

**The following has been released in relation to a request for information relating to Hobart City Deal Projects**

The Southern Outlet between Kingston and Hobart carries one of the highest daily traffic volumes on our State road network, and it is anticipated this will continue to increase as the population in the southern suburbs grows. Over 220 000 people live in Greater Hobart, which is forecast to increase by 60 000 people by 2050.

Improving access, amenity and priority for public transport is a key aspect in meeting this growth. The purpose of the Southern Projects is to create and maintain reliable, efficient, and sustainable access between Hobart and the southern suburbs as the city grows, so everyone has the freedom to choose how they move.

Prioritising limited road space for vehicles with the greatest person-carrying capacity – being buses and T3 vehicles – is the most cost-effective way to move people.

Released under RTI

## Technical Note

Subject: Southern Outlet Park and Ride Site Identification and Assessment

Project: Greater Hobart Park and Ride Investigation

Our file: 030

Date: 20 November 2019

Status: Final

Prepared by: s 36

### 1. Purpose

As part of an investigation into the provision of Park and Ride facilities in the Greater Hobart regions, this Technical Note:

- presents the long list of potential Park and Ride sites identified in the Southern Outlet corridor catchment area;
- applies the assessment methodology detailed in the *Strategic Planning Guidelines* by:
  - assessing the performance of each site against a set of 14 criteria; and
  - undertaking a Multi Criteria Analysis (MCA) of the sites to determine the most viable using a graduated scoring approach.

### 2. Sites identified

#### 2.1. Long list of sites

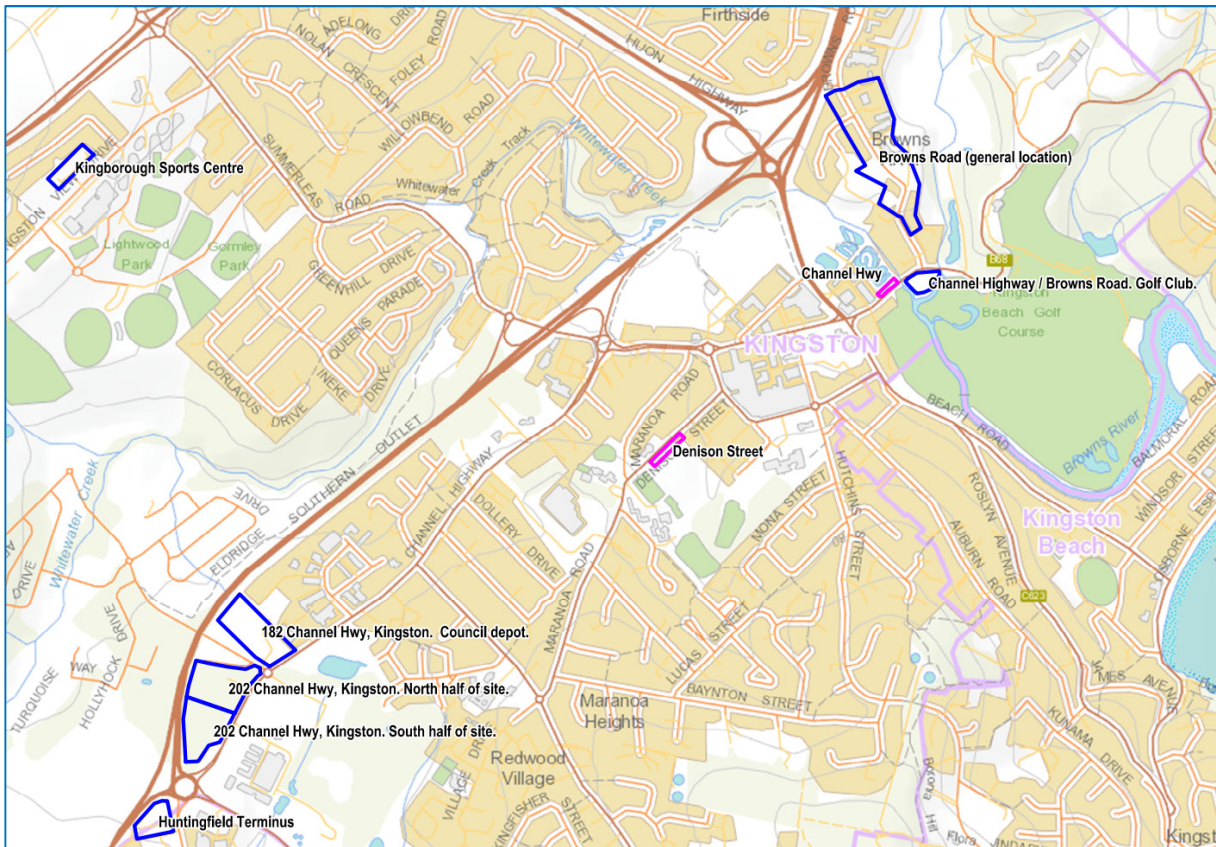
This section provides an overview of the sites identified and considered for development of a Park and Ride facility in the Southern Outlet corridor. Sites were identified in consultation with State Growth, Kingborough Council, and with consideration of the findings of a corridor level assessment.

