



Project 2018

Public Bus Transport Network Purchasing Principles and Design Approach



Objective

The objective of the *Project 2018 Bus Service Re-contracting Project* is to procure bus services that support improved access to employment, education and services and to improve the overall social connectivity of Tasmanians

This objective is to be interpreted within the Government's overall public transport policy context¹ and the project governance and objectives for Project 2018 set out by the Minister.

In implementing this objective, it is understood that transport needs are complex and cannot be fully resolved through the purchase of public transport services.

Similarly, while the Government expends a very significant amount on bus services each year, resources are finite. It is, therefore, important to prioritise expenditure to best meet community needs. It is also very important that a network of services is procured in such a way to maximise the quality and effectiveness of services on the one hand and reduce costs of services provision on the other.

¹ See Attachment I for more detail on the policy context from which these Principles were drawn.

Project 2018 Decision Making Context

The **Network Purchasing Principles detailed** in this document are distilled from the Government's overall public transport policy context, and will be used to guide the approach and decision making for Project 2018.

The supporting **Service Design** outlines the framework that will be used for determining the services that will be procured through Project 2018, consistent with these Service Purchasing Principles.

Underneath the Service Purchasing Principles and Design Approach, the **General Access Service Eligibility Guideline**, **Student-only Service Eligibility Guideline** and **General Access Service Standards** together provide the framework for when, and to what level of service, bus services will be procured.

Finally, the Government's intent to offer incumbent operators a 5+5 year contract subject to performance and need will be respected in the application of the **Project 2018 Procurement Framework**, which will include the process for identifying incumbent operators, resolving issues where there are more than one (or no) incumbent operators for a new service and the performance evaluation process outlined in the commitment.

Figure 1 illustrates the hierarchy of documents.

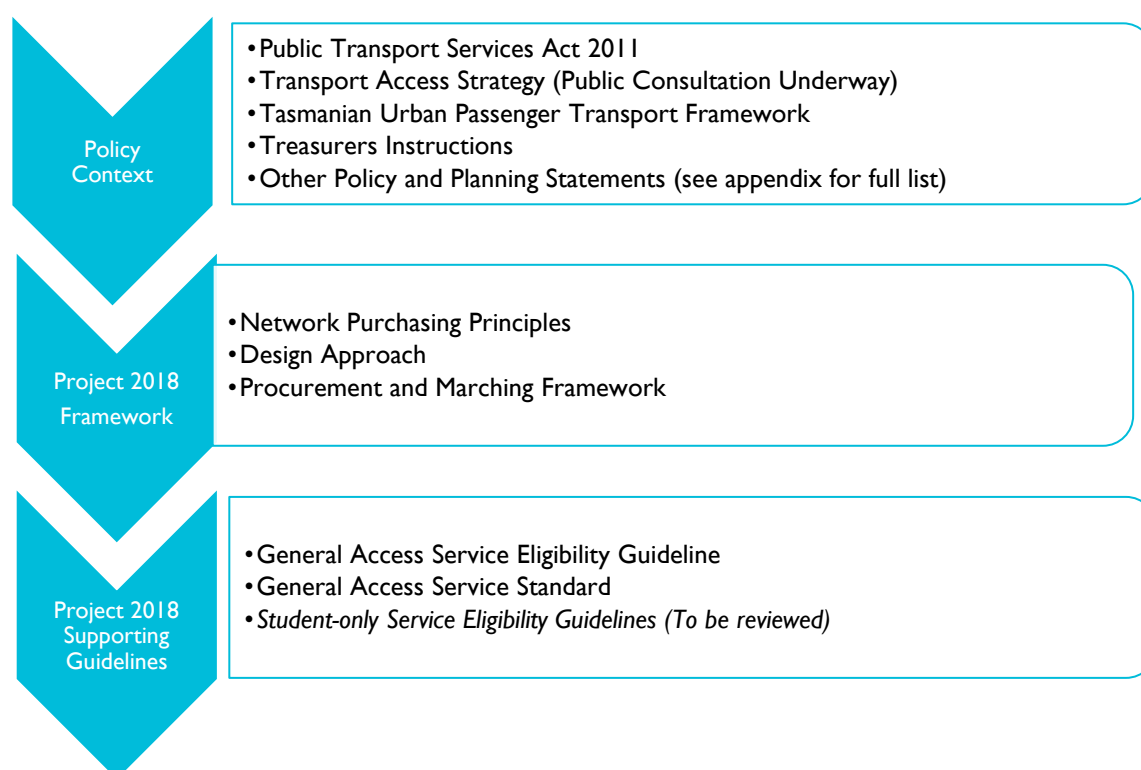


Figure 1 Project 2018 Policy Document Framework



Network Purchasing Principles

The following principles will be used to guide the purchase of public bus transport services under Project 2018.

