

# Legislative Council Sessional Committee Government Administration B

## Integrated Transport Options

### Addendum to the Submission

by

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### Specific Recommendations:

#### Recommendation 1.

Considering that travel patterns have become more time- and space-diverse and related to sets of journeys (linked trips or “chains”) rather than single purpose trips, due to (a) changes in travel demands resulting from the shift from a declining industrial culture to an emerging post-industrial culture, and (b) increasing low density spread of land uses resulting from the shift from the old “tracked city” to the new “rubber city”, **policy makers** should recognise that **public transport systems** need to become more flexible and adaptive to meet passengers’ changing travel needs.

#### Recommendation 2.

Given that there are no substantial economies of scale or scope in the provision of public bus services to justify a regulated monopoly, **Metro Tasmania** services in urban Hobart should be devolved into a set of regional bus services under local government authority (Clarence and Sorell for eastern services, Glenorchy and Brighton for northern services, Kingborough and Huon for southern services, and Hobart for central city services) to better promote competition and innovation in service delivery.

Where they are mutually beneficial, inter-regional services (for example, between Glenorchy Central and Eastlands) can be agreed upon between the respective regional authorities.

#### Recommendation 3.

To fill the gap between scheduled public bus services and exclusive private taxi transport, **policy makers** should consider introducing a system of unscheduled public passenger services referred to in my submission as public on-demand (POD) transport. To test the suitability and viability of such an innovation it would be desirable to trial it in an area currently not serviced by scheduled bus services, such as the Huon Valley.