In total, seven sites were identified for assessment:

- 1) Huntingfield Terminus
- 2) 202 Channel Hwy, Kingston (South half of site, opposite Antarctic Centre)
- 3) 202 Channel Hwy, Kingston (North half of site, opposite Bunnings)
- 4) 182 Channel Hwy, Kingston (Council Depot)
- 5) Kingston View Drive (Kingborough Sports Centre)
- 6) Channel Highway, opposite Browns Road (Kingston Beach Golf Club)
- 7) Browns Road, Kingston (general location)

The location of each site is presented in Figure 1, along with the two existing formal Park and Ride facilities in Kingston (Denison Street and Channel Highway).

Figure 1: Southern Outlet Park and Ride Site Options



## 2.2. Additional sites considered

This assessment also considered additional possible sites in and beyond Kingston. This was to acknowledge that people from areas beyond Kingston including Snug, Margate, and Howden are commuting to Hobart and there may be demand for Park and Ride facilities closer to their origins. However, based on discussion with Kingborough Council, previous research and corridor assessment, it was determined that there would be limited benefit or return on investment likely to be delivered by developing Park and Rides in these areas.

Of the more prominent opportunities, consideration was given to the reported informal Park and Ride occurring at Margate and at Kingston Beach.

### 2.2.1. Margate

Margate has reasonably frequent AM peak bus services to Hobart and there are indications of demand to park and ride in this area, both from local residents and from persons travelling from further south. A Park and Ride facility at Margate may also help to reduce private vehicle trips to Kingston. However, there are two key challenges to consider in developing a Park and Ride in this area.

Firstly, although there is likely to be demand for Park and Ride in this area, in terms of priority for investment, a location in or around Kingston that would be accessible to a greater catchment which would also include Kingston, Huntingfield and Blackmans Bay is preferable. The existing frequency of bus services in the Kingston area is higher which makes it a more attractive locations for a Park and Ride facility. It is likely that if a Park and Ride was developed at Margate, there would still be demand for an additional facility in the Kingston area.

Secondly, there is a lack of suitable sites for a Park and Ride in Margate which would need to be located immediately adjacent to the existing bus route alignment through the town. The most suitable locations in the Margate area would be along the Channel Highway in the area between Beach Road and Sandfly Road, and further south in the

area along the Channel Highway between the two intersections with Crescent Drive. Possible sites in the first of these areas north of Beach Road are either newly developed, under development or planned for development and no suitable location could be identified.

Near Crescent Drive, there may be an opportunity to use land within the road reserve, but some constructability challenges are apparent given the topography of the area. This is likely to be costly yet only able to deliver a small Park and Ride. An issue of greater concern is that the location on the southern side of the town doesn't act to intercept local commuting traffic from Van Morey Road or Sandfly Road in its natural direction of travel, and many local residents would need to travel south to head north. For persons travelling from further south, bus services here also deviate eastwards from Channel Highway into the residential area of Margate, reducing the attractiveness of catching them at this point as they could continue driving to the north side of town several minutes before a bus would.

An alternative could be to co-locate a Park and Ride with parking in the town centre. However, this assessment did not identify any suitable sites. Locating Park and Ride facilities in town centres is not considered to be best practice due to adverse effects such as increased traffic congestion, spill-over parking issues, decreased urban amenity, and a need to ensure town centre land is used for higher value activities.

## 2.2.2. Kingston Beach

Informal park and ride activity appears to be occurring at the Kingborough Council Beach Road car park, possibly due to the reasonable frequency of bus services in peak periods at the adjacent bus stop, and the availability of free parking.

While it does suggest demand to park and ride in this area, no data is available to indicate the degree to which the car park is used by persons catching buses versus accessing local businesses. The location was not considered suitable for further investigation for two reasons. Firstly, the location is reasonably isolated and a formal Park and Ride in this area would not act to intercept potential users from the wider local catchment. Secondly, formalising a Park and Ride in this area would increase local traffic congestion and competition for parking spaces in the local centre.

It is suggested that based on the information available, the current arrangement is working acceptably with a small number of local residents using the free parking area to park and ride without creating conflict with other local activities. Observations of the site show that the car park is not fully utilised during the day and motorists are usually able to find a space when needed. If this situation changes, Kingborough Council may need to introduce parking restrictions to discourage park and ride activity.

