comment.

Mr FOLEY - I didn't want that to get traction; I didn't want council to spend money on such an idea so I went public with it, but they treated it very much as a joke. I had three or four press releases ready to go but I decided not to pursue it at that time. I have put the detail into council offices, but it's not on council's agenda because they don't have an instruction to look at pod cars. They have an instruction to look at the sustainable transport strategy which looks at buses, bikes, walking and maybe light rail - but pod cars aren't. I have to put something through council to add this to the sustainable transport strategy, and this is more sustainable than any of those things. It runs on electricity and can be as cheap

My brother introduced this to me. He lives in Adelaide and has no particular interest other than he thinks it's a good thing.

Watching a video on pod cars.

CHAIR - So they bulk up if there are lots of people using them, or do they keep a distance between them?

Mr FOLEY - No, they're all electronically controlled. They are in use in Masdar (UAE); Uppsala have been going for a different system, but a place called Morgan Town in the United States has had them for 30 years, but not this size. They're a bus size. They can travel within one second of each other at 60 kph because they use a linear induction motor. The only time you would have seen a linear induction motor would have been at fairgrounds with the Big Dipper. If you go on the Tower of Terror on the Gold Coast, they use that sort of technology.

It goes 24 hours a day and is totally secure; there is less than 1 second between them and they can stop on a sixpence.

CHAIR - How frequent are the stations?

Mr FOLEY - As frequent as you want to make them, but they don't stop at a station.

CHAIR - How do you get onto it?

Mr FOLEY - You call it to a station and that one will come into that station but the rest of them will zoom past. With a monorail - and that's why I was very upset with the *Mercury* - you are on it and nothing can pass it. With these pod cars, they slot in; they are electronically controlled and all computerised. If you've been to Heathrow in the last couple of years since Terminal 5 opened, if you've been to Germany, if you've been to Amsterdam's Schiphol Airport and probably all the other big airports in the world, they're all using this system to move your bags about. They have planes going everywhere -

Mr MULDER - And my bags going everywhere, too.

Mr FOLEY - No, the bags don't go everywhere anymore because there's no human intervention. This machine stands the bag, it goes onto a little trolley and if you're going to, say, Sydney, it finds its way off the track and wanders round one way; if you're going to New York, it wanders off the track another way and goes off to that plane. That's how they do it. The system has been in place in airports for some time and they don't have a problem with them anymore. They are now starting to put it into some cities around the world. The technology is 30-40 years old and you improve that as you go.

That's really all it is - individual cars, but it avoids the problem of bringing 25 000 or 30 000 cars into Hobart each day. Take my journey here today, for instance. If I was getting a bus I have to be there at a particular time. I started heading off down the road in my car and saw the maintenance guys who were coming to look at a stormwater problem, so I was able to turn around and go back. That's the convenience of a car. If I was going down the road 300 metres to catch my pod car, it'd be exactly the same thing - I'd walk back up, talk to them, make sure they were okay with what they were doing and then go and get a pod car. There's no timetable so you just call it when you get there. Then I wanted to stop off at two places on the way into town, and you can do that with a pod car. You just hop in the car, plug in, say, Calvary Hospital or Officeworks, and it takes you there and you then pick up another one to make the rest of your journey. It's like a taxi, but it wouldn't wait for you; you'd just call another one when you come out of those places.

John Roche was talking about how people want to do different things, like picks the kids up, et cetera. That's how we live our lives these days. It's what Bob Cotgrove talks about when he says that's why people use cars. I am okay with Bob saying that but it's not okay to think we're going to be using cars into the future, so we have to come up with something that is different. This can be part of an integrated system. For Kingston-Blackmans Bay you could have this being the collector around those suburbs and depositing people at a hub at Kingston shopping centre and straight up the outlet on a free bus lane setup or whatever system you want. The same thing with the light rail, it could work in with that and ferries. You don't then have the problem of people and cars. I would survive with one car in our family if we had this system because most of the time only one car's moving, but we need two cars because there are enough times to justify a second car.

