



Media Release
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Planning, public transport and fuel head State Budget submission

RACT is calling for better land use planning across municipal boundaries, subsidised public transport and a trial of a driverless bus or trackless tram on Hobart's vacant rail network as part of its submission to the government for the 2020-21 State Budget to be handed down in May.

The submission, which was sent to Treasurer Peter Gutwein late last week, also includes investment in key transport infrastructure across the state; measures to drive down fuel prices; increased investment in separated cycleways; and continued investment in electric vehicle infrastructure.

"Through the development of our 30-year Greater Hobart Mobility Vision, it was clear that the current framework for planning larger-scale projects does not work across municipal boundaries," Executive General Manager, Membership and Community, Stacey Pennicott said.

"Planning decisions must address wider community impacts and take into account long-term needs and impacts on the wider infrastructure network.

"Large infrastructure and public transit corridors need to be planned to meet population growth, urbanisation and changing mobility needs across wider community areas than current municipal boundaries."

RACT's submission calls for:

- Development of a state settlement strategy.
- A planning decision framework that ensures impact assessment occurs across Tasmanian municipal areas and incorporates a strong focus on the short and long-term traffic and mobility impacts.

Ms Pennicott said the current successful driverless electric bus demonstration the RACT was conducting in conjunction with the Tasmanian Government and City of Hobart was a first step in investigating this technology, but more needed to be done.

“We want Tasmanians to be future-ready through delivery of cleaner, more efficient transport methods such as electric and driverless vehicles, and provide for safe, separated infrastructure for bikes and pedestrians,” she said.

“We want to see continued investment in electric vehicle infrastructure in key Tasmanian locations.

“We also want to see investment in a future public trial of driverless vehicle technology, which could include a shuttle bus with first and last mile opportunities; a driverless bus or trackless tram trial on the disused rail network in Hobart; and a trial of smart signalling and traffic light timing at intersections.”

Ms Pennicott said transport affordability continued to be one of the main concerns for Tasmanians as evidenced by the RACT’s recent [fuel petition](#) that reached 5000 signatures in a matter of hours, and was currently sitting at more than 9000.

“In relative terms, Hobart has the least affordable transport costs of all Australian cities,” she said. “Similarly, on the same basis, Launceston is the least affordable regional location in Australia. (See more detail [here](#))

“With Tasmanians having the highest cost of fuel in the country, we’re calling on the State Government to fund and implement real-time fuel pricing similar to the FuelCheck system in New South Wales that makes it compulsory for retailers to report their prices at the bowser.

“We are also asking the Government to incentivise public transport options to provide cost-effective choices; and a full review of public transport options to enable a seamless, accessible service for all.”

The full submission can be found here - <https://www.ract.com.au/community/advocating-change/budget-priorities>

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