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THE LEGISLATIVE COUNCIL SELECT COMMITTEE ON GREATER HOBART TRAFFIC CONGESTION MET IN COMMITTEE ROOM 2, PARLIAMENT HOUSE, HOBART ON MONDAY 29 JUNE 2020

THE HONOURABLE MICHAEL FERGUSON, MP, MINISTER FOR INFRASTRUCTURE AND TRANSPORT, WAS CALLED AND EXAMINED; **Mr GARY SWAIN**, DEPUTY SECRETARY, TRANSPORT SERVICES; **Ms DENISE McINTYRE**, ACTING GENERAL MANAGER, STATE ROADS; AND **Mr DANIEL VERDOUW**, ACTING DIRECTOR NETWORK MANAGEMENT, WERE CALLED, MADE THE STATUTORY DECLARATION AND WERE EXAMINED.

CHAIR ((Mr Armstrong) - Welcome to the public hearings of the Legislative Council Select Committee of Greater Hobart Traffic Congestion. All evidence taken at this hearing is protected by parliamentary privilege. I remind you that any comments made outside the hearing may not be afforded such privilege. A copy of the information for the witnesses is available. The evidence you are presenting is being recorded and the *Hansard* version will be published on the committee website when it becomes available.

By way of introduction, I advise that the procedure we intend to follow today is that you will first be provided with an opportunity to speak to your submission if you wish to do so.

Following that, the committee will address questions to you. In the event a witness moves to evidence that may be best heard 'in camera', the witness may request the committee to consider hearing evidence in private.

I remind you that this is a public hearing and the information provided to you is in the information for witness sheet. However, if you are at all concerned about the nature or appropriateness of any evidence you may want to provide to the committee, you can ask that we hear the evidence in camera. In that case, the committee will consider your request and make a determination on whether to receive the information in private or public. Please advise at any time if you wish to make such a request of the committee.

Minister, would you like to give your opening statement?

Mr FERGUSON - Thank you, Chair, Mr Valentine and Ms Webb, for the opportunity to discuss our submission.

I am supported today by members of my department: Gary Swain, Deputy Secretary, Transport Services, who also fulfils the role of statutory officer, Commissioner for Transport; Denise McIntyre, Acting General Manager of State Roads; and also Daniel Verdouw, Acting Director of Network Management.

We appreciate the committee, and the interest and the joint support around the table for measures to reduce congestion, and to support long-term strategies to support Tasmanians as commuters or business operators to get around the city of our beautiful state as efficiently and safely as possible.

We accept from the outset that a congestion problem concerns Tasmanians. We are all acting as best we can, with the evidence we have, to support measures in the short term to take action that

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will provide some meaningful help. I am thinking, for example, about incident response strategies, but also longer term, so that this Government and future governments are able to make decisions based on well-prepared advice, well in advance, for our long-term infrastructure needs.

The Tasmanian Government is investing in road and transport infrastructure at record levels right around the state. In the south, this includes a comprehensive suite of projects that includes major upgrades to meet future demand as well as making sure our current network can operate as efficiently as possible.

In 2018-19, the Tasmanian Government allocated \$30.8 million over four years as part of a full \$73.5 million commitment over the next six financial years, out to 2023, to assist in managing the growing peak-hour traffic demand in the Hobart CBD and beyond, which my submission pointed out particularly became a problem with economic and population growth around 2016.

Public consultation has been undertaken on the South East Traffic Solution, which will help maintain the liveability of Sorell and the southern beaches by improving travel time reliability through a more efficient and safer road network.

I also recently announced Hazell Brothers as the successful tenderer for the Hobart Airport Interchange project. Early construction on this joint Tasmanian Government and Australian Government project is underway, subject to some recent bad weather in the last week or two. Additionally, Hazell Brothers was also awarded the contract for the Richmond Road upgrade, which will further improve road safety and access to Hobart.

While COVID-19 has reduced traffic volumes in greater Hobart in the order of 15 to 20 per cent, I am advised traffic has started to return and it will, of course, continue to grow. Consequently, traffic flow around Hobart remains a key focus, and we are currently implementing the Greater Hobart Traffic Solution, which will help improve the efficiency of our road networks and public transport.

This includes the start of planning to build the fifth lane on the Southern Outlet, between Kingston and Hobart. This lane will allow buses, emergency and multi-occupancy vehicles an easier run on this key transport route. We might come back to this later, but I put forward the view as well that it might place a greater level of interest for commuters to take the bus or to fill up the car.

This fifth lane will connect to bus clearways in the city and, with the transit lane and Kingborough park-and-ride facilities, is the first of the city commuter transit reforms planned for each of the three major arterial routes ultimately connecting to a city transit hub to support ongoing population growth.

Through the Hobart City Deal, \$20.8 million has been allocated to address traffic issues affecting Kingborough, including redevelopment of the Kingston Bus Interchange and park-and-ride facilities, to provide for a higher volume of passengers in the future.

A Kingston congestion working group has been established to provide a forum for officials from the Tasmanian Government and Kingborough Council to discuss, make recommendations around the co-design and oversee the use of the \$20.8 million Kingston congestion funding allocated in the City Deal.

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The working group reports to the City Deal Transport and Housing Project Steering Committee. Preliminary designs have now been prepared for that transit lane on the Southern Outlet, bus lanes in Macquarie and Davey streets, and two park-and-ride facilities, one at Huntingfield and the other at Firthside.

Stakeholder engagement to inform the final designs will be undertaken in coming months. A report detailing concept designs is due to government in September. While transport infrastructure projects have a significant time frame from planning through to construction, to provide stimulus to the economy and assist with recovery from COVID-19 the department is currently assessing which projects are able to commence earlier than originally programmed.

I can confirm that the park-and-ride facility at Firthside has been brought forward, with construction due to begin later this year. In addition, consideration has been given to which bus priority and active transport measures can be implemented on Davey Street to coincide with pavement maintenance works scheduled for later in the year.

In terms of the status of other transport initiatives, I advise that the first phase of planning for the Hobart Transit Centre, involving and identifying the size of the area required and functional needs as well as the technical feasibility of an underground facility at lower Elizabeth Street and Franklin Square, is underway by WSP Australia. I expect to be briefed on final findings of this work.

WSP Australia, which has experience in designing transit centres and advising on operational requirements, will continue a second master planning phase. This involves developing concept options, program delivery options, and examining the constructability of two transit centre options.

This, of course, will involve stakeholder engagement, integration of the concepts with the surrounding precinct, impact assessments, refined cost estimates, and the rapid appraisal of any nearby alternative sites.