Figure 2: Beach Road car park and bus stop





## 3. Site details and assessment

### 3.1. Huntingfield Terminus

#### 3.1.1. Site details

This site is located at the intersection of Huntingfield Avenue, Channel Highway, Algona Road and Southern Outlet. Located fully within the Channel Highway road reserve, it is large, slightly sloping and bounded by roads. The site consists of two parts, the first a triangular piece of land north of the existing Huntingfield Terminus bus stop, while the second is formed by the loop road area immediately south.

Although named as a 'Terminus', no urban bus routes use it for this purpose. A single stop is provided that serves both northbound and southbound buses on Metro Tasmania routes 412, 413, 415, 416, 417 and 422. The stop is supported by two shelters and timetable signage. Bike lockers (4) are provided but no casual bike racks.

Informal park and ride activity is already occurring at this site, and it may also be being used for parking by employees of the local businesses to the east of the site. This site is zoned for Utilities and is Crown owned land.

Figure 3: Site 1 Aerial Photograph



Figure 4: Site 1. Existing conditions (left) and possible expansion area (right)



## 3.1.2. Criteria scoring

Table 1: Criteria assessment and scoring for Site 1: Huntingfield Terminus

Criteria	Score	Notes
<b>Transport Criteria</b>		
Existing bus provision, frequency and capacity at site	●	Acceptable. Only 1 bus per hour in off-peak, per direction.
Proximity of site to existing bus services	●	Good. No diversion needed. Existing bus stops are suitable.
Travel time competitiveness	●	Fastest existing service is 45% slower than Google predicted average car trip in AM peak. However, many weekday services detour via Hobart College to the CBD, adding up to 10 minutes. An express bus from this location would be comparable to car travel.
Site visibility and accessibility	●	Good. Site is in highly visible location.
Local traffic impact	●	Current access is adequate, however the right turn into and out of the site may become an issue overtime. This requires further investigation. Recent consultation as part of the Channel Highway - Kingston to Margate Planning Study received feedback noted existing congestion at the Huntingfield Roundabout.
Pedestrian and road safety	●	As the bus terminus is within the site, pedestrians do not need to cross roads to access stops. However, some improvements would be needed to pedestrian access from Huntingfield Avenue.
Bicycle integration	●	Good potential. The site is suitable for bike and ride facilities. Some bike lockers are already provided adjacent to the bus stop. Some cycling provision on the surrounding road network but does not connect completely to the terminus site.
<b>Planning Criteria</b>		
Planning designation	●	The site is zoned for Utilities.
Environmental and/or heritage constraints	●	Brownfield site. Unlikely to be impacts.
Community support	●	Recent consultation for the Channel Highway - Kingston to Margate Planning Study indicated support for the Huntingfield Terminus to be a formalised Park and Ride location with bike and ride facilities. Some suggested improvements included more express and more frequent CBD bus services, missing cycling infrastructure and concerns over congestion related to school traffic in this area.
Impacts on surrounding land uses (acoustic, visual, pollution)	●	No significant impacts on surrounding sites.
Parking overflow, risk, management and mitigation	●	This site could be developed in two parts - the first stage would be to formalise the northern part of the site. Expansion could include removal of the nature strip and redesign to accommodate additional parking. Further expansion to the western side of the Southern Outlet may be possible following the proposed widening of the road. This may require a pedestrian bridge to link the facilities on each side of the Southern Outlet.
<b>Cost and Constructability Criteria</b>		
Site ownership	●	Crown land
Other significant constraints / issues	●	No known significant constraints.

## 3.1.3. Commentary

The site has excellent potential for formalisation as a Park and Ride facility, supported by the fact that it is informally being used for this purpose at present. Located in the road reserve, the site is already owned by the state and has zoning that allows it to be used for this purpose. Kingborough Council have verbally indicated their support of the site.

No significant issues appear to restrict the opportunity to develop a Park and Ride on this site. Off-peak bus servicing would need to be improved and the addition of more direct peak bus services would provide greater flexibility to site users.



## 3.2. 202 Channel Hwy, Kingston. (South half of site, opposite Antarctic Centre)

### 3.2.1. Site details

This site is located at the intersection of Southern Outlet and Channel Highway, with site frontage on Channel Highway. This site is in private ownership and was rezoned as Environmental Management in 2018 due to the threatened native vegetation and Aboriginal relics on the site.

Metro Tasmania routes 412, 413, 415, 416 and 417 travel past the site along the Channel Highway, but there are no existing bus stops located nearby.

Figure 5: Site 2. Aerial Photograph



Figure 6: Site 2. Existing conditions, looking north (left) and looking south (right).



