

## Department of State Growth

**Budget Estimates Briefing**  
**Minister for Infrastructure and Transport**


<b>Subject:</b>	<b>BRUNY ISLAND – LANDSIDE INFRASTRUCTURE</b>				
<b>Date prepared:</b>	<b>10 September 2020</b>				
<b>Output Group:</b>	<b>2 Infrastructure and Transport Services</b>				
<b>Output:</b>	<b>Capital Investment Program</b>				
<b>Election commitment /policy, stimulus package, funding program etc:</b>	<b>Tasmanian Government Commitment listed in Other Roads Infrastructure in Budget Papers</b>				
<b>Funding:</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>Total</b>
State	7.5M	-	-	-	7.5M
Federal	-	-	-	-	-
Other	-	-	-	-	-
<b>Total</b>	<b>7.5M</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7.5M</b>

**KEY MESSAGES**

- The landside infrastructure for the Bruny Island ferry service is being upgraded at each of the ferry terminals to address the increasing usage.
- Department of State Growth staff have worked with the ferry operator SeaLink, to identify required upgrades at each terminal.
- The upgrades will assist with improved ferry crossing times and reducing traffic congestion on Ferry Main Road and the adjacent Channel Highway.
- The total cost of the works is \$7.5 million.

## **Speaking points**

- Patronage on the Bruny Island Ferry continues to increase each year.
- The ferry operator is proposing to introduce an online ferry booking system on a progressive basis during 2021-22
- Traffic queueing along the main roads leading to the ferry terminals presents safety concerns at each of the terminals.
- Department of State Growth staff have worked with the ferry operator Sealink, to identify required upgrades at each terminal. The upgrades will assist with improved ferry crossing times and reducing traffic congestion on Ferry Main Road and the adjacent Channel Highway.
- The works will include the provision of an additional loading ramp at both the Kettering and Roberts Point terminals and modifications to the existing queueing areas to facilitate a dual standby and online ticketing system.
- Provision of new electronic real time signs on the approaches to both terminals, advising actual ferry departure times, will also form part of the works.
- Stage 1 upgrades at Roberts Point were completed in December 2018.
- Stage 2 upgrades at Roberts Point and Kettering parking lane were completed in September 2019.
- Stage 3 upgrades (this project) will be separated into two contract packages, civil works and marine works, with the project targeted for completion by May 2021.
- The civil works package, including the abutments for the new ramps, modifications to the marshalling areas to facilitate the introduction of the new booking system and power upgrades will commence in December 2020.
- The marine works package, including the new loading ramps and associated ferry berthing facilities, upgraded jetty fendering and a new emergency jetty at Roberts Point will commence in January 2021.
- The total cost of the works is \$7.5 million.

## **Key Statistics**

- N/A

## **Jobs/Investment created:**

- It is anticipated that this project will create up to 30 direct jobs and five indirect jobs.



# Department of State Growth

## Budget Estimates Briefing Minister for Infrastructure and Transport



Subject:		BRUNY ISLAND FERRY SERVICE			
Date prepared:		17 November 2020			
Output Group:		6 Subsidies and Concessions			
Output:		6.1 Shipping and Ferry Subsidies			
Election commitment /policy, stimulus package, funding program etc:	N/A				
s 37 - business affairs					

s 37 - business affairs

## KEY MESSAGES

- s 37 - business affairs
- SeaLink continues to work closely with the community to refine its service delivery, and also with the Government to develop strategies to better manage traffic and waiting times during peak travel periods. This includes the development of a booking system which will allow the service to cater to both booked and unbooked travellers.



- **SeaLink engaged Richardson Devine Marine to build two new vessels. The first new vessel, the *MV Nairana*, was delivered in January 2020, and the second new vessel is due to be delivered in March 2021.**

### Speaking points:

- s37 - business affairs
- ### ***Nairana***
- The *Nairana* has 180 lane metres and is designed to hold up to 36 cars (based on an average car length of 4.75m) and 195 passengers. Operationally, the vessel's actual vehicle capacity depends on the type and length of vehicles carried.
  - The *Moongalba* and the *Bowen* both have a similar capacity to the *Nairana*, however these vessels are not as fast or as manoeuvrable. The *Nairana* offers greater protection from sea spray and operates much more comfortably in adverse weather.
  - Once the second new vessel is on the service, the two vessels will be capable of faster turnaround times and a combined overall greater crossing capacity. The two new vessels are expected to carry up to 90-108 vehicles per hour. The *Mirambeena* and the *Moongalba* are able to carry up to 82 vehicles per hour.
  - One of the *Nairana*'s four vehicle lanes is located underneath the upstairs wheelhouse and passenger lounge deck. This undercover lane is best suited to smaller cars and motorbikes.
  - SeaLink made an operational decision to carry fewer cars in the undercover lane to provide a safer and more comfortable journey for passengers.
  - By carrying fewer cars in the undercover lane, loading can be managed to align vehicle doors with voids and clear spaces in the vessel so that vehicle occupants can easily open their doors. SeaLink uses any remaining space to carry motorcycles, trailers and pushbikes.
  - SeaLink has also relocated the forward and aft structural poles on the *Nairana* to allow for better vehicle access to this lane and is making minor modifications to the second new vessel.
  - Following concerns about the *Nairana*'s passenger lounge railings, seat heights and safety signage, SeaLink has confirmed that the *Nairana* meets all relevant marine standards as governed by the Australian Maritime Safety Authority. SeaLink also committed to conducting a passenger safety audit of its entire Bruny Island fleet to ensure all common procedures, instructions, signage and physical barriers are effective.