Work is also underway on planning for the establishment of a cross river ferry and improvement to Hobart's bus network.

Both the Tasmanian Government and the Australian Government have also committed to the delivery of a new Bridgewater Bridge.

Since the beginning of the year, we have already changed the operation of the traffic lights at the top of Davey Street, to allow Davey Street to operate more efficiently during the afternoon peak, and changed the operation of four other intersections as well to improve efficiency.

Last year, the department introduced an incident management plan, which is seeing tow trucks strategically placed around the Hobart network to ensure that when incidents do occur, vehicles can be quickly removed, minimising delays. These trucks are also removing cars from clearways on Macquarie Street during the morning peak, ensuring that we have maximum capacity.

All levels of government can contribute to managing congestion in Hobart. We need to recognise that three-quarters of morning peak and two-thirds of afternoon peak traffic travel to and from Hobart, which I am sure you will remember from my submission - for example, the City of Hobart has a key role to play in implementing traffic management solutions through its

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responsibilities for providing for passenger transport, managing clearways on its own local government streets, parking, pedestrian flow, events and construction activities within the CBD.

The way people make decisions about travelling into the CBD also has significant impact on congestion. I am sure we will have a discussion on that, particularly the Government's desire to see some mode shift. Adjusting travel times to avoid peaks, avoiding queueing across intersections, not parking in clearways and no-standing zones, proper merging and general courtesy on our road network: these all ease congestion and make the journey better for everyone.

The department has also ongoing work looking at the potential feasibility of a Hobart western bypass connecting the Southern Outlet to the Brooker and Tasman highways, using tunnels to bypass the CBD. That is a work in progress for long-term consideration.

In conclusion, southern Tasmania is, as we all know, a great place to live, work, raise a family and do business, but we need to keep it that way by making investments in infrastructure, making decisions with smart technology and encouraging human decision-making that supports reducing congestion to allow us to all sustainably grow and continue the good work that has been started in our beautiful state of Tasmania.

I am happy to address members' questions.

CHAIR - Thank you, minister. The Southern Outlet: we heard from the NCK Evers organisation, I think it was, about the tunnel position you just touched on. Can you elaborate? Is that being taken seriously? We heard from other organisations about the flyovers they had, and that they bought land back in the 1960s, I think, as far as the government of the day properties, so that they could do flyovers to link up with Burnett Street.

Is there any work done on that? They are also telling us they do not do flyovers now, and that tunnelling is a much more economical way in the long term. What sort of work has gone into that? Is it a serious option, or is it just too expensive?

Mr FERGUSON - Chair, in a moment I am going to ask my deputy secretary, Garry Swain, to provide some details here, but the concept for the long term is being taken seriously. Tunnelling in any place is a very expensive investment for any government to consider, particularly when you're looking in the billions of dollars - not the millions of dollars - for tunnelling.

The concept is being taken seriously, but there is no view that it is an immediate solution - nor should it be, given that we are, I hope, settled on the science that nearly 80 per cent of the traffic coming from the southern, eastern or northern suburbs of Hobart is in fact intended to finish its journey in the Hobart CBD.

So the bypass option is an interesting one. It is potentially a long-term one. Any government will need to be aware of its feasibility or otherwise, and so from that point of view consultants have been engaged. I will ask Mr Swain to give you a status report on that, and even any other observations from an expectation point of view about what that may, or may not, lead to.

Mr SWAIN - Thank you, minister.

Picking up on a couple of themes the minister raised, if you go back to when we first started looking at congestion, there was a bit of discussion about this measure or that measure. As we

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started to do the analytical work, it is really about flow - it is really about the rate of increasing traffic on different arterials. If you track that through, typically it's not going to be that it is this solution or that solution - it is how you sequence them.

They probably all need to be used at some point, when you reach certain volumes of traffic. That's how we've looked at this issue of a tunnel - not so much is it good or bad, but what would the preconditions be, and where does it sit in the suite of solutions that is appropriate for Hobart?

As the minister said, we've had GHD Group do some consulting work. We've also used Ken Kanofski, the outgoing CEO of Roads and Maritime Services in New South Wales, who has a great deal of experience at a national level in relation to tunnels. He has helped the department guide GHD's work and has done a number of the motorways and toll roads in New South Wales over the last decade or so.

Through that work, I guess we have a much clearer understanding of the costs. They are in the billions, so it is quite some way off for Hobart - and if other measures are very successful, particularly passenger transport and other demand management strategies, you would keep pushing it out. In a sense, when you go into those really big capital solutions, you know your other mechanisms haven't worked, and you haven't been able to keep up with that pace of increase or alleviate it. Success is probably that you don't get to this one, because your other measures have been successful in avoiding having to spend that much money.

However, out of that work have come some understandings we didn't have because we don't do this kind of work. A couple of those are just around the construction complexity and disruption of tunnels. The boring machines need a 50 000 metre launching pad - think of that as 50 000 metre blocks - so that is a significant and difficult task in an urbanised environment.

In Sydney and other places where they use tunnels, it's still more expensive than just acquiring and clearing a swathe of land through suburbs. It is very difficult to get social licence for any project that clears big swathes of land, so it is really used as a project in high-density cities where the land acquisition option isn't possible.

Yes, we've looked at it very seriously. We have a piece of work that is just about to be concluded, and what it really will say is that for a tunnel to be considered, you would need to have worked through your other options and taken them as far as you can, because a tunnel is very expensive and disruptive.

CHAIR - It's a last resort, virtually.

Mr SWAIN - You also have stacks coming out of the tunnels periodically, and you have to have ramps that have maximum gradients that come back to the city. Where those ramps land, they can actually take up a fair chunk of land themselves. So if they are landing in the city - because as the minister said, you have a lot of your transport task ending in the city - you might have to take out most of a block to get a ramp.

It has been a very valuable exercise because we are consistently asked about tunnels and where they sit. Based on this piece of work, I think the department has a far greater level of understanding than we historically had. We particularly benefited from having Mr Ken Kanofski's involvement, because of his background on the mainland.

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CHAIR - Thank you. It is good to get that on the record. The other thing, before I come to the other members -

Ms WEBB - While we are on that topic, can I come back to it or can I do it now? Through you, minister, can I then clarify the next steps? I hear you saying that this piece of work is nearly completed, and it will inform really valuable advice and a clearer understanding of all the parameters involved in taking that forward, if it were to be taken forward.

Does it now sit as a piece of advice until a determined date down the path? I heard you express that this is potentially a long-term action to take, if at all.