Source: © Google Streetview

## 3.2.2. Criteria scoring

Table 2: Criteria assessment and scoring for Site 2: 202 Channel Hwy, Kingston. (South)

Criteria	Score	Notes
<b>Transport Criteria</b>		
Existing bus provision, frequency and capacity at site	●	Acceptable. Only 1 bus per hour in off-peak, per direction.
Proximity of site to existing bus services	●	Good. No diversion needed. New bus stops are needed.
Travel time competitiveness	●	Assuming new bus stops would be installed, fastest existing service is 41% slower than Google predicted average car trip in AM peak. However, many weekday services detour via Hobart College to the CBD, adding up to 10 minutes. An express bus from this location would be comparable to car travel.
Site visibility and accessibility	●	Acceptable
Local traffic impact	●	With development occurring to the west and south of the site the intersection at Spring Farm Road and Channel Highway is likely to experience increased congestion as this is an important access point to Kingston town centre.
Pedestrian and road safety	●	There are currently no footpaths adjacent to the site or safe crossings along this stretch of Channel Highway. Improvements would be needed to support access to bus stops.
Bicycle integration	●	Given the size of the site it is possible to incorporate bike and ride facilities into the design. However, the nature of the surrounding road network does not currently provide suitable and safe access to this site. Improvements would be needed to improve cycle access to this site.
<b>Planning Criteria</b>		
Planning designation	●	Environmental Management
Environmental and/or heritage constraints	●	This site was rezoned in 2018. It has threatened vegetation and Aboriginal relics.
Community support	●	Given the environmental and cultural significance of this site, there is unlikely to be support for a Park and Ride at this location.
Impacts on surrounding land uses (acoustic, visual, pollution)	●	No significant impacts on surrounding sites.
Parking overflow, risk, management and mitigation	●	This site could be developed in conjunction with the adjacent site at 202 Channel Highway to provide additional capacity for parking.
<b>Cost and Constructability Criteria</b>		
Site ownership	●	Private land
Other significant constraints / issues	●	Developing this site would require overturning the 2018 planning determination which rezoned this site as Environmental Management. Mitigation of environmental impacts would add significant cost to any construction on this site.

## 3.2.3. Commentary

The site is well located in terms of access to both the road network and existing bus network though new bus stops would be needed. Off-peak bus servicing would also need to be improved to provide greater flexibility to site users.

The location is slightly better than Site 1, as it would allow the relocation of the Hutchinson Terminus to a location where existing bus routes would no longer need to deviate from their intended north-south path to the current terminus location. However, the proximity to intersections could make site access difficult for park and ride users.

But the most significant constraints on this site are the environmental and heritage constraints that render it unviable.



### 3.3. 202 Channel Hwy, Kingston. (North half of site, opposite Bunnings)

#### 3.3.1. Site details

This site is located near the Southern Outlet, Algona Road Exit. It has dual frontages on Channel Highway and Spring Farm Road. It is in private ownership and in 2018 was rezoned for commercial use. There is a development application for a car showroom, service centre and bulky goods sales on this site.

Metro Tasmania routes 412, 413, 415, 416 and 417 travel past the site along the Channel Highway, but there are no existing bus stops located nearby.

Figure 7: Site 2. Aerial Photograph



Figure 8: Site 2. Existing conditions.



### 3.3.2. Criteria scoring

Table 3: Criteria assessment and scoring for Site 3: 202 Channel Hwy, Kingston. (North)

Criteria	Score	Notes
<b>Transport Criteria</b>		
Existing bus provision, frequency and capacity at site	●	Acceptable. Only 1 bus per hour in off-peak, per direction.
Proximity of site to existing bus services	●	Good. No diversion needed. New bus stops are needed.
Travel time competitiveness	●	Assuming new bus stops would be installed, fastest existing service is 35% slower than Google predicted average car trip in AM peak. However, many weekday services detour via Hobart College to the CBD, adding up to 10 minutes. An express bus from this location would be comparable to car travel.
Site visibility and accessibility	●	Acceptable
Local traffic impact	●	With development occurring to the west and south of the site the intersection at Spring Farm Road and Channel Highway is likely to experience increased congestion as this is an important access point to Kingston town centre.
Pedestrian and road safety	●	There are currently no footpaths adjacent to the site or safe crossings along this stretch of Channel Highway. Footpaths are present on both sides of Spring Farm Rd Improvements would be needed to support access to bus stops.
Bicycle integration	●	Given the size of the site it is possible to incorporate bike and ride facilities into the design. However, the nature of the surrounding road network does not currently provide suitable and safe access to this site. Improvements would be needed to improve cycle access to this site.
<b>Planning Criteria</b>		
Planning designation	●	Commercial and Environmental Management
Environmental and/or heritage constraints	●	This site has native vegetation on it, but it is zoned commercial so the site can be cleared subject to compliances with planning controls. The adjacent to environmental management area with high priority vegetation and Aboriginal relics
Community support	●	Unknown.
Impacts on surrounding land uses (acoustic, visual, pollution)	●	As this site is already earmarked for development of a car showroom the effects of the development of a Park and Ride at this site is likely to be comparable.
Parking overflow, risk, management and mitigation	●	This site could be developed in conjunction with the Council depot site at 182 Channel Highway to provide additional capacity. The surrounding road network is not suitable for spill over parking to occur on-street.
<b>Cost and Constructability Criteria</b>		
Site ownership	●	This site is in private ownership.
Other significant constraints / issues	●	There is a planning approval for a car showroom, service centre and bulky goods sales on this site.