Mr VALENTINE - There's a heck of lot of infrastructure to put in in the first place. I know what you're saying about spending money upgrading the Brooker Highway et cetera, but it's getting people to those transit points. Let's say it's Lenah Valley and you live in Susan Parade or further out, you have to get to Lenah Valley Road. You're not going to have it up around Susan Parade, are you?

CHAIR - That's the issue, isn't it? How many kilometres are you going to need?

Mr FOLEY - Let's talk about how you'd pay for this. Tony Mulder mentioned the Sydney Harbour Bridge and what happened at Milson's Point with the shops and so on. Do you realise they paid for the Sydney Harbour Bridge by charging a levy on the land on the north shore? That's how they did it, and that was in the Depression. They wouldn't have had the bridge if they didn't do that, so the opportunity is there to -

Mr MULDER - I think tolls might have had a bit to play in that.

Mr FOLEY - No, tolls were only ever used for maintenance; they didn't ever pay for the bridge. The bridge was paid for out of increases in land value on the north shore of Sydney and that's what's going to happen with any transport system. It doesn't matter which one you put in, but the better the system you put in the better the return is going to be. If you put in a ferry system land values will go up somewhat; if you put in a good system that takes people from their house to the ferry system to town and they'll go up more because it makes it easier for people who live there.

CHAIR - That's my point, though. You can't take every person from their house.

Mr FOLEY - You can if they're willing to pay.

CHAIR - If you have enough kilometres.

Mr FOLEY - Yes. I will give you a couple of examples. A New Zealand guy went to London and bought land and buildings just south of the Thames, Southwick area, and in the jubilee year for the Queen they put through the Jubilee Line. It cost \$3.5 billion to build it. He worked out how much he made out of that because he had lots of property in that area and said, 'Thanks very much, this is good'. After he did his figures the British Treasury did the figures and it increased the land values around only three stations - Canary Wharf, Southwick and something else - by \$12 billion. It was a \$3.5 billion investment and a \$12 billion increase in land value. What has happened now? There is a new line going in called Crossrail. It was first mooted in 1935 so it's been on the books since 1935. They couldn't afford it but suddenly they could. The property owners are saying they want it. They're not going to charge residential people at all, they're going to charge only the businesses and they're going to make \$4 billion of the \$12 billion expected that it will cost, and that's how they are going to pay for it. That is transport for London.

Mr MULDER - I can hear the Property Council cheering now for all the money they saved on water.

CHAIR - Peter Newman suggested a similar thing.

Mr VALENTINE - Yes, Peter Newman in one of our other submissions was talking about that.

Mr FOLEY - Peter Newman would know all about it.

CHAIR - He said that is what they're doing in Perth.

Mr FOLEY - They are. In 1968 in Perth they put in the metropolitan something-or-other levy; I forget what it is called.

Mr MULDER - Leo, it is no different to what councils now do when they build a road; when a new subdivision comes along it builds the roads and your rates pay for that piece of infrastructure.

Mr FOLEY - If your rates do. It's different to putting up development levies and all those sorts of things.

Mr MULDER - But then you pay for it in the price of a block of land. You're still paying for it. The landowners pay for the service.

Mr FOLEY - You're on the right track. Rates could do this, exactly. We don't do it when your capture is so small.

Mr MULDER - I think you should put it on the land tax for those wealthy buggers who've got more than one house.

Mr FOLEY - I'd put a land tax in, no question, but I'd just have a flat rate.

Mr VALENTINE - You're talking about public land in the first instance and the authority is selling the land at a specific value to business and then taking some of that value and putting it into the project. Is that how you're telling it?

CHAIR - Leo is just talking about the value of the land around the infrastructure.

Mr MULDER - Tapping into that value.

Mr VALENTINE - So how do you capture that?

Mr FOLEY - I would say to the people in Clarence Street, Bellerive, going up to Howrah, 'Do you want a proper transport system? We can put it in for \$60 million. Over 20 years that is going to cost each of you' -

Mr VALENTINE - Whatever.