## **Mirambeena**

- The *Mirambeena* is scheduled to retire from the Bruny Island Ferry Service in April 2021.
- In July 2019, the *Mirambeena* underwent major repairs and maintenance as part of its scheduled slipping and maintenance. This not only improved the vessel's reliability but substantially improved its safety and efficiency. The Transport Commission contributed \$746 000 (excl GST) toward the *Mirambeena* slipping, repair and maintenance costs while the remaining costs were funded by SeaLink.
- During late January and early February 2020, the *Mirambeena* was intermittently unavailable due to the vessel undergoing required repairs to its gearbox.
- Where the *Mirambeena* was unavailable, SeaLink provided a continuous shuttle service using the *Moongalba* and the *Bowen* which assisted the two smaller vessels with meeting demand for the service.
- Where the *Mirambeena* was available during this period, it operated with tug assistance. This meant the vessel had a slightly slower crossing time.
- The Transport Commission contributed \$130 863.60 (ex GST) towards the *Mirambeena* gearbox repairs costs.
- On 29 August 2020, the *Mirambeena* came into contact with the wharf at Kettering. This resulted in damage to both the vessel and the wharf and interruptions to the scheduled services. Four vehicles on the ferry were damaged.
- SeaLink responded by putting the *Nairana* and the *Bowen* into immediate operation. Scheduled services continued throughout the day with the *Nairana* running to the timetable and the *Bowen* providing back-up support.
- State Growth and SeaLink assessed the damage to the vessel and the wharf, which are both state-owned assets. The incident was found to be caused by an electrical fault in the vessel that has now been rectified.
- The vessel returned to the service on 25 September 2020, following the successful completion of sea trials and repairs to the damaged wharf fenders.
- The *Mirambeena* was removed from the service again on 19 November 2020 to undergo final remediation and survey work in accordance with its class requirements. The vessel is expected to be off the run for up to two weeks. During this time, the *Nairana* and the *Bowen* will be used to provide the ferry service.

## **Terminal upgrade works**

- On 28 February 2020, I announced terminal infrastructure works at Kettering and Roberts Point to cater for the ever-growing number of visitors to Bruny Island, support more vessel movements through the terminals, and to facilitate the implementation of a booking system.

- Works include:
  - improvements to queueing areas at Roberts Point and Kettering
  - duplication of ferry loading ramps to reduce single ramp dependency and allow for faster loading and unloading of vehicles and
  - improved traffic management for more orderly and safer boarding.
- Refer Estimate Brief: Bruny Island Ferry Service – Infrastructure.

### **Development of a Booking System**

- Under the terms of its contract with the Transport Commission, SeaLink is required to implement a booking system to help manage demand for the ferry service.
- A booking system is considered necessary to improve safety around the terminal, provide certainty in travel times, and to reduce the impacts of queuing. A booking system will allow passengers to pre-book planned travel, which will minimise the need for passengers to turn up very early at peak times to guarantee travel.
- SeaLink has appointed a Project Manager to develop the booking system. SeaLink's Project Manager is working closely with the Bruny Island Ferry Reference Group and State Growth to develop a tailor-made booking system uniquely suited to the Bruny Island experience.
- A booking system will be implemented once landside terminal infrastructure upgrades are completed. Plans for a booking system are not yet finalised.
- A vital focus of the booking system project is ensuring that the system is integrated with the infrastructure upgrades.
- To some extent, the operation of the third ferry on high demand days has created a view that a booking system is not required, as some members of the community consider that three ferries should continue to operate to meet demand. However, this is not a sustainable option long term.

### **Tender Process and Infrastructure Spending**

- In the past, criticism has been levelled at the Bruny Island ferry service tender process and the notion that the procurement process did not contemplate future infrastructure spending.
- Before awarding the ferry service contract, State Growth undertook a robust two-stage procurement process. The process incorporated a Request for Expression of Interest phase and a Request for Proposal phase.
- SeaLink's tender proposal was considered to best meet the current and future needs for ferry users and the Tasmanian taxpayer as required by the Tasmanian Government.



- Following the procurement process, it has been identified that the infrastructure works need to be done both to cater for growth in the number of visitors to the Island and to facilitate the implementation of the booking system.
- The competitive tender process to select a ferry operator did not, and could not, preclude any future investment by government in landside infrastructure.

### **Traffic Management and Overflow Lane**

- To assist with the safe management of queuing traffic in the short term while terminal upgrade works are underway, State Growth has constructed an overflow queueing lane adjacent to the Oyster Cove Inn.
- The overflow queueing lane is designed to reduce the instances of ferry queues reaching the Channel Highway and minimise congestion along Ferry Road on peak days.
- When the overflow space is in use, there is signage and traffic controllers are on-site to direct ferry traffic. State Growth is responsible for engaging traffic management to manage the overflow lane.

### **Impacts of COVID-19**

- The impacts of the Coronavirus are continuing to affect the Bruny Island ferry service.
- From 4 May 2020 to 5 June 2020, the Bruny Island Ferry Service operated to a reduced timetable catering for essential travellers.
- In developing the reduced timetable, SeaLink and the Transport Commission had to balance providing a service which allowed residents, landowners and businesses to undertake essential travel and a financially viable service.
- SeaLink initially recommended operating to a reduced eight service per day timetable. In response to community feedback, the Transport Commission provided financial support to SeaLink to allow it to perform an additional service on Mondays and Thursdays and two additional services on Tuesdays, Wednesdays and Fridays over and above eight services per day.

s 37 - business affairs

- The community raised concerns about SeaLink's ability to cater to emergency service transport while running to the reduced timetable. However, SeaLink had processes in place to allow it to run ad hoc services at very short notice to cater for such emergency travel.
- In developing the reduced timetable, SeaLink worked closely with the Bruny Island Community Health Centre, the GP service, Island-based paramedics and the volunteer ambulance coordinator to determine their specific needs.

- SeaLink returned to the full winter timetable on 6 June 2020. s37 - business affairs  
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- Since 19 October 2020, SeaLink is operating to a Transitional Peak Season Timetable that provides for 15 return services per day. The Transitional Peak Season Timetable provides SeaLink with the flexibility to operate additional services “on demand” as warranted, such as on weekends, public holidays and other days of anticipated high demand.
- SeaLink is actively monitoring travel volumes and patterns, particularly in light of interstate travel restrictions easing, to assess when a move to the contracted Peak Season Timetable is justified.