### 3.3.3. Commentary

The site is well located in terms of access to the existing bus network though new bus stops would be needed. Off-peak bus servicing would also need to be improved to provide greater flexibility to site users.

For road access, it is further from the Algona Road roundabout, less visible and would require motorists to travel further on lower speed roads to reach it. However, it may be well located for access from Spring Farm Road and the new communities developing on the western side of the Southern Outlet.

The primary concern with the site is that is in private ownership and is earmarked for commercial development. Compulsory acquisition would likely to be required, this also represents a significant barrier.



## 3.4. 182 Channel Hwy, Kingston. (Council Depot)

### 3.4.1. Site details

This site is the Kingborough Council Works Depot located on Spring Farm Road near the intersection of Channel Highway. It is a large flat site with street frontage to Spring Farm Road. Adjacent land uses are industrial and commercial.

Metro Tasmania routes 412, 413, 415, 416 and 417 travel past the site along the Channel Highway, but there are no existing bus stops located nearby.

Figure 9: Site 2. Aerial Photograph



Figure 10: Site 2. Existing conditions. Looking east (left), looking west (right)





## 3.4.2. Criteria scoring

Table 4: Criteria assessment and scoring for Site 4: 182 Channel Hwy, Kingston. (Council Depot)

Criteria	Score	Notes
<b>Transport Criteria</b>		
Existing bus provision, frequency and capacity at site	●	Acceptable. Only 1 bus per hour in off-peak, per direction.
Proximity of site to existing bus services	●	Good. No diversion needed. New bus stops are needed.
Travel time competitiveness	●	Assuming new bus stops would be installed, fastest existing service is 35% slower than Google predicted average car trip in AM peak. However, many weekday services detour via Hobart College to the CBD, adding up to 10 minutes. An express bus from this location would be comparable to car travel.
Site visibility and accessibility	●	Acceptable
Local traffic impact	●	With development occurring to the west and south of the site the intersection at Spring Farm Road and Channel Highway is likely to experience increased congestion as this is an important access point to Kingston town centre.
Pedestrian and road safety	●	Footpaths only on one side of the Channel Hwy, and no marked crossings. Footpaths are present on both sides of Spring Farm Rd. Improvements would be needed to support access to bus stops on Channel Hwy.
Bicycle integration	●	Given the size of the site it is possible to incorporate bike and ride facilities into the design. However, the nature of the surrounding road network does not currently provide suitable and safe access to this site. Improvements would be needed to improve cycle access to this site.
<b>Planning Criteria</b>		
Planning designation	●	Commercial
Environmental and/or heritage constraints	●	Brownfield site. Unlikely to be impacts, though unknown if site is contaminated from current use.
Community support	●	Unknown.
Impacts on surrounding land uses (acoustic, visual, pollution)	●	This site is adjacent to commercial development area and the Southern Outlet. Given the location, it is unlikely that a Park and Ride at this location would have any significant negative impacts.
Parking overflow, risk, management and mitigation	●	This site could be developed in two stages to allow for additional parking. But should this site reach capacity there is no adjacent land available for expansion. The surrounding road network is not suitable for spill over parking to occur on-street.
<b>Cost and Constructability Criteria</b>		
Site ownership	●	Public. This site is owned and operated by Kingborough Council.
Other significant constraints / issues	●	Use of this site would require the relocation of the existing Council depot and associated uses. Given past use of this site, it is unknown whether contamination may be an issue affecting construction on this site, but the risk is considered high.

## 3.4.3. Commentary

The site is not visible from the Southern Outlet and located 500m north of the Algona Road roundabout, requiring motorists to travel further on lower speed roads to reach it. It would be well located for access from Spring Farm Road and the new communities developing on the western side of the Southern Outlet. However, the possible Spring Farm Road extension is likely to add congestion to the surrounding road network that may compromise access to this site and make the additional traffic accessing a park and ride undesirable.

The site is well located in terms of access to the existing bus network though new bus stops would be needed. Off-peak bus servicing would also need to be improved to provide greater flexibility to site users.

The site is owned by Kingborough Council and it is believed that although they have investigated relocating the depot, it would be costly and they may require compensation for doing so.

## 3.5. Kingston View Drive (Kingborough Sports Centre)

### 3.5.1. Site details

This site is the recently constructed car park opposite the Kingborough Sports Centre. It has approximately 170 parking spaces that are used for overflow parking for sporting events. Adjacent land around the car park would allow for its expansion. Road access to the site is currently only via Summerleas Road, although a proposed extension of Spring Farm Road would provide additional access to the site.