Mr FOLEY - and they will be able to say yes or no. You would run it up Clarence Street and back down the highway.

Mr VALENTINE - But how do you get that bulk money to put the thing in in the first place?

Mr FOLEY - You take out loans. That's how we used to do things.

Mr VALENTINE - How do you pay the interest? I am trying to think of the technical way.

Mr FOLEY - Tony was talking about rates. You would add the annual repayment and calculate that to pay for it.

Mr MULDER - There could be a capital infrastructure fund set up.

Mr FOLEY - You might use bonds but you don't have to do any of that because you can just capture it back in rates as long as we don't get ourselves caught up in the idea that we have to cut rates all the time. If you want good services you're going to have to pay for them. People do want good services and the Crossrail one in London is -

Mr MULDER - We only have to cut rates about once every two years, just ahead of the election. After that it's all right.

CHAIR - I understand residential, for instance, or commercial, that it would raise the value but in a sense you, the owner of this piece of land, don't capture that unless you sell it.

Mr FOLEY - That's right, you have to monetise the land value. Land tax was mentioned. If you had a decent land tax system you would reduce other taxes on things that matter like income. We now penalise people going to work. We penalise people for buying things, or making things and then we give it to all the people who happen to own a bit of land and they get an unearned increment. I have argued against that system for some time. But you do have to monetise it.

Mr VALENTINE - And promoted this other one for quite some years.

Mr FOLEY - Yes. In terms of this one, people would have benefits. Certainly the commercial people would have a lot of benefit because they'd get more people coming to their places. I would have only one car in our household so there are benefits. I haven't done the modelling but I think it is worth having a look at.

CHAIR - I have no problem with the idea, it's more about the practicality. As other people have said, it's not going to work unless you have a considerable number of kilometres because you want to be able to pick up people to get the benefits of the system.

Mr FOLEY - Yes.

CHAIR - If you do that then you are going to spend lots of millions of dollars if it's \$21 million.

Mr MULDER - What you are asking is what is the critical mass.

Mr FOLEY - If you want a test, since I went public I have had two companies in touch with me, both of whom are offering to put a small system in Hobart for free.

CHAIR - Excellent.

Mr FOLEY - They will put that in on the basis that we are only small fry. They want to sell to Brisbane, Sydney and Melbourne et cetera because in Melbourne those outer suburbs are just not serviced at all and they can't do it, they're not going to get serviced. For something like this the people will be paying for it themselves and so on, so they understand. They are putting them in other countries.

One of them, the one I just showed you which my brother has called Pulse, it's not the real company name, an American company. It is probably the best system but they don't have a city at the moment and they're very keen to put one into Australia.

Dr GOODWIN - As a demonstration site.

Mr FOLEY - Yes.

CHAIR - Fantastic.

Mr FOLEY - The letter of intent I have is that they would put a test track in first. We would find a bit of public land and we can do what we like with it - put the engineers out there, you know, the crash-test-dummy thing.

CHAIR - Like from the CBD to North Hobart?

Mr FOLEY - No, a bit of vacant land where there is no risk to anybody, like the back of Baskerville or something like that, and you just run this thing up hill and down dale and see whether it works. If you're happy with that after six months or whatever time the engineers need then they will put in four or five kilometres - one of them says up to 10 kilometres - of track. They will take a profit on the fares but the track they will put in for nothing with an escrow clause that if it doesn't work they'll take the whole thing away at the end of it. We have two companies that have said that. One of them is a bit more attractive than the other, I've got to say. For one of them if we're interested we've got to bring their team out at our expense to do it. We might do that but the other one didn't say that. If we're interested I would say that would be the first port of call - that you can get one here for free.

You were talking about tourist attractions during the week; you people have heard a bit about that. You would have a lot of people coming to look at it so it would be a fantastic thing for Hobart, Glenorchy, Clarence or wherever it was put for people to come here from all round the world to have a look at it.