#### Key Statistics:

- s37 - business affairs
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#### Jobs/Investment created:

- N/A

#### Unit/Program Budget:

- s 37 - business affairs
- s 37 - business affairs
- State Growth made payments of \$876 864 for repairs and maintenance to the Mirambeena during the financial year, \$1 143 toward incidental road program expenditure, and \$9 680 toward legal and consultant fees.

s 37 - business affairs





*This Output relates to payments for the provision of services for the Bruny Island Ferry, Furneaux Shipping and King Island Shipping.*

## Background

- SeaLink commenced operation of the Bruny Island ferry service in September 2018. The initial term of the contract is 10 years.
- Up until 20 February 2020, SeaLink used the *MV Mirambeena* and the *MV Moongalba* as the primary vessels to provide the ferry service. On 20 February 2020, the newly built vessel, the *MV Nairana*, replaced the *Moongalba* on the ferry service. A third vessel, the *MV Bowen*, operates as an additional back-up vessel during periods of high demand or when the other vessels are unavailable.
- As a result of a high level of commentary from the Bruny Island community, stakeholder groups, business operators and politicians about some elements of the new service, the Bruny Island Ferry Reference Group was established in July 2018 with a central role of the Reference Group being to ensure the new service is at least as good as, if not better than, the current service for all ferry user groups.
- The community is represented on the Reference Group by a number of local residents, and the Kingborough Council and the Department of State Growth is also actively participating on the Reference Group.
- The *Mirambeena* is chartered to SeaLink at a cost of \$1 per month (excl GST). The on-water and landside infrastructure are provided for use by SeaLink under a Licence agreement at a cost of \$1.

s 37 - business affairs



<b>Subject:</b>	<b>BRIDGEWATER BRIDGE</b>				
<b>Date prepared:</b>	<b>20 October 2020</b>				
<b>Output Group:</b>	<b>2. Infrastructure and Transport Services</b>				
<b>Output:</b>	<b>Capital Investment Program</b>				
<b>Election commitment /policy, stimulus package, funding program etc:</b>					
<b>Funding:</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>Total</b>
<b>State</b>	\$3M	\$15M	\$38M	\$56.25M	\$112.25M
<b>Federal</b>	\$30M	\$50M	\$150M	\$211M	\$441M
<b>Other</b>					
<b>Total</b>	<b>\$33M</b>	<b>\$65M</b>	<b>\$188M</b>	<b>\$267.5M</b>	<b>\$553.25M</b>

## KEY MESSAGES

- As part of the 2018-19 Federal Budget, a \$461 million contribution towards the construction of a new Bridgewater Bridge was announced, representing 80 per cent of the expected \$576 million construction cost.
- This commitment was supported by a Tasmanian Government contribution of \$115 million.
- The existing bridge is the fourth to be built at the crossing point between Granton and Bridgewater and has reached the end of its economic life. It is expensive to maintain and repair and an unreliable lift span, resulting in frequent disruption to traffic on the Midland, Brooker and Lyell highways.



- The existing bridge also constrains the size and weight of loads that can be carried on this part of the National Land Transport Network.
- Work on the project has progressed quickly since late 2019. Geotechnical, environmental and heritage investigations are underway to further inform the final design, and detailed engagement with key stakeholders and local residents is ongoing.
- The new crossing will include two lanes in each direction. It will cater for pedestrians and cyclists, allow for the passage of river vessels, and ensure future use of the rail corridor remains possible.
- The Tasmanian Government has elected to use an Early Contractor Involvement (ECI) design process to determine the final design of the new bridge.
- This is an innovative way of doing business and will involve a competitive design phase, which will ensure the best value for money for the Tasmanian community.
- The Tasmanian Government is committed to ensuring people will be driving on the new bridge by the end of 2024.

### **Speaking points**

- The Australian and Tasmanian Governments have committed \$576 million to build a new Bridgewater Bridge, representing the largest ever investment in a transport infrastructure project in Tasmania's history.
- Project expenditure to the 30 June 2020 was \$2.574 million, leaving \$573.426 million of the committed budget to complete the project over the next five financial years, with cars to be travelling on the new bridge by the end of 2024.
- This once-in-a-generation infrastructure project will include two lanes in each direction, cater for pedestrians and cyclists, allow for the passage of river vessels, and ensure future use of the rail corridor remains possible.
- Building a new Bridgewater Bridge will improve safety, reduce congestion and deliver a more reliable journey for the thousands of people who travel across the bridge and on surrounding roads each day.
- Work on the project is progressing, with geotechnical, environmental and heritage investigations currently underway to help inform the final design for the new bridge and associated interchanges.

- A set of eight design requirements have been developed, and two high-level concept designs showing what the bridge could look like were released to the community for information in July 2020.
- A Request for Proposal (RFP) was released to market at the end of August 2020, and four submissions have been received from national and international construction companies.
- Two shortlisted tenderers are due to start a competitive Early Contractor Involvement (ECI) process in early December 2020.
- A reference design for the new bridge and interchanges will be provided to the two ECI tenderers taking part in the competitive design process. The reference design shows what may be built to deliver the project's design requirements within the budget that is available and to seek feedback from the community.
- The reference design shows a new two-lane bridge and a second two-lane bridge on the alignment of the existing bridge and shows what may be built to deliver the Project's design requirements within the budget that is available.
- Comments and feedback sought and received from the community on the reference design will be given to the contractors as they develop their own, more detailed designs. The contractors will use their specialist knowledge and expertise to identify solutions that improve the design to deliver the best outcome for Tasmania.
- Given the complexity, significance and economic value of the New Bridgewater Bridge Project, it has been identified by the Tasmanian Government as a suitable project for the Major Projects process. The process is considered to be fit for purpose for the Project and provides a transparent process with a number of opportunities for consultation and engagement with the community.
- The Major Projects process considers complex projects with impacts or benefits that extend beyond a single municipal area. The process provides a coordinated assessment for a range of different approvals including land use planning, environmental impacts, Aboriginal heritage, historic cultural heritage, Taswater, threatened species and gas pipeline safety.
- Once the Major Projects process is available, the Department of State Growth is intending to commence the eligibility phase of the process by writing to the Minister for Planning to seek declaration of the New Bridgewater Bridge project as a Major Project.
- Seeking declaration includes the submission of a Major Project Proposal, which is planned to be submitted later this month and, if accepted, the Major Projects assessment process is expected to take around 12 months to complete.