There is a bus zone opposite the car park outside the Sports Centre, but the nearest existing bus services are about 500 metres (a five-minute walk) away. Most services at this stop are travelling from the Huon Highway to Hobart via the Kingston CBD.

Figure 11: Site 2. Aerial Photograph



Figure 12: Site 2. Existing car park (left), Kingston View Drive (right)



## 3.5.2. Criteria scoring

Table 5: Criteria assessment and scoring for Site 5: Kingston View Drive (Kingborough Sports Centre)

Criteria	Score	Notes
<b>Transport Criteria</b>		
Existing bus provision, frequency and capacity at site	●	Poor. No bus services at present. Nearest bus stop is 500m away.
Proximity of site to existing bus services	●	Poor. No bus routes or stops at present. New bus stops would be needed. New routes and/or diversion of existing routes to site needed.
Travel time competitiveness	●	Currently no bus to CBD from this site. TassieLink routes stop 500m away and are 27% slower than average car trip to CBD in AM peak hour. An express bus from this location would be comparable to car travel.
Site visibility and accessibility	●	Poor.
Local traffic impact	●	Currently only accessible from Summerleas Road. Access may be improved if the Spring Farm Road extension is built. However, there is a possible clash with school traffic.
Pedestrian and road safety	●	Improvements needed to ensure safe crossing. Footpaths only on one side of the road, no marked crossings, no footpaths in the car park.
Bicycle integration	●	This site has potential for bicycle integration. But no existing dedicated cycling infrastructure.
<b>Planning Criteria</b>		
Planning designation	●	Recreation
Environmental and/or heritage constraints	●	Brownfield site. Unlikely to be impacted.
Community support	●	Unknown.
Impacts on surrounding land uses (acoustic, visual, pollution)	●	This is an existing car park with minimal impact on the surrounding land uses. However, some mitigation may be required if the car park was expanded.
Parking overflow, risk, management and mitigation	●	There is room for expansion of the existing car park.
<b>Cost and Constructability Criteria</b>		
Site ownership	●	Public. This site is owned by Kingborough Council.
Other significant constraints / issues	●	The car park itself is level, but the site is sloping. This is likely to be a factor in costs of making changes to the existing car park to make it suitable for a Park and Ride.

## 3.5.3. Commentary

The site is a generally poor location for a Park and Ride as it cannot be easily accessed by commuters located to the east, the growing community to the south and is not visible from the Huon Highway.

The nearby bus services travelling from the Huon Highway to Hobart via the Kingston CBD are not suitable for diversion into this site, given the delay that would be caused to customers travelling from further away.

The site may have greater potential in the future when more development has occurred in the area, local bus services have been improved and if the Spring Farm Road extension is completed. However, the challenge of visibility of the site will remain a problem.



## 3.6. Site 6: Channel Highway (Browns Road Golf Club)

### 3.6.1. Site details

This site has been identified by Kingborough Council as a possible site for a Park and Ride or spill over town centre parking. It is adjacent to the existing Kingston Wetlands Park and Ride, opposite the intersection of Browns Road. The land is owned by the Kingston Beach Golf Club and it is understood from discussions with Kingborough Council that the site is no longer needed by the Club.

The site is within 50m of bus stops served by a total of 20 bus routes operated by Metro Tasmania and Tassielink, the majority of which travel to the Hobart CBD.