What is the expected time to revisit, in light of the success or otherwise of other measures, and to reconsider the advice provided through this feasibility exercise?

Mr FERGUSON - I am going to throw straight to the deputy secretary. We want to be as open as we can on this. I am just whispering a question about whether there are any IP issues involving the report we have commissioned, which I will take on notice, if that is okay. We want to be pretty open about its findings, or at least a summary of those report findings, so that people can come to understand what would really be involved with the tunnelling concept that was floated by the NCK Evers Network.

Mr SWAIN - A key part of the actual transport task has also been done through Daniel Verdouw's area and Denise McIntyre's team.

Really there is a premise behind the tunnelling option that a substantial part of the task is to bypass the city. The work we have done says three-quarters of the traffic is coming into the city, staying in the city and leaving from the city.

In terms of a trigger for it, I am not sure whether we will do three-yearly or five-yearly updates to the traffic survey - probably at least five-yearly. You would need a significant uplift in traffic, but you would also need to have a change in the traffic pattern to take a further look at tunnels.

Other things we wanted to get out of it - which we will - are things like indicative cost per kilometre, and a basic understanding about disruption, elements I talked about before. That work is valuable generically. We have looked at a particular tunnel, but in future there may be other things you would look at - probably the most prospective would be when we get to the point where the Tasman Bridge cannot be augmented in any way. It might be that you would look at a tunnel using some of the information we have from this one. However, at this point we are talking quite a way off in the future.

CHAIR - The geology and everything will have to come into it, won't it?

Mr SWAIN - We did get some interesting findings on the geology. I think they call it 'boulderised', which effectively means you have silt with massive boulders in. It is not an easy tunnelling environment under Hobart. You obviously have the risk of collapse. The boulders are huge - very hard pieces of rock you have to get through.

Ms WEBB - That was just clarifying that. For example, the survey done every three or five years is potentially a trigger point for reconsidering how successful we have been with measures, and what measures are now perhaps coming into consideration, or being reconsidered.

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Mr SWAIN - Congestion is a relative concept, really, relative to other similar cities in terms of liveability. If we are successful, we will be at least keeping pace with that rate of growth. That is what success would look like, in my view. That is in the hundreds of vehicles a year that you need to either get to change mode, or change their behaviour in terms of when they travel.

I think your question teases out a really important outcome that. We are not talking about moving or changing the travel decisions of tens of thousands of people. We are probably talking about hundreds of people around peak a couple of times a day, and then keeping up with the growth as you go.

CHAIR - Recently, Hobart City Council has talked about reducing its speed limit from 50 to 40 -

Ms WEBB - Thirty, I believe.

CHAIR - The way I look at things now, you have traffic coming up the Southern Outlet at 100 kilometres per hour, and then 80 kilometres per hour, and then they come into a 50 kilometres per hour zone down Macquarie Street. Admittedly, you go into four lanes in parts of it. I believe that causes some congestion, because you have traffic coming up at a high speed, and coming down. I must say that since the lights have been synchronised in Davey Street, that has helped because I travel that road a lot.

Do you think reducing the speed limit to 30 kilometres per hour in the city is going to add to congestion for traffic travelling through it?

Mr FERGUSON - I am happy to give a top-line response. Some very senior members of my department might care to give their own judgments or suggestions on the way forward.

It would be good to actually look at the City Deal documentation I have supplied with my submission. We talk in there about the work that is going to be, and is, underway on a collaborative basis between State Growth, the Hobart City Council and other councils around precinct planning, so that there can be a careful stepping-through the evidence on what is the best approach here.

I am aware of the proposal, but not the specific details of what the council is intending to achieve by the proposed speed reduction from 50 to 30, but I believe it is connected with pedestrian mobility and safety measures.

Mr VALENTINE - I think it's the core of the CBD; it's not the main arterial routes, from what I've heard, but I stand to be corrected.

Mr FERGUSON - Yes, it would be a good question to put to Hobart City Council, but from an instinctive basis, as a state government, we are not worshipfully in love with the proposal at all.

We think it is premature at this time to be putting forward that kind of significant speed limit reduction on a policy basis. The Hobart City Council is entitled to ask for the Commissioner for Transport to consider the proposal.

As an onlooker, as a state government, we would be interested to ensure that we weren't slowing down the city to the point that it made congestion worse. We would be interested in the evidence the precinct planning that is underway should give us. From that point of view, rather than being

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hypercritical of Hobart City Council, I think we ought to be able to see what the precinct planning yields before we start looking at those kinds of proposals.

I think we are all interested in and want the smooth movement of motor vehicles, pedestrians and active transport, understanding that there potentially are safety benefits from lowering the speed limit, but you would need to know exactly what the other consequences would be. I would like to invite the deputy secretary to respond further, to give you the best possible fully rounded answer.

Mr SWAIN - Thank you, minister. I cannot pre-empt a decision I would make as transport commissioner, as you would understand.

Just following from what the minister said, under the Safe System, which guides a lot of the thinking around speed and safety in general, for both the department and the transport commission, it is sort of premised on the idea that humans are fallible, and there needs to be some forgiveness in the operating environment. In a higher density operating environment that presents the case, or at least part of the case, for lower speeds. However, it then always has to be balanced against other considerations, including efficiency and productivity.

We have some evidence that the average speed in the city is not much higher than 40, which suggests there isn't a lot of trade-off between safety and efficiency. You can have a safer environment without a productivity detriment at 40.

I think it would be much harder to make that case going below 40 to 30, if that's what Hobart ends up proposing, but I haven't actually anything in front of me at this point.

Mr VALENTINE - Some clarity on that. When you say average speed of 40, are you talking about the main arterials, or are you talking about in and around -

Mr SWAIN - The central seven or eight blocks, yes. It is a little counter -

Mr VALENTINE - I think it is 42 on Macquarie and Davey and that's how the lights are sequenced, but I was interested to know whether that average speed of 40 was holistic, or whether it was just on the main arterials.

Mr SWAIN - I might flick to Daniel Verdouw on that one, if that's okay.

Mr VERDOUW - Yes, so different roads, different block lengths with the lanes, so you're correct, there are differing operating speeds on Macquarie and Davey Streets. I think it's about that 42 to 43.

On some streets like Elizabeth Street, it's a little bit lower. I don't have the numbers in front of me, but it is a little bit lower, but it is not as high as Macquarie and Davey streets.

With the operating speed, we normally work on about an 85th percentile of the posted speed limit, and sometimes a bit lower in quiet urban environments.