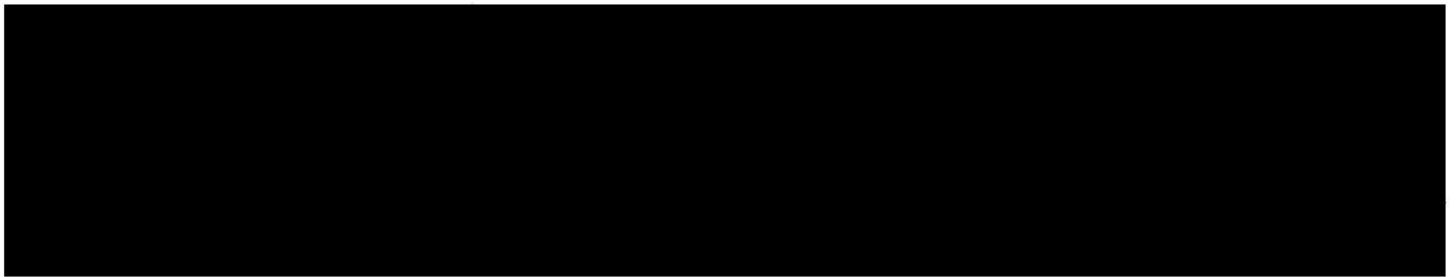
- A design and construct contract for the project is due to be awarded in late 2021, and construction will start in 2022.
- Cars will be travelling on the new bridge by the end of 2024.

**Key Statistics:**

Nil

**Jobs/Investment created:**

Nil



<b>Subject:</b>	<b>ELECTION COMMITMENT – LAUNCESTON AND TAMAR VALLEY TRAFFIC VISION</b>					
<b>Date prepared:</b>	<b>22 September 2020</b>					
<b>Output Group:</b>	<b>2 Infrastructure and Transport Services</b>					
<b>Output:</b>	<b>Capital Investment Program</b>					
<b>Election commitment /policy, stimulus package, funding program etc:</b>	<b>West Tamar Highway Traffic Solution – Output 92029</b> <b>Mowbray Connector – Output 92027</b> <b>Launceston and Tamar Valley Traffic Vision – Output 92030</b>					
<b>Funding:</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>Total</b>
State	\$20.260M	\$2.609M	\$4.489M	\$18.865M	\$36.669M	\$82.892M
Federal	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$20.260M</b>	<b>\$2.609M</b>	<b>\$4.489M</b>	<b>\$18.865M</b>	<b>\$36.669M</b>	<b>\$82.892M</b>

## KEY MESSAGES

- **Through the Launceston and Tamar Valley Traffic Vision, the Tasmanian Government will:**
  - **Address growing congestion issues in the Launceston and Tamar Valley road network.**
  - **Provide high productivity freight movement through the City of Launceston.**
  - **Commence planning, design and costing of a new Tamar River Bridge to improve transport productivity in Launceston and congestion on the West Tamar Highway.**

- **The following specific deliverables will be achieved:**
  - **Assuming control of the Bathurst/ Wellington Street Couplet.**
  - **Expand the capacity of the Charles Street Bridge for through traffic and redesign the local Invermay network to address congestion.**
  - **Commence planning, design, costing and stage I building for a new Tamar River crossing.**
  - **Road surface and safety improvements to the Batman Highway.**
  - **Construction of a roundabout at the Mowbray Connector/ East Tamar Highway.**
  - **Road safety and cycling improvements on the West Tamar Highway.**
  - **Review speed restrictions on the East Tamar Highway.**
- **Budget/spending**
  - **\$9.6 million has been delivered on these projects since 2018/19 FY.**
  - **\$82.9million is budgeted over the next five years.**

#### **Speaking points:**

- At the 2018 State election the Tasmanian Government committed \$92.5 million for the Launceston and Tamar Valley Vision.
- Improvements are progressing to improve the throughput capacity of the Charles Street Bridge through changes to the local Invermay road network.
- Constructability assessments have been completed for a new Tamar River crossing, with work underway to determine a preferred alignment.
- Construction of a roundabout at the Mowbray Connector has been completed.
- Work is underway to deliver improvements on the West Tamar Highway.
- The Batman Highway upgrade has been tendered and will be progressed with the Frankford and Birralelee Road upgrades cofounded by the Tasmanian and Australian Governments.

**Key Statistics:**

- N/A

**Jobs/Investment created:**

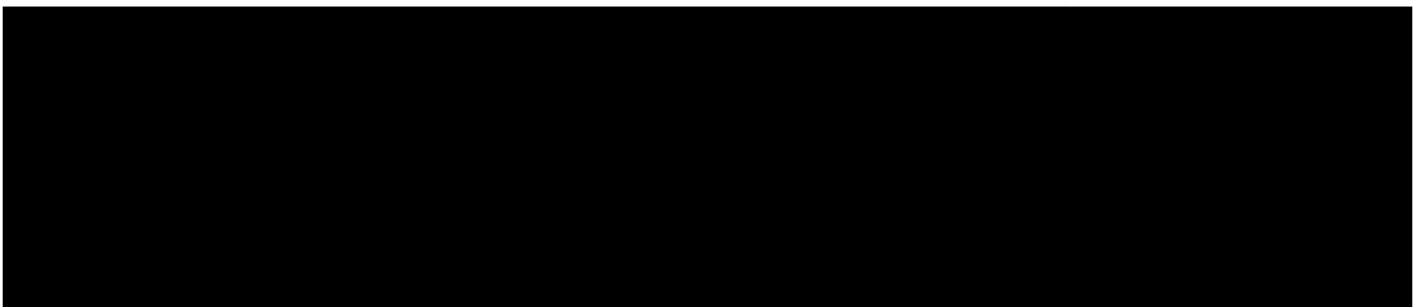
- Planning and/or concept design work has been, or will be performed by consultants under State Road's panel agreement. Consultants engaged under this panel agreement have been assessed against criteria for the Tasmanian Industry Participation Plan.
- Scoping and construction projects have been or are expected to be undertaken wholly by local business and are within the capability of local businesses. Opportunities for businesses in the Northern Region should be available in areas of pavement material supply, plant and labour hire and the supply of building materials and small tools.
- The projects will also provide work and have a positive impact for ongoing employment. It is expected that there will also be a positive impact on subcontractors and local suppliers including design consultants.
- Additionally, all tenderers must have a Tasmanian Industry Participation Plan, identifying how they will be using local industries to support their design and construction methodologies.