At the moment they're going to Masdar City in the Emirates and there's a place in Korea and I'm not sure how many people are going there, but they're certainly flocking to Heathrow to see the little Dinky Toy system they have there which takes you from the terminal out to the car park. It is a wonderful little system but it runs on batteries and they close it down for eight hours to recharge the whole system every day. I am talking about mains power. One of these systems is a maglev system. You know about the maglev trains?

Mr VALENTINE - Yes.

Mr FOLEY - There is a magnet on the vehicle which gets repelled by other magnets on the line which come on and off because it is electronically controlled and that's how they propel them. When you want to stop the thing you turn it to 'attract' and it stops.

CHAIR - Have you travelled in one yet?

Mr FOLEY - No, I don't have the money to go to Dubai or the Emirates or wherever.

Mr MULDER - Or Abu Dhabi.

Mr FOLEY - Yes. So that's it. If I may, for Tony's benefit in particular, when you were talking to Mr McIlpatrick you said that public transport has to be subsidised and is everywhere. No, it's not. In fact, every week you probably travel on public transport that is not subsidised, that is paid for. When you travel in a lift in the AMP building or something like that, that is paid for -

Mr MULDER - We were talking about public transport systems.

Mr FOLEY - Yes, I will come to that. A lift is a perfect example of how, by the rents charged to the tenants of a tall building, they pay for the lift. In a store, if you had to pay to go from one level to the next, you would not do it, but they know they're going to get a lot of money if they give me a free ride up two, three or four storeys, so the tenants pay the rent and that's how we get people going up and down buildings. You flatten that out -

Mr MULDER - So your use of that is being subsidised by the person paying the rent.

Mr FOLEY - Well, that is not a subsidy, it is a business decision, isn't it? It is a commercial business decision, there is no public money going into it. It happens in Hong Kong. Hong Kong has a corporation called MTR - something you were talking about before - which is a government-owned corporation. It is their job to make public transport viable and they make billions of Hong Kong dollars, whatever that works out into Australian dollars, in a year because in Hong Kong they have trains coming into a station, the station has retail on the first couple of floors, commercial for a couple of floors above that and then residential going up another 10 storeys above that. They have been doing that now for 30-40 years and they do it purely on the basis of capturing the value of the land around the stations. That is how they have built their system. They don't charge much at all; they charge something because people don't value things they don't have to pay for. Fares have been frozen now since the mid-1980s up until 2000 when this was written. They don't have to increase fares because they make more than enough money and they're putting in new lines all the time.

Another example is Japan. Japan has three or four different railways systems but more than 5 000 kms of their rail system is from suburbs into shopping centres, and they are built by the shopping centres. The shopping centres wanted them and they don't charge a cent to the residential people, they charge the tenants of the centre. Rail is not subsidised there and those shopping centres are profitable and work quite well, with more than 5 000 kms of rail.

The last one, which is not quite in the same league but close enough, is Singapore. If you want to drive on Singapore's roads you might pay \$200 000 a year. It depends on

your car; if you drive a Mercedes you're going to pay a lot more than you do for a Volkswagen, but not many people drive Volkswagens on those roads. Their roads are almost free of cars, you can travel as you like and some businesspeople see that as value for money. All the money they take goes into a public transport system, so the public transport system is fantastic. If you to Singapore you can get around very easily because the public transport system works on those roads, there is not enough traffic to hold it up and it all works very well. They capture the value of what they call a road levy which is the same as our registration fee except that we pay \$500 and they pay hundreds of thousands. If you go there you will find roads almost vacant because there's enough money coming in that they pay for the public transport through that system.

So there are ways of doing it. I don't think Hobart is going to go that way, somehow, but we can capture the value of land to pay for this if we're interested in doing it. I don't call myself an economist anymore but I have an economics background. I used to work doing that but it's a bit like IT in that once you stop doing it for a year or two you get out of the game, but the principles are the same. It is the most efficient way of paying for things and it's the fairest way. The people who benefit most pay the most.

CHAIR - Is it a double track or does it only go one way?

Mr FOLEY - It can be. You have what you like.

CHAIR - If it all goes one way it has to be circular.

Mr FOLEY - Yes, that's right. You can have it both ways if you wish but it would double the price.