Mr FERGUSON - I think the committee would like to know, if I can invite the question, which is how Mr Verdouw knows this, because some smart tech is being installed. I think it helps us with our decision-making.

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Mr VERDOUW - Thank you, minister. The Government has invested in some Bluetooth technology on a lot of the signals in and around the Hobart CBD, as well as Launceston and rolling out across Burnie and Devonport. These Bluetooth receivers can ping devices in vehicles and actually measure the travel time between the different signals, so that is a new data source that we've been able to use to track that travel time and that reliability of movement through our cities.

Mr VALENTINE - Is that something that is in place permanently, or just when you do studies at various times?

Mr VERDOUW - It's permanent.

CHAIR - Nearly everybody who appeared before this committee raised the issue of park-and-ride, and I notice that this is going to progress in the time frames. We have also heard that our bus fleet hasn't increased since I can't remember what year.

With park-and-ride, I take it there'll have to be a survey for the first few months when it starts operating, but can you just elaborate how it will actually work overall? Is it going to be reduced fares for people who use it, or is it going to be full fare, or is it going to be free?

Mr FERGUSON - Okay, we'll jointly answer. This is going to be a collaborative effort going forward, noting that we need to build the infrastructure in the first instance so that the park-and-ride facilities exist, or at least exist in a far better fashion than they do at the moment.

We note that there have been some park-and-ride facilities for some time now, but to be fair they're underdeveloped. They were a good attempt at the time, and we can do better.

Kingborough is going to be really leading the way here in the first infrastructure. With Kingborough, we recently announced that the working group is significantly advanced and now looking to go to tender for building this construction season - so that is the warmer months over summer and autumn - and we expect that infrastructure to be in place.

Mr SWAIN - In March.

Mr FERGUSON - In March, thank you.

It will be ready to use on current time frames. That is actually brought forward, I think, by a year from an earlier plan, so we are really accelerating that.

The council has been excellent to work with, with State Growth, and that has to be seen as an asset, and not in isolation. It has to be an asset that's seen together with the next stage in coming years, when we build that fifth lane. We expect to be able to then place some priority on the use of that lane.

I don't want to be in any way whimsical about this, but what we need to see is commuters who are not really happy about length of time sitting in traffic, seeing that buses might actually be a better option for them tomorrow. Catch the bus tomorrow. Park-and-ride. Get on the bus, because the buses are actually getting through with the bus-prioritisation measures - on Macquarie Street, for example, which will later be followed by the fifth lane on the Southern Outlet.

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These things taken together, we hope, will inspire a change in mode shift by the travelling public, so we are actually then relieving the congestion.

Mr SWAIN - We have had park-and-ride, but it hasn't been integrated fully, and that is probably a reflection of where we have been at generally in terms of transport planning.

Through the City Deal, and the transport vision brought into it, the level of collaboration between ourselves and councils has never been higher, and it is a really useful thing. Inside the agency, we are operating quite differently. We used to have State Roads, which Denise McIntyre is the acting GM of at the moment, and Road User Services, which was Martin Crane, and Penny Nicholls, who many of you would know.

A lot of the work was quite separate, and increasingly now we are bringing that together, because we need integrated solutions.

With park-and-ride, there are issues. If the facility is too close to the end destination, the literature says people will not get out of their cars, so there is some thinking to do about where those locations are. Kingston and Sorell are two locations which should be appropriate, but if you got much closer, it gets more debatable whether people will get out of their car.

We have some more work to do in this space, probably looking out a bit further - so we are looking at places like Huonville and seeing how those arrangements should be set up. You are quite right - they have to dovetail in with the network and bus service provision.

In this place we have talked a number of times about the large project that has been running for three to four years on repurchasing bus contracts. Through that process, we have had a lot more value out of the budget that has been escalating at CPI through that process. We have done a lot to swap and change the mix of services and the frequency of services, which has allowed us to better service some communities that have experienced a lot of growth in the last 15 to 20 years. Kingston, Margate and Huonville are examples of areas that have had an uplift in service, so that is coming together already, and that is part of the thinking around why Kingston should be at the front end of this. We can get the physical works done, and through the bus procurement project we have done some uplift in services already.

We are working with the council to see if we can extend that a little bit further, and do a trial of some additional services to see what response we get in terms of patronage. It is a little complicated because of COVID-19, which gives us a distorted base - and the minister articulated the challenge, that you need a level of frustration to get people to move.

We will be challenged by that, but we certainly do not want to take longer than we need to, because of what is probably going to a relatively short-term phenomenon.

In terms of fares, we are yet to provide any advice to the minister on that issue. It is something we need to think through very carefully, and you may want to consider a couple of different fare options during the trial to seek to test sensitivity.

CHAIR - Some sort of incentive to get people on the buses.

Mr SWAIN - Also there is generic literature around 'demand elasticity', but it varies from place to place - because the 'time premium' people have to pay on a bus versus a car is different from

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place to place, with little elasticity changes. We may need to give some thought to how we test that in our particular context in greater Hobart.

Ms WEBB - Picking up a bit more on the excellent park-and-ride initiative coming through in Kingston, which is really pleasing to see, where are we at in terms of the capacity of those buses? Given that we want to increase ridership on peak-hour buses by a park-and-ride facility, where is capacity at the moment during peak hour on buses from that location? Is the intention to put more buses, or more frequent buses, in place as that park-and-ride facility comes into play? Will there be more capacity?

Mr SWAIN - We have some uplifting capacity, as I said. Patronage pre-COVID-19 was actually up a bit on our forecast, so that is a positive trend in terms of the Southern Outlet challenge.

I guess it will depend a lot on the trial. We hope to get good community support for the trial, and that would then allow us to come back to the minister and say perhaps there is a case here to consider a service uplift. It really will be very important how that trial is received by the public, and whether they use the services.

Ms WEBB - I am just thinking about the tension between a trial having sufficient capacity for a successful response from the community, and if it does not have the capacity to accommodate a successful response from the community, that then becoming a frustration - in a circular fashion, impacting on the success of the trial.

Is it the intention that you would be looking to meet capacity as it presents during that time? If so, is there capacity in the bus fleet to do that? My understanding is that even though we have had an excellent repurchasing program and seen improvements around accessible buses, we have not increased the size of our fleet. We have shifted where we use it, and how we use it.

If we need to increase capacity, will we get more buses or will we just shift them from somewhere else?

Mr SWAIN - It is a bit more complex than that. Where we have changed the nature of services - which means that you might end up with more buses in total - we have not done that calculation, to be honest.