Figure 13: Site 2. Aerial Photograph

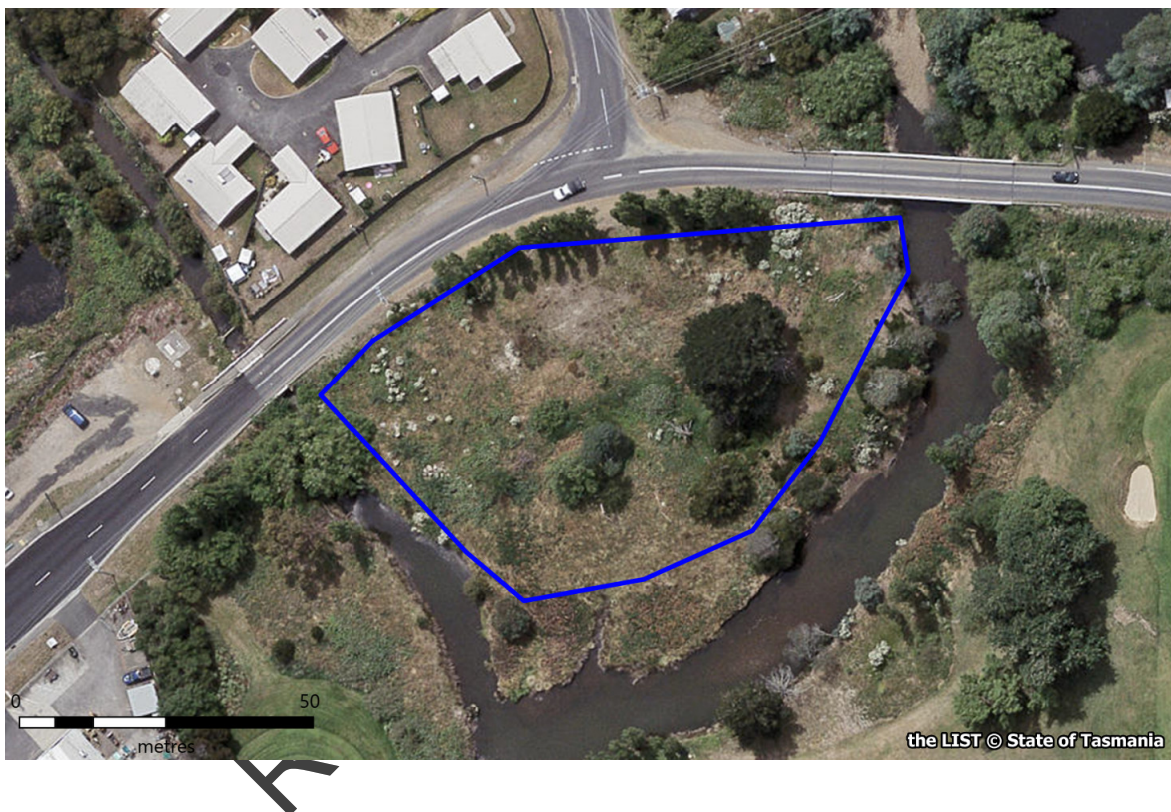


Figure 14: Site 6. Existing conditions. Viewed from Channel Hwy looking east (left) and looking south (right)



## 3.6.2. Criteria scoring

Table 6: Criteria assessment and scoring for Site 6: Channel Highway (Browns Road Golf Club)

Criteria	Score	Notes
<b>Transport Criteria</b>		
Existing bus provision, frequency and capacity at site	●	Good. Very high combined bus frequency.
Proximity of site to existing bus services	●	Good. No diversion needed. Existing bus stops are suitable. Larger shelter may be required.
Travel time competitiveness	●	Fastest existing service is only 5% slower than Google predicted average car trip in AM peak.
Site visibility and accessibility	●	Acceptable. Serves local catchment, Kingston Beach and Blackmans Bay well. But does not serve catchment to the South (Margate, Snug etc) well.
Local traffic impact	●	A Park and Ride at this location will require alterations to the existing road network to provide access to the site. This is likely to impact on local traffic at peak hours. Depending on the origin of the trip, for example trips starting from Margate south would access the site via Summerleas Road, resulting in some increased traffic is likely through the CBD.
Pedestrian and road safety	●	Right turns into and out of site represent risk and need to be considered in design. Safe pedestrian crossing to the inbound bus stop would need to be addressed.
Bicycle integration	●	This site has potential for bicycle integration. But no existing dedicated cycling infrastructure.
<b>Planning Criteria</b>		
Planning designation	●	Recreation
Environmental and/or heritage constraints	●	Vegetated area. Site abuts Browns River. Potential for environmental impact.
Community support	●	Given the existing demand for the Kingston Wetlands Park and Ride, this site is likely to be popular with many commuters. Community is likely to be resistant to the clearing and development of a vegetated area.
Impacts on surrounding land uses (acoustic, visual, pollution)	●	No major impacts. Runoff and stormwater management will be required to reduce the impacts of car parking at this site on the waterways.
Parking overflow, risk, management and mitigation	●	This site would complement the existing Park and Ride site at Kingston Wetlands. No opportunity for additional capacity.
<b>Cost and Constructability Criteria</b>		
Site ownership	●	Private ownership. This site is owned by the Kingston Beach Golf Club.
Other significant constraints / issues	●	Flooding is known at this site. Given the location changes to the road network would be required to provide safe access to the site.

## 3.6.3. Commentary

The high frequency of bus services that pass the site makes it extremely attractive for motorists to travel to. It is also well located to intercept motorists travelling from most locations in Kingston, but this may result in traffic being drawn through the town centre along Channel Hwy and Beach Road. It is also a difficult location for commuters from the south along the Southern Outlet to reach.

The primary challenges associated with the site are:

- Constructability and flood risk, given the location at the meeting point of the Whitewater Creek and Browns River costly mitigation would be required to make the site workable; and
- Traffic access, which would require the reconfiguration of the Browns Road intersection. Preliminary planning commissioned by council suggests that a roundabout would be needed which would reduce the amount of space available for the Park and Ride itself.