CHAIR - I'm talking about kilometres and how you would manage it.

Mr FOLEY - They're so quick you can have it in a circular motion because it only takes a couple of minutes to do the loop. You probably wouldn't put it in double track because it doubles the prices.

CHAIR - Terrain doesn't matter?

Mr FOLEY - No.

Mr MULDER - How do you envisage the Glenorchy to Hobart route going on one rail? The city is stretched out so you either build a double rail or you build a loop, which is in effect a double rail.

Mr FOLEY - Leaving Hobart you'd use the main arterial road and have it coming back in through the Brooker or somewhere like that. You'd go across the middle there on several occasions - Risdon Road, Derwent Park Road - so that no-one has to go more than about 300-400 metres, which is the accepted criteria. I know we do a lot worse than that in Hobart; it is up to 1 kilometre in some places that people have to walk to a bus stop.

Mr VALENTINE - So if you're going out to Glenorchy and you want to go to the shop, I presume you get in one of these things and get off at the shop you want to go to. What happens to the car then? Does it just whiz off?

Mr FOLEY - Like a taxi, someone else calls it and away it goes.

Mr VALENTINE - And there's no driver?

Mr FOLEY - No.

Mr VALENTINE - So that reduces your costs dramatically.

Mr FOLEY - Yes. A quarter of Metro's costs is in drivers' fees, so you don't have that.

CHAIR - How high is it above the ground?

Mr FOLEY - That's up to - you could run it on the road, as I say, but I can see real problems running it on the road. One is that you are competing with the cars that are already there and that doesn't make a lot of sense. I can also see every 13-year-old boy in town jumping in front of them because they stop so quickly and it's good fun. You don't want them doing that. They run in within a little guard rail so they can't do it easily but I know when I was 13 I'd have fun with these things.

Mr VALENTINE - But then you've got the infrastructure -

Dr GOODWIN - Essentially, isn't the issue around the public disorder and those sorts of issues? They're automated, aren't they? Nobody is supervising what's going on.

Mr FOLEY - No.

Dr GOODWIN - So, we often end up with some public disorder issues with transport. Do you think that would come into it?

Mr FOLEY - I don't. They all have cameras in them - CCTV. It's all controlled. We know that cuts out 80 per cent of the problem but then you've got 20 per cent of the loonies out there who don't care if they're being watched on television, who do these -

?CHAIR - That's right.

Mr FOLEY - You're not going to stop them.

CHAIR - Can they damage the system?

Mr FOLEY - I don't know the detail on that. You make them as robust as you can but you want them comfortable as well.

Mr VALENTINE - You mentioned right back from the word go really, about the infrastructure issue and being above ground and obviously the community backlash on that. They tried to put in the Cook plan in the '60s and it was bringing in the highway from down Kingborough way and coming in, landing in roughly at the forestry there, and then going through the Domain and all these sorts of things and all hell broke loose. It's a heritage city. Don't you think people would go absolutely spare? A lot of people hated the monorail in Sydney and now they're pulling it out.

CHAIR - It wasn't a very good system.

Mr VALENTINE - No, but I think it was because of its visual pollution.

CHAIR - This looks much slimmer and neater.

Mr FOLEY - Rob, I accept everything about that. You can't expect people to accept it and just say that it is good that we're going to run past the Treasury buildings and past the red awnings and be happy about that. You either don't run it in that area or you drop it down to ground level there and take away some of the parking or something like that, or, although I don't favour this option, you could make them fake sandstone. That's not my choice but if people want to do that to make it fit in -

I don't know whether it will run through the city. It might go around the city. I'm happy for people to look at that. I'm not locked into any particular route. This just gives some idea.

Mr VALENTINE - It's selling an idea.

Mr FOLEY - There are four different maps there. They mean nothing other than you can see the sort of routes around the city. This is basically in competition to Ron Christie's monorail. Just grab one each; there's no reason to look at four. They're just alternative routes and you can see where they might run in Hobart.

CHAIR - So, are you talking about round the edge of this?