We have some challenges around fleet availability in peak hour. We are working through that exact issue with Metro at the moment. After the WSP consultancy advice the minister raised, we have a stylistic view of when those extra services might need to occur. We are working with Metro.

Ms WEBB - Can you explain what that means to me? A 'stylistic' view of when -

Mr SWAIN - They think we need x more services a day. We have not then taken this to the operator and said, 'We will now work with Metro about exactly when those services would best occur, and how that fits in with their fleet allocation and their dead-time running, where they move buses between different services in different times.'

There is a sort of notional uplift, then we have to take it to Metro, as the main operator, and say, 'Now we need to operationalise that; can it work that way? If so, how many buses would it need? Do we have those buses?' We are working through that exact issue now. There is some funding under the City Deal to accommodate that through the trial period.

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Mr FERGUSON - Can I add to that, please, Chair? Ms Webb, that is a really fair question. We do not want to see demand exceeding supply, but if that scenario were to be played out, we would take that as a pretty good sign of success - that people had actually started to vote with their Greencard. I think that would be terrific.

As a general answer, we will always look to do what we can to operationalise extra capacity where the demand would call for that, and do our best to meet it. It would be marvellous if we saw the park-and-ride succeed in the way you have described, then pressure come back to Government and Metro to put on additional service.

Ms WEBB - And potentially purchase additional buses to provide that service?

Mr FERGUSON - Potentially, yes, of course. As you would be aware, we are doing a fleet replacement with 100 new buses. There is therefore some scope, I think, for Metro to consider its fleet management, but not an awful lot, because we did want it to actually replace redundant - or at least end-of-life - bus vehicles.

I am happy to provide the in principle answer that we would see that as a reasonable request of Government and Metro to fine-tune or make amendments to its service schedule, so that we could meet the demand that has obviously been evidenced by a successful park-and-ride at Firthside and Huntingfield. I think that would be a good problem to have as opposed to the wicked problems of congestion.

Ms WEBB - I absolutely agree with you, minister, that it would be a good problem to have. You just mentioned the City Deal a moment ago - does that have capacity to provide funding for additional public transport buses?

Mr SWAIN - We have discussed this particular aspect in detail through the working group the minister mentioned - the allocation of the \$20.8 million that is in the City Deal for Kingborough - and have agreed that a portion of that money should be used for this trial and the costs associated with the trial, which could be bus leasing, for example, as well as other things like bus stop upgrades, about \$20 million, as well as some capital improvements in roads. There is money through the trial period for what we need to do.

Mr FERGUSON - I should add that it was wrong of me to only mention Metro. Of course the arrangements can be with a range of our public transport providers. But, like so many people, I am occasionally guilty of only mentioning Metro.

Mr VALENTINE - I have already read Mark Broadley's submission, which is submission No. 5. Mark used to work for the Hobart City Council. He is a traffic engineer who has some very interesting observations to make, which some would see as controversial if they're interested in softer options. One thing he brings out is to do with the strategic planning of whatever aspects of transport problems we have. It needs to be well founded, with benefit-cost analysis.

With respect to, say, the fifth lane and park-and-ride you are currently looking at, what work has been done to actually decide this is something that is likely to work, or has a fairly good chance of working? Because quite clearly the reason people don't get out of their cars is because they might be dropping their kids off at school or at childcare, and that childcare facility is somewhere off route where buses don't go.

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I am interested to know what this has been based on, even with the City Deal. Is it being based on the squeaky wheel notion that people are screaming out for this and think it's going to work, as opposed to proper origin-destination surveys being done, and supported as a decision? Can you tell me what's actually been done to arrive at this trial of park-and-ride, and also the fifth lane on the outlet, as to why that should work - or are we just hoping it works?

Mr FERGUSON - Again, we'll both answer this question, but this is clearly a case of accepting that this Government has not proceeded with our investments on the basis that the only solution is an infrastructure solution.

In fact, we've been very clear that the solution needs to be multi-pronged and take some of the immediate operational decisions that we'll fine-tune to be able to provide some immediate assistance without infrastructure - but they are more operational - of course, right through to the longer strategic pieces.

Infrastructure is definitely part of that. I think there's an acceptance in both the Hobart transport solution document published by Government in 2018, certainly prior to the election, where we made our commitments around extra infrastructure - but also in the enablers that would ensure that. The danger is that you build the infrastructure and within two years you're back to where you were, because you haven't seen the operational improvements, the technological improvements, or the human decision-making changes.

To pick out your particular question on the fifth lane, it's a specific treatment that opens up capacity but for a specific cohort of road users, rather than just business as usual. In making that decision, it's about prioritising buses, emergency vehicles and vehicles with more than a single occupant. Again, I don't want to be whimsical about this, but we want people who are in their vehicle, perhaps travelling slower than they might like, to see that they could actually have an incentive to jump on the bus, or to fill up the car and qualify for the fifth lane.

Mr VALENTINE - I can see that, but I'm thinking there might be vehicles going up the road with three or four people - in fact a family - and, yes, they might get to town a little quicker, but at the end of the day, they have to go in different directions to where the bus might be terminating.

The chance of them actually getting on a bus and making a difference by taking the cars off the road might be quite low, because there's no childcare facilities at the nodes where they would park their car, leave their children and then get on a bus. That might be one way of dealing with it.

I was just interested to know what background work may have been done to actually arrive at the decision this is going to work, or is likely to work. A fair bit of money -

Mr FERGUSON - Again, I think the deputy secretary would be ideally placed to speak about the traffic solution document that was presented to the Government by State Growth, but I'll just pick up your earlier point. I think it's a valid point, and I'd ask you to perhaps go back to the notion that small differences actually can make quite a significant -

Mr VALENTINE - Softer options.

Mr FERGUSON - Yes, including this one. While the fifth lane may not be a solution for everyone, if it is able to provide even a 10 per cent improvement to traffic flow, you have actually sorted congestion for that arterial route.

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For example, as regular users here in Hobart, I am sure everyone at the table knows that during school holidays it's noticeably different. It's only an 8 to 10 per cent difference in traffic volume, but it changes everything.

Mr VALENTINE - That was my next question.

Mr FERGUSON - I invite the Deputy Secretary, Mr Swain, to jump in and outline the nature of that advice, and the evidence behind it as well under the previous minister, Mr Hidding.

Mr SWAIN - That is the nub of the answer you are talking about. I think it's 700 to 800 vehicles we need to get to make a different choice during that peak-hour period. In terms of choice, about 30 per cent of households have children, so this comes up a lot: there is a cohort of people who don't have transport-mode discretion because of the nature of the transport task of their family.