**Unit/Program Budget:**

West Tamar Highway Traffic Solution – Output 92029

Mowbray Connector – Output 92027

Launceston and Tamar Valley Traffic Vision – Output 92030



<b>Subject:</b>	<b>CITY DEAL - SOUTHERN PROJECTS - SOUTHERN OUTLET FIFTH LANE/PARK AND RIDE/BUS PRIORITY MEASURES</b>				
<b>Date prepared:</b>	<b>11 September 2020</b>				
<b>Output Group:</b>	<b>2 Infrastructure and Transport Services</b>				
<b>Output:</b>	<b>Capital Investment Program</b>				
<b>Election commitment /policy, stimulus package, funding program etc:</b>	<b>\$35M fifth lane on Southern outlet</b> <b>\$16M Bus priority measures Macquarie/Davey Streets</b> <b>\$20.8M Kingston Congestion Fund</b>				
<b>Funding:</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>Total</b>
State	\$11.424M	\$19.203M	\$19M	\$17.328M	<b>\$69.055M*</b>
Federal	-	-	-	-	-
Other	-	-	-	-	*\$2.745M allocated to 2024-25
<b>Total</b>	<b>\$11.424M</b>	<b>\$19.203M</b>	<b>\$19M</b>	<b>\$17.328M</b>	<b>\$71.8M</b>

## KEY MESSAGES

- **Population growth and increased economic activity are putting pressure on the Hobart road network, particularly arterial corridors and Hobart CBD streets.**
- **Effective transport planning and traffic management is vitally important in order for Hobart to retain and improve its liveability and particularly to remain globally competitive in attracting visitors and new residents.**

- **Public transport is the most efficient way of moving people to, from and around the city in terms of cost to the community.**
- **A quality public transport product is a key pre-requisite for promoting mode shift and investing in higher frequency bus services; giving priority to the vehicles with the greatest person-carrying capacity is also prudent management of limited road space.**
- **Through the greater Hobart City Deal \$71.8 Million has been allocated over the forward estimates period to the Southern projects and proposes a multi-faceted, integrated end to end transport solution.**

### Speaking points

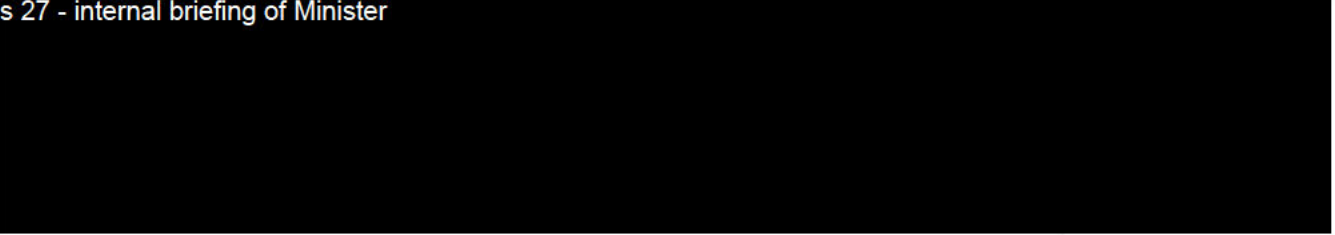
- The Tasmanian Government has made a commitment to addressing growth through the Greater Hobart Traffic Solution (2018-2023) and Hobart City Deal (2019-2029). The Hobart City Deal is a shared 10-year vision between the Australian and Tasmanian Governments and local councils, including Hobart and Kingborough councils, to guide and encourage investment to build a vibrant, liveable and connected global city.
- The Greater Hobart region's population and employment growth is putting increased pressure on its transport network. The growth of residential areas in Kingborough and the Huon Valley creates commuter pressures on the Southern Corridor (comprising of Kingston, the Southern Outlet, and the Macquarie and Davey Streets couplet) between Kingston and Hobart.
- The Hobart City Deal Southern Projects (the Project) seeks to improve the uptake of public transport, to address congestion and accessibility issues along the Southern Corridor. The Project is comprised of a suite of coordinated projects that together provide a comprehensive approach.
- The Project is progressing according to project timelines.
- Southern Outlet
  - A concept design has been prepared for a T3 northbound Transit lane on the Southern Outlet from Olinda Grove to Davey Street. Construction is expected to commence late 2022.
- Macquarie/Davey
  - Concept designs have now been prepared for bus priority measures in Macquarie and Davey Streets. They propose a bus lane on both streets to operate 24/7 and also allow cyclists, motor bikes and emergency vehicles to use the lane.
  - Currently 30 buses per hour operate during peak periods on both streets which fits within the envelope for the provision of a dedicated bus lane. This figure will increase when express services are brought on line to take advantage of the



improved travel opportunities afforded by the proposed transit lane and bus lanes.

- The design approach reallocates road space to balance the needs of public transport, walking and cycling within the corridor's movement function. There is a focus on vehicle movement and access on the southern end where the corridor connects to the Southern Outlet, Antill Street and Molle Street. People access (bus stops, footpaths and parking) is more of a priority on the northern or city end where the corridor interacts with key economic generators including Salamanca Place and Elizabeth Street.
- The bus lanes and supporting infrastructure will be implemented in early 2022.
- Park and Ride
  - Concept designs have been prepared for the two Park and Ride facilities at Huntingfield and Firthside.
  - The Firthside site involves essentially formalising an existing carpark, improving bus stops and footpath connections between the facility and nearby bus stops. Construction will commence at the end of 2020.
  - The Huntingfield facility is larger and more complex, including the provision of passenger and driver amenity and as such the detailed design will be more involved. Construction will commence in early 2021.
  - A bus service model and implementation plan has been prepared to support the Park and Ride facilities with new trial express services to the Hobart CBD proposed for Huntingfield, Snug, Huonville and Blackmans Bay.
  - A frequent and reliable bus service is paramount in making bus travel a more attractive and viable option than car based travel for the journey to work and to support the bus lane infrastructure. These additional services will come on line mid-2021.
- The next step is to open public consultation on concept designs and gather feedback from stakeholders and the general community. This will be undertaken in two stages.
- Stage one will involve a broad communications strategy developing a community story around transport in modern cities, how and why the City Deal has been developed to address this and how the Project is part of this solution. At this time we will also release draft concept designs for the two Park and Ride facilities and the supporting additional express bus services. Consultation for Stage one commenced 18 November for a two week period.