Mr FOLEY - Yes. You can see the streets; a couple of them have got the streets named, the others haven't.

Mr VALENTINE - Are you doing a maximum of 400 metres living away from any one line - that sort of thing?

Mr FOLEY - Yes, that's the idea. You run them in, say, Campbell Street or Argyle Street and in Barrack Street; you don't worry about anything in the middle because you can walk those 300 or 400 metres.

Mr VALENTINE - And the hilly places?

Mr FOLEY - No problem there.

Mr VALENTINE - Not an issue because of the -

Mr FOLEY - They just go -

Mr VALENTINE - There's no friction.

CHAIR - It would be a fun ride, wouldn't it?

Mr FOLEY - Yes, better than a cable car.

CHAIR - Similar, I would think.

Mr VALENTINE - Well, different impact, maybe.

Mr FOLEY - If we were to put in a free track, I don't think it would be in the city where you'd put them in. I think you'd link up Moonah and North Hobart. That's what I'd try to do to show people what's possible if you had a free track - something like that. You get Ogilvie -

CHAIR - Or you could do something like Eastlands or Northgate.

Mr FOLEY - Sure.

Dr GOODWIN - Or Shoreline to Bellerive.

Mr VALENTINE - It would have to be a high usage area, though, to make it pay.

CHAIR - Yes, but if you go to a shopping centre or to a ferry terminal -

Mr FOLEY - I'm not locked in. Those maps were done only because Ron Christie was talking about putting a monorail up North Hobart which I thought was a bad idea and I wanted to have something to compete with that idea. It's gone nowhere and Ron's pulled the pin on any idea of it.

Mr VALENTINE - I'd see something like this working better, like Tony bringing up that issue of the nodes or whatever, from Howrah and Lindisfarne and those sorts of places running through. They are not having to look after a car; they get off on to a ferry and, bang, into town.

Mr MULDER - I would see the residential thing. If you are going to build one, I reckon you would want to build one down a residential strip to another transport node as a trail.

Mr VALENTINE - Or a shopping centre or something.

Mr MULDER - Link the Rosny Bus Mall to Shoreline and that gives people, instead of having to go down to the main road, the opportunity to link -

Dr GOODWIN - Yes.

Mr VALENTINE - Where you have got a high traffic area, people were talking about that issue of the bus mall and into Kangaroo Bay and on the ferry. You are changing twice. You have got to avoid that.

Mr FOLEY - Yes, and you are into timetables twice. You have to make sure you are there at two different places at the right time. It doesn't work. It is so annoying missing buses or any other transport thing.

If I may, I don't know whether you are aware of that new document coming out of Melbourne. What they are going to do about their train cell systems. It is only brand

new. Just in the last month or two. There's the document itself and how are they are going to pay for this?

Mr VALENTINE - On the web is it?

Mr FOLEY - Yes, I got it off the web. I presume I can find it there for you. How are they going to pay for it? Value capture. They talk about the cross-rail thing in London. They also talk about the Dallas area - I have not heard of these things before - the Los Angeles Metro and San Francisco Bay area rapid transit, all paid through the system of capturing the value of land to pay for the system. So it is not something that would be doing on our own. That is what people do.

Mr VALENTINE - You are saying that it is not a risky thing in the sense that it is being done.

Mr FOLEY - There are plenty of models around the world obviously that show us how it can be done. That was also off the web, a whole seminar; it was last year so it was a bit late for me to get to London but transport for London is running a whole seminar on land value capture. I have talked to the bloke by email who was the chair of this conference and he is happy to come and talk to us. He would love a trip to Hobart and I am happy to billet him to keep the costs down.

Okay, questions? That is probably all I need to say.

Mr MULDER - How many peas in a pod? And 'pea' means people.

Mr FOLEY - Generally three. The ones that are operational are just three-person things. If you have got six people, two.

Mr MULDER - If I call one up and want to move from here to there, there could be two people who already -

Mr FOLEY -No. You get a fresh car. Only one person in the car or up to three people in the car. You do not travel with people you do not choose to travel with.