That leaves 70 per cent who do not have children. I am sure many people in this room have been through the different phases with their kids. For me, grade 6 was the zenith of my diversified transport task where I had kids going in all different directions; as they get into high school, they might specialise down into one or two interests, and then as they get into years 11 and 12, they start to have their own mobility choices available to them.

It's not about getting everyone to change their behaviour: it's getting that cohort that is at the margin who can make a choice - and it is the margin which causes us problems during that peak period.

The department would certainly support good planning and forward thinking around transport planning, but benefit-cost ratio does have some challenges as a methodology. The BCR aggregates on the benefit side, like time savings, so it is a very good methodology if you are in Melbourne and you have millions of people moving on a road.

If you are in somewhere regional, you can have quite low benefit-cost ratio, because the benefit is low. However, it doesn't mean that that piece of infrastructure is adequate, because you may have terrible congestion for two hours twice a day, and for the rest of the day there isn't a lot of travel-time saving, but for those two hours - the critical hours of people getting to and from work - there's a real problem, which doesn't typically show up in a benefit-cost ratio. So we don't generally use benefit-cost ratio, but we use it for very large projects like the Bridgewater Bridge.

I might just ask Denise McIntyre or Daniel Verdouw to add anything to this answer, but we have very much wanted to look at integrated solutions.

It's very difficult to get social licence and support for projects where you're taking something away, so the idea of taking a lane away on the Southern Outlet, even to give it to a transit lane, it's still not going to be as densely used as the adjacent lane - and at the extreme, if that lane is not fully used, you're going to have a lot of concern from people in the lane that is totally full, about the reallocation of that capacity to another class of user, even if we can all do the maths and say one bus-full is 40 to 50 cars that aren't on the road.

One way of dealing with that is to match a modal shift or actions to promote a modal shift, with capacity enhancement, so that we can effectively maintain the capacity available to motor vehicles,

but also add some capacity, and that's part of the thinking behind the fifth lane - that you'll have an additional capacity, of which some can then be made available to specific classes of users.

Denise, if you want to jump in on this one?

Ms McINTYRE - I think that's a reasonable summary of why, in the case of the Southern Outlet, we've gone for an additional lane, rather than repurposing the existing network.

We know we have population growth south of Hobart, so we are needing to manage changing a modal choice for people to remove some cars from the network, but also knowing that we need to manage the growth that is occurring as well.

Mr VALENTINE - I come back to the issue of childcare facilities and the like. Has any work been done to survey potential travellers using bus services as to why they're in their car - as to whether placing childcare facilities at those park-and-ride services might be a way to see them utilising bus services over their personal car, that sort of thing? Has that been done in support of what you're talking about? That's really what I'm trying to get at.

Mr SWAIN - I'm sorry if I missed the intent of your question. Yes, we are doing a lot of work in that regard, building on the data analysis we just touched on earlier that underpinned the initial 75 per cent move into town. Dan Verdouw would probably be best placed to talk to that.

Mr VERDOW - Yes, we've recently completed a greater Hobart travel demand survey. The data from that survey feeds into what we call our cube model, or four-step model, which basically plots out producers of traffic or movement, and attractors: production and attraction. That data helps us unpack why. So, it's not just who and where, it's why they travel.

We received that data in March, and we are looking to do a summary report over the next couple of months, with a more detailed report that unpacks some of those more detailed questions that you've raised probably early into the new year. The data itself is being fed into the model, which allows us to run those sorts of scenarios. If we were to put a park-and-ride there based on the surrounding land use, including things like child care, how would that be supported with those different land use models? We certainly do that work, yes.

Mr VALENTINE - It's comforting to hear that, because obviously it can make a big difference as to what you actually put in place. For instance, Huntingfield, which is notional at the moment - people are working towards seeing extra housing going in there - the infrastructure around that area was one of the things we were debating in the House - people moving in and through that area.

Having some data to base those decisions on - what sort of people are likely to be buying there, what are their needs likely to be? - is very difficult to actually know up-front, but hearing that, I think that's comforting.

Mr SWAIN - One thing that hasn't come out in conversation, but is really quite important - and we expect it to come out more strongly again in this travel survey - is that quite a lot of the commuting task for Hobart itself is of a relatively low distance. So, under 10 kilometres. I have forgotten the number offhand, but a surprisingly high proportion is under 5 kilometres and 3 kilometres, respectively.

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That's an example where, as we've gone through the officer-level work framing advice for the minister over the last year or so, we're getting increasingly interested in completing the cycling pathway in and around greater Hobart, and also dealing with any major pedestrian restrictions.

An example of this might be coming off Linear Park in South Hobart, coming down Collins Street, making sure there's good access for pedestrians and cyclists through that pathway. That's an example of where the data are actually guiding the evolution of the work under the City Deal.

Mr VALENTINE - Given that school traffic is quite a significant problem - and they say 10 per cent less when school is out - what work is being done with schools to improve how students get to those schools? Is there any work the Government is doing to have a conversation with schools about how they can improve student travel?

Mr SWAIN - The bus procurement project I talked about before involved very deep liaison with schools. So, basically every school was talked to through that process about their travel task, and that's given us a foundation. Again, through that process we're talking more regularly and probably in more detail with Education than we have for a while.

We know there are some particular challenging spots. Tarroona is one of the best known ones, which if you look at from a transport point of view, is not where you would put a school - at the end of a windy arterial.

COVID-19 has been very interesting in this regard, because it has changed that transport task again, and perhaps in the short term it may change some attitudes towards school transport. Maybe people are a little nervous about putting their kids on buses in the short term.

Ms WEBB - Quite frankly though, if there is no space on those buses, you are going to have to provide more buses if you want more Tarroona kids to catch them.

Mr SWAIN - I would say, and we have looked into this, there has never been a death on a bus of a school child. Buses are the safest mode of transport for kids; the only injuries that have ever occurred are at bus stops with a bus reversing or something like that. There is a question about whether it will remain okay to have kids standing on buses, which is something we are actively working through with Metro, to see if there is any better allocation of their fleet.

In the context that they are buying a bigger fleet and have some decisions to make about when they retire their existing fleet; they can increase their fleet a bit, but they are with buses that are coming towards the end of their life.

We can buy a little bit more capacity by their decisions around fleet management, but it is limited.

CHAIR - One thing that has not been raised in hearings, but has been raised with me. When you are travelling up the Southern Outlet - and as you have said, now you have synchronised the lights up there, it is a much better trip - if there is an accident going up the Southern Outlet on this side going up the steep hill, once you get on that road, you are stuck in that traffic.