• s 27 - internal briefing of Minister



**Key Statistics:**

- N/A

**Jobs/Investment created:**

- WSP's team was largely based interstate in New South Wales and Victoria in order to harness specialist experience in designing bus lanes and bus network planning. However, stakeholder engagement and some traffic engineering was carried out by local professionals as sub consultants to WSP. WSP provided the only conforming tender for this consultancy.
- WSP's original contract value was \$1 100 000. Further variations for stakeholder consultation, traffic modelling and geotechnical work worth \$454 000 were subsequently approved. The total value of WSP's engagement was therefore \$1 554 000 (ex. GST).
- A further \$100 000 will be allocated later this year to fund a marketing and community awareness campaign.

## Background:

The Hobart City Deal and Greater Hobart Traffic Solution reflect the Tasmanian Government's commitment to address the current network challenges. The Project is part of a funded program of projects that include:

- \$20.8 million for Kingborough transport infrastructure, including creating new park and ride(s) and improvements to the Kingborough bus interchange
- \$35 million for a Southern Outlet transit lane
- \$16 million for Macquarie and Davey Streets bus priority.

The Tasmanian Government has made a commitment to addressing growth through the Greater Hobart Traffic Solution (2018-2023) and Hobart City Deal (2019-2029). The Hobart City Deal is a shared 10-year vision between the Australian and Tasmanian Governments and local councils, including Hobart and Kingborough councils, to guide and encourage investment to build a vibrant, liveable and connected global city.

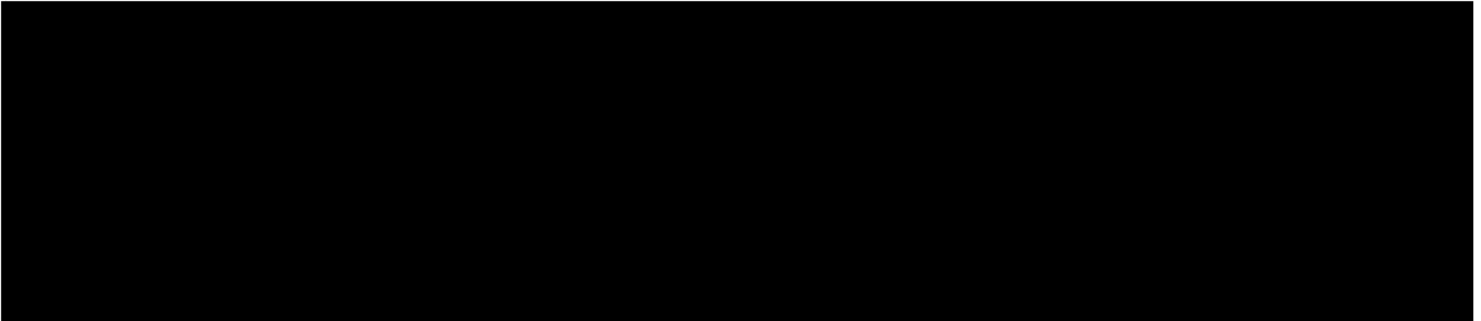

The Hobart City Deal Southern Projects (the Project) seeks to improve the uptake of public transport, to address congestion and accessibility issues along the Southern Corridor. The Project is comprised of a suite of coordinated projects that together provide a comprehensive approach.

- Sub-project 1: Southern Outlet Transit Lane – Concept design for a northbound transit lane on the Southern Outlet between Olinda Grove and Hobart / Macquarie Street. The lane will operate as a T3 lane for use by buses, private vehicles carrying three or more occupants, taxis, and emergency service vehicles.
- Sub-project 2: Macquarie and Davey Streets Bus Priority – Concept design for bus priority measures on Macquarie and Davey Streets that considers how to optimise bus operations while managing impacts.
- Sub-project 3: Kingborough Park and Ride – Concept design for park and ride facilities at two locations in the Kingborough municipality. The scope of work includes selecting two locations and developing any specific attributes of the facilities in collaboration with stakeholders.
- Sub-project 4: Bus service plan for Southern Corridor – Developing a park and ride bus service model to support the two Kingborough park and ride facilities (sub-project 3), the Southern Outlet transit lane (sub-project 1), and the bus priority measures proposed for Macquarie and Davey Streets (sub-project 2). The bus service model will be focused on encouraging modal shift to public transport with the potential for new buses, bus routes, and stops.
- Sub-project 5: Southern Outlet Transit Lane – T3 Enforcement – Concept design and a concept of operations plan for the proposed T3 lane on the Southern Outlet (sub-project 1), including the recommended locations of enforcement devices, as well as technological and legal considerations.

The project objectives are to:

- achieve modal shift for commuters using the Southern Outlet
- improve public transport travel reliability along the Southern Outlet corridor
- encourage multiple occupancy of private vehicles during peak periods of travel
- improve public transport and passenger experience for Kingborough and Huon residents.

s 27 - internal briefing of Minister



<b>Subject:</b>		<b>ELECTION COMMITMENT – WEST TAMAR HIGHWAY PRIORITY UPGRADES</b>			
<b>Date prepared:</b>		<b>14 September 2020</b>			
<b>Output Group:</b>		<b>2 Infrastructure and Transport Services</b>			
<b>Output:</b>		<b>Capital Investment Program</b>			
<b>Election commitment/ policy, stimulus package, funding program etc.</b>		<b>West Tamar Highway Priority Upgrades</b>			
<b>Funding:</b>	<b>20-21</b>	<b>21-22</b>	<b>22-23</b>	<b>23-24</b>	<b>Total</b>
<b>State</b>	12.677M	-	-	-	12.677M
<b>Federal</b>	-	-	-	-	-
<b>Other</b>	-	-	-	-	-
<b>Total</b>	<b>12.677M</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12.677M</b>

## KEY MESSAGES

- The Tasmanian Government committed \$12.677 million to upgrade the West Tamar Highway as part of a six point plan.
- The program of works for upgrades to the West Tamar Highway have been developed in consultation with the West Tamar Council and Launceston Council.
- Hazell Bros have been awarded a Design and Construction contract for the works with completion expected by mid-2021.
- Funding for upgrading the West Tamar Highway was a 2018 Election Commitment.