## 3.7. Site 7: Browns Road (general location)

### 3.7.1. Site details

No specific site has been identified in Browns Road, but the area between the Southern Outlet exit and Channel Highway has been identified as an area for investigation for a Park and Ride. The area has a mix of industrial land uses on the eastern side and residential land uses on the western side.

This area is of interest due to the frequency of services and its proximity to Southern Outlet. A total of 16 bus routes travel along Browns Road, operated by Metro Tasmania and Tassielink, all of which travel to the Hobart CBD. The combined service frequency is very high, including in off-peak periods.

Figure 15: Site 7. Aerial Photograph



Figure 16: Site 7. Existing conditions at Browns Road near Groningen Rd (left) and adjacent Australia Post (right).



Source: © Google Streetview



## 3.7.2. Criteria scoring

Table 7: Criteria assessment and scoring for Site 7: Browns Road (general location)

Criteria	Score	Notes
<b>Transport Criteria</b>		
Existing bus provision, frequency and capacity at site	●	Good. Very high combined bus frequency.
Proximity of site to existing bus services	●	Good. No diversion needed. Existing bus stops would need to be upgraded, including the provision of bus shelters.
Travel time competitiveness	●	Fastest existing services are comparable to the Google predicted average car trip in AM peak.
Site visibility and accessibility	●	Acceptable. Serves local catchment, Kingston Beach and Blackmans Bay well. But does not serve the catchment to the South (Margate, Snug etc) well.
Local traffic impact	●	Depending on the origin of the trip, for example trips starting from Margate south would access the site via Summerleas Road, resulting in some likely increased traffic traversing the CBD.
Pedestrian and road safety	●	No significant concerns.
Bicycle integration	●	No dedicated cycling infrastructure on surrounding road network.
<b>Planning Criteria</b>		
Planning designation	●	Light Industrial, General Residential
Environmental and/or heritage constraints	●	Brownfield site. Unlikely to be impacts.
Community support	●	Given the residential development along one side of Browns Road, there may be some opposition to a Park and Ride in this site.
Impacts on surrounding land uses (acoustic, visual, pollution)	●	Mitigation would be required to make this location acceptable to residents.
Parking overflow, risk, management and mitigation	●	This is dependent on the site chosen. High demand for local parking may cause conflicts.
<b>Cost and Constructability Criteria</b>		
Site ownership	●	Private ownership.
Other significant constraints / issues	●	Cost of any land acquisition, site remediation.

## 3.7.3. Commentary

The high frequency of bus services that travel along Browns Road make it extremely attractive for motorists to travel to. It is also well located to intercept motorists travelling from most locations in Kingston, but this may result in traffic being drawn through the town centre along Channel Hwy and Beach Road. It would be a poor location for motorists to reach from the south along the Southern Outlet.

Developing a Park and Ride on the western side of Browns Road may be problematic given the residential development there. The light industrial area on the eastern side of the road would be more suitable. No specific site has been identified, and acquisition would be necessary.

## 3.8. Summary of findings

The scoring of all seven sites against the fourteen assessment criteria is summarised in Table 8.

It can be seen from the scoring that Site 1 at the Huntingfield Terminus scores the most favourably, rated as 'Good' against nine criteria and 'Bad' against one. Key factors supporting the selection of this site relate to its current informal use as a Park and Ride, its current zoning and ownership that will facilitate its development, the reasonable frequency and close location of existing bus services and support previously expressed by Kingborough Council and the local community.

Table 8: Summary of criteria scoring for all sites

Criteria	Site 1: Huntingfield Terminus	Site 2: 202 Channel Hwy. (South)	Site 3: 202 Channel Hwy. (North)	Site 4: 182 Channel Hwy. (Depot)	Site 5: Kingborough Sports Centre	Site 6: Channel Highway (Golf Club)	Site 7: Browns Road (general location)
<b>Transport Criteria</b>							
Existing bus provision, frequency and capacity at site	●	●	●	●	●	●	●
Proximity of site to existing bus services	●	●	●	●	●	●	●
Travel time competitiveness	●	●	●	●	●	●	●
Site visibility and accessibility	●	●	●	●	●	●	●
Local traffic impact	●	●	●	●	●	●	●
Pedestrian and road safety	●	●	●	●	●	●	●
Bicycle integration	●	●	●	●	●	●	●
<b>Planning Criteria</b>							
Planning designation	●	●	●	●	●	●	●
Environmental and/or heritage constraints	●	●	●	●	●	●	●
Community support	●	●	●	●	●	●	●
Impacts on surrounding land uses (acoustic, visual, pollution)	●	●	●	●	●	●	●
Parking overflow, risk, management and mitigation	●	●	●	●	●	●	●
<b>Cost and Constructability Criteria</b>							
Site ownership	●	●	●	●	●	●	●
Other significant constraints / issues	●	●	●	●	●	●	●