Would it be possible to get some sort of signage on Sandy Bay Road - although you probably would not want to direct traffic down Sandy Bay Road - to let people know there is an accident up there so you could direct people down the old Huon Highway or down Sandy Bay Road?

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Once that traffic banks up there, it goes right through here, and affects traffic right down to the bottom end of Hobart. Once you are going up there, you are in it, but if you could direct traffic down the old Huon Highway where you can actually come back down into the Kingston and southern areas? As it is now, you don't know.

Mr FERGUSON - Chair, in other big cities you see signage of that nature, so the question is very welcome, because it is exactly what we are about to do. I might ask Mr Verdouw to give you an update on that project so that we can provide real-time advice to motorists about what to expect, and actually provide them with the opportunity to make different decisions if they were aware of a slow-down or an incident on the route they were intending to take.

CHAIR - At present, you are there and you are locked in. If it had 'Divert to the Huon Highway', it would be better.

Mr FERGUSON - That is exactly what we are going to do. We have a project underway or are about to have.

Mr VERDOUW - As the minister alluded to, we are currently planning what we calling the On Road Traveller Information System - OTIS - project -. That is utilising the Bluetooth procedures I talked about before around the CBD, but they also trail out down the Southern Outlet to the east and the north of the city as well. Using that information, we can track movements - including, importantly, when incidents occur on the Southern Outlet. For example, we use that information now to deploy things like the tow trucks which the minister alluded to before that are currently operating, including on the Southern Outlet.

With those signs, I think we are currently proposing up to 13 sites across the greater Hobart network. We are going through the planning stages of those at the moment. The hope and plan is that at least 13 will be in place within the next 12 months.

Just to pick up your point on the Southern Outlet, we identified some key locations at the Huon/Southern Outlet junction, Huon Channel junction and the Kingston side of the Southern Outlet junction. I think three locations are currently forecast for that area, which will give information to travellers coming up the Huon, the Channel or from the Kingston side. Where there is no incident, it will just show travel time. For example, to the CBD it will take you 10 minutes, to the airport 20 minutes. It will give you that real-time information as to how long it is taking.

CHAIR - The same as you see on the mainland in Sydney.

Mr FERGUSON - Only better, I think, because we are doing a more modern application, aren't we?

Mr VERDOUW - Absolutely, including incidents. If there is an incident on the Southern Outlet, as you alluded to, Chair, it will notify you. For example, 'Incident on Southern Outlet, Olinda Grove, please take Channel Highway, Sandy Bay Road, or Old Huon Road'. It will provide an alternative as well as providing alternative travel times. We track and map on those routes as well. You will be able to give a real-time analysis on how long it will take to take that alternative route. It will be great. It gets to that part of that evolution of Hobart as -

CHAIR - Coming out of the city, though -

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Mr VERDOUW - Coming out of the city, there are locations on Davey Street. There is a plan for just to the north of Sandy Bay Road at this stage. All in the planning stage, all needs to go through that detailed analysis. We have plans on Davey Street as well - yes, that is correct.

Ms WEBB - I just want to pick up on some questions from the member for Hobart earlier around the assessment and ranking of projects and how decisions are made. It touches on points of reference, I think, around strategic planning processes between different levels of government. I acknowledge and agree with the comments in the submission and also in your opening statements, minister, in that acting on best evidence and advice is obviously the way we want to proceed here.

As a committee, we are hearing many and varied ideas. You would have heard all these many times over many years. The question is, how do you narrow down to the set of ideas that get progressed? I thought you may like to take the opportunity, if you could, to speak in a bit more detail about, for example, the list of initiatives in the City Deal that are being progressed with funding under that over the next little while, or the list of initiatives you provided as an attachment to your submission. How were they arrived at? What was the process in ranking and assessment that delivered those as the best indicated ways forward, given the opportunity presented? Perhaps you could touch on, for example, something that was discarded because of that process of ranking and assessment across different projects.

Mr FERGUSON - Thank you for the question; it is a very reasonable one on how investment decisions are made. In the end any investment decision made by government is a political one, in that it needs to be discussed, advocated for by a department to its minister, advocated then to a budget committee process or a Cabinet meeting, and ultimately, potentially to decide whether the state is prepared to coinvest in such a way that it is attempting to gain some federal matching support. When I say political decisions, I do not mean party political, I mean: can this be a budget priority for this government at this point in time? That is the general view.

As you have acknowledged in your question, we specifically have the short-, medium- and long-term covered here. I think that is one of the reasons we having this inquiry, one of the reasons we are having congestion issues in Hobart right now. Not that there aren't congestion issues in other places around Tasmania at certain times and certain locations, but the planning hasn't been done prior to the population growth and economic activity we saw really materialise and manifest in 2016. We are trying to deal with the here and now, with the immediate responses. Our Hobart transport solution lines up really well, for example, with Hobart City Council's and the RACT's future visions as well. I think we are very well aligned. That has given a lot of strength to this Government, including under previous ministers, to then go and fashion a special set of initiatives in the City Deal that was agreed to by all three levels of government.

Mr SWAIN - We have a classification of roads; we look at the volumes and primary use of the road. That translates increasingly through corridor plans into a 10-year-plus view which is then brought to the government of the day. Denise is probably the best person to talk through that planning process because that is her core job.

Ms McINTYRE - Obviously from a state perspective, we have, as the deputy secretary has said, a hierarchy of roads. We look at the level of service and the standard we expect over different levels of roads. We go through a process of identifying where the gaps might be once we've identified an area we need to concentrate on and we've identified that there are some issues. We go through a corridor study process. That's usually a wide consultative process. We involve the

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community, get feedback and so on. We go through a process of identifying what the priorities should be, and then we feed that into our investment program priorities.

What you see with projects like the City Deal is probably a range of projects that have been identified over a period of time. They have all come together. It's a continual identification process, development of strategy and feeding into an investment program.

Mr FERGUSON - I think that's a very salient point. I wish I'd been smart enough to think of it before you did, Denise. That's actually very wise because -

Ms Webb - It's her job.

Mr FERGUSON - Exactly.

You can't know everything but the corridor studies are really important here because the corridor study is a public process, it's evidence-based, it's informed by experts. Ultimately they're shared and they're published. It identifies projects that have been identified as needed, just not absolutely right now. However, governments need to start thinking about preparing for that work later on down the track.

It's been one of the weakness of the past, but I think we're getting better at it. We have corridor studies happening right around the state. Already we're able to point to projects. The Tasman Highway would probably be one of the better examples where you have significant investment now going into that as a result of work that's been done. We have corridor studies for Channel Highway, West Tamar Highway, Huon Highway, all around the state.