### **Speaking points:**

- The Tasmanian Government has committed \$12.677 million to upgrade the West Tamar Highway as part of a six point priority plan comprised of projects located between Launceston and north of Exeter.
- The West Tamar Highway Priority Projects are:
  - Rosevears Drive to Gravelly Beach Road (reconstruction and road widening);
  - Mcewans Road to Waldhorn Drive (road widening);
  - Exeter to Batman Highway (overtaking opportunities);
  - North of Batman Highway to Lightwood Hills Road (resealing);
  - Motor Road Junction (sight distance and safety improvements); and
  - Brisbane Street to Legana Park Drive (cyclist safety improve safety reseal and widening).
- The proposed upgrades on the Highway from north of Rosevears Drive to Gravelly Beach Road, Mcewans Road to Waldhorn Drive, Exeter to Batman Highway, and Motor Road junction were tendered in September 2019 as part of a Design and Construct tender. The contract was awarded in early 2020. These projects are being developed with construction to commence in October 2020 and programmed to be complete by mid-2021.
- The cycling safety improvements between Brisbane Street and Legana Park Drive is underway. Work commenced early September and is to be completed by the end of 2020, weather permitting.
- The reseal of the West Tamar Highway between north of the Batman Highway and Lightwood Hills Road was completed in 2018.
- The projects are well supported by West Tamar Council and the West Tamar Highway Safety Committee, who have been lobbying for improvements to the Highway particularly between Rosevears Drive and Gravelly Beach Road for a number of years.

### **Key Statistics:**

- N/A

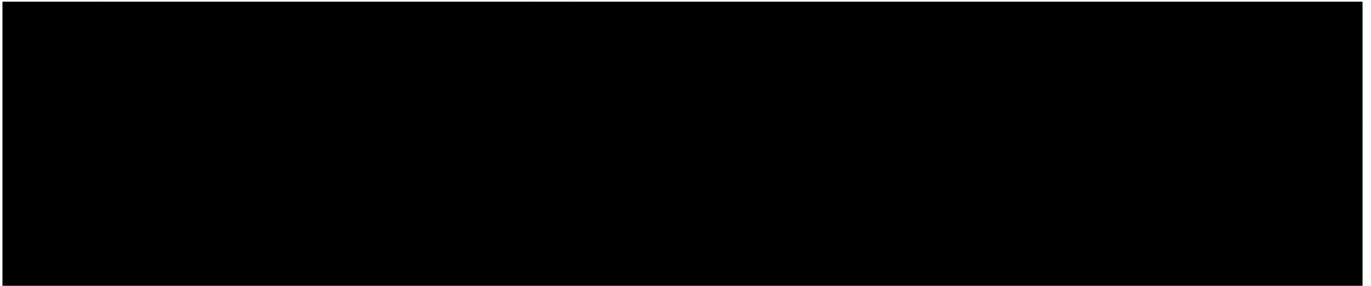
### **Jobs/Investment created:**

- It is estimated that 50 direct and 8 indirect jobs will be created.



**Background:**

- Improvements along the West Tamar Highway have been identified as high priority by West Tamar Council (WTC), the Council's Road Safety Committee (RSC) and the Royal Automobile Club of Tasmania (RACT), who have been lobbying the Tasmanian Government for over 20 years to undertake safety improvements along this section of road.
- RACT's 2019 Member Survey, which received 5500 responses, ranked the West Tamar Highway from Legana to Exeter, Beaconsfield and Greens Beach as the fifth worst road in Tasmania. Concerns raised include:
  - Sub-standard, narrow seal width which reduces driver comfort and road user safety by limiting the available recovery area for out of control vehicles, particularly since a large percentage of heavy vehicles use the highway.
  - The limited road width also poses a safety concern for cyclists.
  - Limited formalised overtaking opportunities, particularly in higher speed areas. This leads to increased travel times, increased driver frustration and encourages unsafe manoeuvres which may lead to a collision.
  - Areas exhibiting poor pavement condition which reduces driver comfort and ride ability.



<b>Subject:</b>		<b>DERWENT RIVER FERRY SERVICE</b>				
<b>Date prepared:</b>		<b>17 November 2020</b>				
<b>Output Group:</b>		<b>2 Infrastructure and Transport Services</b>				
<b>Output:</b>		<b>2.3 Passenger Transport</b>				
<b>Election commitment/ policy, stimulus package, funding program etc.</b>		<b>Election commitment / Greater Hobart Transport Vision / Hobart City Deal</b>				
<b>Funding:</b>	<b>20-21</b>	<b>21-22</b>	<b>22-23</b>	<b>23-24</b>	<b>Total</b>	
<b>State</b>	<b>500</b>	<b>500</b>			<b>1 500</b>	
<b>Federal</b>						
<b>Other</b>						
<b>Total</b>						

\* The 2018-19 budget included \$500 000 for Metro Tasmania for a preliminary study to inform the introduction of a new Derwent River Ferry Service through Finance General. A further \$500 000 per annum is to be delivered to Metro in each of 2019-20, 2020-21 and 2021-22 as equity contributions to support the establishment of a service through Treasury and Finance.