Mr MULDER - So some of this disorder stuff on public transport disappears because the only people who are in the thing are the people you want to be in there.

Mr VALENTINE - They have not got an audience.

Mr MULDER - You get in and you say you call it up. How do you tell it where you want to go?

Mr FOLEY - Computer pad. Just a computerised pad. I showed you a very simple representation of them on there, but on YouTube there are dozens.

Mr MULDER - I haven't been back to YouTube since I looked at the operation of my knee replacement before I had it and it was not a good idea.

Mr FOLEY - Suffice to say you call it up at the station, or at these places; there is a button to press to get one and when you hop in you press another button saying 'Collins Street' or wherever it is. It's GPS-controlled, too.

Mr MULDER - In terms of congestion, we have done estimates about how many people, for example, the Tasman Bridge carries on a day. I notice these things are three per person maximum and probably usually one if our experience of cars is anything to go by. How many people say, for example, can you get across the Tasman Bridge in an hour using this system compared to say car system?

Mr FOLEY - These are capable of carrying 21 600 in an hour.

Mr MULDER - 21 600 with three peas on a pod or one pea in a pod.

Mr FOLEY - I will say 'yes' because I know no different.

Mr MULDER - If we continue with our strategy of one person per pod, that would then make 7 000 an hour you could move on the system.

Mr FOLEY -Yes.

CHAIR - Or unless you had, I seem to think I saw somewhere on the video - correct me if I am wrong - that some of them were double or triple lines.

Mr MULDER - Per line. Let's just say 7 000 per line.

Mr FOLEY - What Tony is saying is if everybody chooses to travel alone they can do that. They call it up and one person hops in each pod. It would be about seven thousand.

Mr MULDER - So 7 000 per hour and that means that there might be some queuing if that particular bit of the line is carrying more; it needs to carry more than 8 000 per hour, which of course puts pressure on building another line.

Mr FOLEY - I am happy for this to work with ferries but when I was reading some of I think it was Norm McIlfattrick, he was saying he does not want to have clip-on lanes on the bridge and so on.

Mr VALENTINE - That is right.

Mr FOLEY - This is so light it is possible.

Mr MULDER - Do they float, but seriously how are you going to get them across the Derwent?

Mr FOLEY - I am happy to feed them into the ferry system. I think John Roche has got a good idea and I think you could get them to the ferry system and work with that.

Mr MULDER - You could even have a pod float, for example.

Mr FOLEY - Ha ha, maybe.

CHAIR - Or you could go over the bridge, I suppose.

Mr FOLEY - It is possible but I think Hobart has problems.

Mr MULDER - Marti Zucco had a great idea of hanging a lane underneath the pylons, remember.

Mr FOLEY - Hobart is elongated and then we have got that separation of a couple of kilometres across the river.

CHAIR - You could have two separate systems.

Mr FOLEY - I think two separate systems, yes. Use the ferry in the middle to link up the two systems, otherwise you have a lot of distance for not much value but I am open to that.

Mr MULDER - On that serious point, you see the Tasman bridge and there have been some lunatic ideas come out about swinging buses and trucks and all sorts of things underneath the bridge. It just seems to me by the look of that it could be quite possible, given the gap between the pylons and the width of your thing, to actually do such an alternative thing which actually swings under.

Mr VALENTINE - With the boats and things you need to keep a certain height. That is why they built it the height it is.

Mr FOLEY - You do, yes.

Mr MULDER - But it is pretty clear now because the ships that are using it that are smaller than the ones there were in the sixties.

Mr VALENTINE - Yes, it could be.

Mr MULDER - They do not have big cranes on top of them.

Mr FOLEY - It would be worth investigating. I think it would be okay but I am not certain about that.

Mr MULDER - You cannot use the bridge now when a big ship goes under so -

Mr VALENTINE - No, well that is true enough. I suppose they could just hold them up but then that might cause a problem.

Mr FOLEY - The one I showed you on there was running on four rubber pneumatic tyres running on a track, but there are alternatives. You have got photos I think in the submission where they use them like a cable-car-type system where you hang them off.