To answer your question, Ms Webb, when you publish a corridor study, people might read it and think, 'Fantastic, we're going to get all this work done'. It's really about that medium-term planning over the next 10 years so that the pipeline of works can be planned for. Ultimately governments of the day may well decide they can now fund one. There might be a jobs output that's being sought there or a commuter relief output that's being sought there. It might be something that's been pushed particularly hard by the local council.

Mr VALENTINE - On the corridor studies, I was involved with the Southern Tasmanian Land Use Strategy. The first for 30 years. Urban growth corridors were considered in that and set. They have become part of legislation, basically, statutory documents. Is the Government keen to support what those corridor studies or urban growth corridors are actually espousing, because it's always under attack? You'll have a developer that owns some land either side of the corridor and they want to develop in the corridor. The local council might say, 'Well, you can't or you can't do more than a certain density'.

Do we have the gumption to stick to these things? They're there for a purpose. They've been designed. I'd be interested to know what the Government's attitude is to it or whether you simply think it evolves over time and gets eroded?

CHAIR - Can I interrupt here? The minister has to be gone by 12.25 p.m. so we need to be pretty quick with our questions.

Mr SWAIN - I better do a short answer, then.

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In the south that's one of the advantages of the City Deal. In the steering committee the minister referred to, the Transport and Housing Steering Committee, we are bringing together the elements that need to be considered together. At the corridor planning level, we would always be working with the local council. We have those planning responsibilities to factor in the aspirations of the community. We would generally look at transport as enabling. It's the tail, not the dog. The dog is the community and its economic aspirations and social aspirations.

The City Deal is probably going to a different level, where we're bringing that housing, planning and transport thinking together in one place - with, in the south, the four GMs and ourselves, and the housing people, and the state Government. That's very useful.

In terms of your question around growth boundaries, I know the Regional Land Use Strategy is overdue for review. I am going to a departmental steering committee that's looking at planning and that particular issue. I know Justice is very keen to progress that work. There is supporting work that will happen to the City Deal around precinct planning for Hobart initially and then Glenorchy and also Kingborough that would also be an essential input into that regional land use.

With your background, honourable member, you would understand council dynamics better than me. I think it's always challenging for council dealing with some of the developer pressures. My personal view is there's both a planning element to that and there's also probably a relative price view. There are things you can do to enable densification to happen, which aren't just planning-related. For example, if you weaken the link between parking and urban infill, you can get some more densification. That's not a planning restriction; it's more of a planning enabler.

Mr VALENTINE - I guess I was looking at the fact that if you set corridors, you're never going to achieve anything if you keep eroding them. That was my statement, but I've interrupted.

Mr FERGUSON - To help the committee and our time frames, I might offer to take the question on notice, because I can provide some further feedback from the Greater Hobart Act work as well.

Ms WEBB - Thank you. In light of whether we're planning to solve the issues we have now, or look ahead and anticipate what's to come and meet those needs, what is our goal? What is our expected outcome from the current set of initiatives? Can you give some sort of specific indication around what we expect that to deliver to us in terms of a measurable change or a measurable outcome?

Mr FERGUSON - We want to support commuters to be able to get to where they need to be, whether it's work or education, without undue frustration. No-one is saying it will always be as quick as a quiet day outside of peak hour. We want to ensure that the efficiency of our transport network is maintained. It has been under real pressure because demand has been meeting capacity.

We also want to help businesses get their goods to market, and we want our roads and infrastructure to be safe. Not just for road users, but also for pedestrians and active transport users as well.

An example of a measure of success will be whether we actually increase our public transport usage, and we have an objective to achieve that. It's actually listed there as a key performance indicator in the Hobart City Deal, and reducing single-occupancy commutes is another. It's those kinds of -

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Ms WEBB - Is there a figure put to that? Sorry minister, I was looking at the City Deal and I didn't see -

Mr FERGUSON - So, in greater Hobart, we want to increase passenger transport commuters from 6 per cent to 10 per cent. There's an example of what we're seeking to do.

We have to think long term. We have to act in the immediate term, but also think long term. But there's also a modesty that must be implicit here as well, in that we don't actually know necessarily what the environment will be like in 10 years - whether, for example, technological change is going to change the way in which people expect to be able to use their infrastructure.

This committee was established before COVID-19, and yet the pandemic has fundamentally changed the way in which people are going to work right now, today, even with restrictions somewhat lifted.

With autonomous vehicles and continuing ability for people to use more innovative ways of transport, we don't know absolutely what the future holds.

We're working out our infrastructure priorities in the time frames I have outlined - knowing as well that whoever is in my job in 10 years time might well be looking at a whole range of different scenarios that they need to contemplate.

For the here and now, we need to take pressure off our network. That involves technology, which Mr Verdouw has talked about. It involves capacity and infrastructure, which I've been talking a lot about. It also involves service provision, so that people can make decisions differently. We do want to see some mode shift and a greater uptake of public transport. I don't think we should be self-critical, by the way, of Tasmania or Tasmanians. It is a function of our society that we live in low-density residential suburbs, that we are a decentralised state. We are the most decentralised state in the country. Our capital city has the smallest share of population of any of the states.

People love the motor car - I am one of them - and people like to be able to be somewhat independent in getting where they want to go. But as the city's demands have met the network capacity, we have to do things differently. We want to do things differently and we want to provide people with incentives to be able to make choices that help them get to where they want to go, but also make it better for everybody else.

Ms WEBB - Perhaps on notice then: other than the increase in public transport usage which you mentioned moving up to 10 per cent, are there any other data points you are looking at in terms of outcomes or goals to be achieved, like current initiatives? Perhaps provide those to the committee at another time.

Mr FERGUSON - I will take the member's question on notice.

I will just give you another one quickly, which is to reduce single-occupant commutes from 62.8 per cent to 50 per cent by 2030. It is another longer term key performance indicator. I will take it on notice and give you some others.

Ms WEBB - Thank you.

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Mr FERGUSON - Can I just conclude with a remark? I just want to say thanks to the committee. If you have other questions that you haven't been able to ask, I am happy to receive them. I would like to let the committee know that I look forward to your report. If, in some way, it can add to our own consideration of initiatives, we look forward to it on that basis. We all want the same thing - to make our state as good as it can be for everybody.

CHAIR - Thank you very much, minister, for making your time available, and to your staff. We really appreciate you coming in today. We know you are all very busy.

Mr FERGUSON - Thank you very much.

THE WITNESSES WITHDREW.