- The design of an effective network is essential in the delivery of usable services in a resource effective way and should be aimed at creating a public transport network that is fast, efficient, direct and reliable.
- The services purchased must provide value for money and be financially sustainable within the State's budgetary context.
- The purchase of services across Tasmania should be equitable and fair ("like services for like needs") but should take into account, and be responsive to, differences between urban and non-urban environments, and differing local contexts and needs.
- As far as practicable, urban and regional services should be coordinated from a passenger viewpoint.
- Service purchasing should seek to deliver services over as wide as possible span of hours and at frequent intervals, where supported by demand subject to resource constraints.
- Services should complement demand side responses including car-pooling and alternative transport options such as walking and cycling. Services should not undermine active transportation options.
- Supply side impacts must be considered, in particular, public transport subsidies should seek to avoid, or at least minimise, conflict with commercial transport activities.
- Services purchased should also consider infrastructure constraints and support appropriate land use.



Service Design Approach

Consistent with the network purchasing principles, the approach towards determining route design and scheduling that will be used under Project 2018 is as follows:

1. Non-urban public transport service provision will be built around regionally focussed General Access services designed to deliver passengers to, and between, their nearest major urban centres (Hobart, Launceston, Devonport or Burnie) in a fast, efficient, direct and reliable way; using key transport corridors to support access to employment, education, services and improving social connectivity needs that reflect the needs of local communities.

A regional approach (North East, North West and South) with key interconnecting services between major cities, will therefore be adopted for Project 2018, based around each of these major urban centres. For the purposes of Project 2018 re-contracting, the West Coast will be considered with the North West region and the East Coast divided between the North and South.

2. Non-urban public transport services should, as far as practical, efficiently and effectively integrate with urban public bus transport services and active transport solutions (and vice-versa).

Although noting that the role of Metro as monopoly urban service provider, integrated ticketing, classification of areas as urban or urban fringe (including urban boundary locations) and 'last mile' solutions are out of scope for Project 2018, the development of the public bus network will be mindful of these issues and the opportunities it needs to enable.

3. In designing the overall network of services, it is recognised that the movement of primary and secondary² school students is a key cost and demand driver for public transport with different drivers to general access passengers. This need creates a large service 'peak' in services across the State, and cost effective school transport networks that complement the General Access route network are essential to delivering an overall cost effective and integrated public transport service.

² Including Years 11 and 12.



Attachment I: Public Transport Policy Context

This Policy Framework draws from the *Draft Transport Access Strategy* and the *Tasmanian Urban Passenger Transport Framework* which aim to provide a safe and responsive passenger transport system that supports improved accessibility, liveability and health outcomes for our communities.

This overall public transport policy context for the procurement of Tasmania's future bus services also draws on a range of existing policies including:

- Tasmanian Infrastructure Strategy
- Tasmanian Urban Passenger Transport Framework
- Tasmanian Walking and Cycling for Active Transport Strategy
- Transit Corridor Planning Project
- Greater Launceston Metropolitan Passenger Transport Plan
- Regional Integrated Transport Plans
- Regional Land Use Strategies
- Residential Development Strategy 2013 and Liveability Development Principles
- State Affordable Housing Strategy *under development
- Inclusive Ageing Tasmania 2012-2014 Strategy
- Tasmania's Plan for Physical Activity 2011 – 2021
- Disability Framework for Action 2013-2017
- Working in Health Promoting Ways framework document.
- A Hand Up for Vulnerable Tasmanians and Celebrating Seniors – The Plan to Rebuild Essential Services
- One State, One Health System: Better Outcomes



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