Mr MULDER - Cost per passenger per kilometre even though you have -

Mr FOLEY - No, I have no idea of that but if you pay for the infrastructure out of land value capture you are down a few cents a ride. I think this is true of bus transport as well - we should never be charging the passenger more than marginal cost. Marginal cost of me hopping on the bus when it is already going in that direction is in cents, not dollars, and if you charge me cents and not dollars I would be a lot happier about using it and would use it more. I think bus transport does not work because we are trying to pay for the fixed costs of Metro out of the fares and then we have to subsidise it heavily so the two things work against each other.

Mr MULDER - You mentioned the cost of constructing parks in North Hobart.

Mr FOLEY - Between \$20 000 and up to \$40 000 a car space.

Mr MULDER - Is that on the flat or are you talking about multi-storey now?

Mr FOLEY - The \$40 000 one is up near Chickenfeed. This was closed on that site there which we hope is not closed.

Mr MULDER - We are talking about multi-storey car parks now, are we?

Mr FOLEY - That one would be at least more than one level. A couple of levels, yes. The flat ones by the time -

Mr MULDER - So \$40 000 is -

Mr FOLEY - Yes, the cheaper ones are on the flat land.

CHAIR - Very exciting.

Dr GOODWIN - I am intrigued by it.

Mr MULDER - Can you put it on a bicycle?

Dr GOODWIN - No but you can put a bicycle in it.

Mr MULDER - Can you?

Dr GOODWIN - In a pod.

Mr VALENTINE - What is your 15 minute presentation like? Is it similar stuff, is it?

Mr FOLEY - That one is put together my brother, who plays with this thing and did these maps in Adelaide. I just had to do some for Hobart so he did that. He has time on his hands. The other ones are just YouTubed, they are all by these companies or somebody who -

Mr VALENTINE - Are they examples of what exists now or just mocked up?

CHAIR - Can we see any real ones?

Mr FOLEY - The nicest one to watch, and it is only a toy system, but the Heathrow one shows it very nicely with them moving into tracks together. It is live film, it is only a few minutes, so if you go in there -

CHAIR - I think we have to go to Heathrow and have a look.

Mr FOLEY - And Masdar has some stuff there.

CHAIR - It is a multi-national trip at the minute. Thank you, Leo, for doing it and coming and talking to us about it because it is good to have a look at new ideas rather than just look at what is around.

Mr VALENTINE - I do not actually see the link in your submission but is it just a matter of going to YouTube and doing it?

Mr FOLEY - Yes. PRT; I call them pod cars but personal rapid transit - PRT. 'PRT Heathrow' would probably get it for you.

CHAIR - Have you said everything you would like to say to us?

Mr FOLEY - One more thing. I heard somebody say earlier, in fact it was the previous submission, that you have to have disincentive to make things difficult for people. No no no no no - make things as easy as possible for people to do the right thing. There is no disincentive for anyone; they can do everything they want to do, no disincentive whatsoever, but it will do all the things that the disincentives are intended to do like getting cars off the road, stopping the parking problems, stopping the traffic jams, stopping the carbon dioxide, stopping all the things you talk about doing. You can do it. Please, as public officials let us not make things difficult for people. That is not what they elect us to do.

CHAIR - The \$21 million or thereabouts per kilometre, does that include everything?

Mr FOLEY - Yes.

CHAIR - The cars, the rails, the stations?

Mr FOLEY - Thirty-five pod cars per kilometre and they are all airconditioned, with Wi-Fi and all that sort of thing, yes, and stations. If you put one in the Royal Hobart Hospital or Myers or whatever, they would pay for the station or contribute or whatever the deal is, so we are really talking about the track.

CHAIR - Wouldn't people love it if they could just take it to the hospital.

Dr GOODWIN - Yes, take a pod car to the supermarket or something.

Mr FOLEY - Japan has been doing something similar with their trains into the shopping centres for a long time.

CHAIR - Thank you, Leo.

THE WITNESS WITHDREW.