## KEY MESSAGES

- **As an initiative under the Hobart City Deal, a ferry service is to be trialled on the Derwent River for a period of up to two years.**
- **The Government initially invited existing or potential operators to pre-register their interest. The pre-registration process has demonstrated industry interest in delivering the trial service.**



- **The full Request for Tender was released on 7 November 2020 and closes on 18 January 2021.**

### **Speaking points:**

- The Tasmanian Government is seeking to partner with a private operator to run a one-year trial of a Derwent River ferry service with potential for a further one-year extension of the trial, subject to available funding.
- A Derwent River ferry service will provide a convenient and comfortable travel option while helping to reduce congestion on our road network.
- The ferry service will offer an alternative to the Tasman Bridge for pedestrians and cyclists, providing commuters from the eastern shore with fast and convenient access to the city.
- The Department of State Growth commenced a pre-registration of interest process for the ferry service procurement. The pre-registration process opened on 28 August 2020 and closed on 9 October 2020.
- The pre-registration process gave potential proponents six weeks to consider their intentions and signal their desire to receive information to participate in the procurement.
- The pre-registration process was not exclusionary. A decision not to pre-register does not preclude a potential provider from participating in the formal procurement process now underway.
- The full Request for Tender was released on 7 November 2020 and closes on 18 January 2021. The Request for Tender sets out the Transport Commission's requirements and expectations for delivery of the ferry service and the evaluation criteria, to ensure value for money for the taxpayer.
- Service commencement will be subject to receiving an acceptable proposal and negotiation of a satisfactory contract with the successful proponent. It is expected that a contract would be in place by the end of the first quarter, 2021.

### **Key Statistics:**

- Not applicable

### **Jobs/Investment created:**

- This project has the capacity to help sustain existing jobs which are at risk due to downturn in the tourism market.

**Unit/Program Budget:**

This project does not have ongoing budget.

<b>2019-20 Budget</b>	<b>2019-20 Actual</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>
\$4 518 000	\$4 938 614	\$4 518 000	\$4 518 000	\$4 518 000	\$4 518 000

## Background:

- The Department of State Growth and Metro Tasmania have been working with key infrastructure owners and stakeholders to develop advice for Government on costs and requirements to bring this initiative to an operational stage.
- Metro Tasmania commissioned MRCagney Consultants to investigate passenger ferry options on the Derwent River. The MRCagney Report considered potential demand for a ferry service from Bellerive to Hobart and provided options for its delivery for consideration by the Government. The Report emphasises the significant work required to support the successful re-introduction of ferry services, particularly with regard to integration of transport modes.
- Following receipt of the Report, the Government convened a working group with officers from the Department of State Growth and Metro Tasmania, to work through the issues identified by MRCagney Consultants.
- In particular, the working group considered:
  - infrastructure requirements for terminals and preferred sites;
  - connections to ferry terminals, including consideration of park and ride, car drop-offs and walking and cycling connections;
  - integration with existing public transport;
  - infill and passenger demand analysis;
  - legal framework for service delivery; and
  - planning the approach to market for the ferry service.
- A key risk to the project is securing access to appropriate landside infrastructure at Bellerive and Sullivan's Cove. State Growth engaged a consultant to investigate options for ferry terminals.
- As some of the terminal options are privately held, State Growth has secured in-principle landowner consent for use of a terminal location for public ferry services at each side and nominated these as reference terminals in the request for tender. State Growth has also secured agreement from landowners that potential proponents can approach the owner to negotiate access terms. This will enable any prospective proponent to submit a proposal and mitigate the risk of proponents not being able to independently identify available terminal locations and thereby preclude bids with attendant criticism of market skewing.
- The first identified reference terminal site is the public pier under construction by the Clarence City Council at Bellerive. Construction is scheduled to be completed in early 2021.
- The second identified reference terminal site is the Franklin Wharf adjacent to Elizabeth Street Pier at Sullivan's Cove. This site is controlled by TasPorts.
- The two reference terminal sites have been selected due to capacity to accommodate vessels in the order of 30 metres in length and reasonable proximity to nearby bus services on Clarence Street and the Elizabeth Street bus mall. While there are other potential locations on each side, some can only accommodate smaller vessels which could preclude some bidders, and others have no or inadequate infrastructure requiring substantial redevelopment which would likely prevent a service from commencing in 2021 and others face access problems such as a need to move a large number of vessel moorings.
- The identification of reference terminals will not preclude bidders from proposing other terminal locations at which the bidder can secure access suitable for the proponent's vessel and provide appropriate boarding and passenger facilities.

- In addition to the price of the service, bidders will need to price any associated landside infrastructure at the terminal location such as pontoons and gangways noting that the service and supporting infrastructure must be compliant with the *Disability Standards for Accessible Public Transport 2002*.
  - State Growth has determined that the Request for Proposal process will be a two-stage process, as this will enable unknown variables or issues to be identified during the first stage of the process. This will help to alleviate the risk of issues emerging with the potential to negatively impact or disadvantage a particular bidder and result in the process being subject to criticism.
  - In stage one, proponents will be invited to submit a proposal for a ferry service, outlining their capability and experience to deliver the Department's requirements. This would include specifying the characteristics of the vessel(s) proposed for the service and allow proponents to nominate terminal locations and landside infrastructure requirements. State Growth will shortlist preferred proponents in accordance with the evaluation criteria. In stage two, State Growth will work with shortlisted proponents to determine the best value proposal.
  - A number of stakeholders have identified opportunities to extend the scope of a ferry service beyond the Hobart to Bellerive route. The indicative capital costs of these projects are significant, and emphasise the need for proper planning and trialling of services before investment decisions are made.
  - The Government has previously stated that other routes would be considered. However, as a first step, Hobart to Bellerive provides a short distance route where the potential competitive advantage of ferries over other transport modes can be maximised.
  - The Government recognises that there is strong community interest in this project, and a desire to see progress on the water. However, contrary to views expressed in recent media, existing infrastructure in Kangaroo Bay would not meet the necessary standards for a fully accessible public transport service, and development of this infrastructure is a key consideration for service delivery.
  - It should be noted that in addition to the cost of the service, there are likely to be additional costs associated with landside infrastructure. For example, any service must be compliant with the *Disability Standards for Accessible Public Transport 2002*. Additionally, for easy passenger boarding and disembarkation vessels must be able to berth very close to the wharf or other landing point. This can require construction of bespoke infrastructure to interface between existing landside infrastructure and the particular shape and configuration of the vessel.
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