

Main Road Transit Corridor Plan

Information sheet four, January 2013

Stage 2 - Identification of Corridor Improvement Options

DIER has completed Stage Two of the Main Road Transit Corridor project, which includes identification and assessment of options to improve the Main Road Corridor from a public transport perspective.

The options target the problems that were identified in Stage One of the project.

The Stage Two Report recommends options for inclusion in the draft Transit Corridor Plan (Stage Three) which is currently under development. This stage will involve formal public consultation, scheduled for March to April 2013.

These options will enable public transport to be improved on the Main Road Transit Corridor by:

- Reducing bus travel time.
- Improving bus passenger experience through upgraded bus stops and more frequent and direct bus services.
- Improving people's access to the Transit Corridor and its activity centres.

Recommended options

Improved frequency and temporal span of bus services

1. Immediate improvements to bus frequency in response to demand:
 - Weekday (7:00 AM-7:00 PM): frequency every ten minutes or less.
 - Saturday (7:00 AM-7:00 PM): frequency every 20 minutes.
 - Sunday (7:00 AM-7:00 PM): frequency every 30 minutes.
 - All days (before 7:00 AM and after 7:00 PM): frequency every 30 minutes.
2. Immediate improvements to temporal span to ensure consistency across the week:
 - Monday to Saturday: services commence at 5:30 AM and finish by 1:00 AM.
 - Sunday: services commence at 7:00 AM and finish by 10:00 PM.

3. Ensure any changes provide services with predictable and consistent frequencies (harmonised timetables).
4. In the medium-term, monitor demand and make the necessary improvements to frequency and temporal span.

Simplify Northern Suburb bus services

1. Metro Tasmania to undertake a Northern Suburbs Bus Service Review to ensure routes are as simple and direct as possible and maximise use of the Transit Corridor.

Better managing our road network

1. Develop a road network approach within Hobart and Glenorchy local Government areas to establish the priority use of roads by transport mode, time, and place of activity.

Bus priority measures

1. Implementation of short-term bus priority treatments to improve travel time reliability for buses, including:
 - Bus priority approaching major intersections (reallocation of road space and providing signal priority).
 - Removal of Springfield Depot inward diversion.
2. Investigation of medium-term bus priority treatments to reduce the diversion caused by the one-way street network within the Hobart CBD.
3. Investigation of medium-term bus priority treatments at key intersections, such as queue-jump bus lanes and bus-early start signal priority. For the longer-term, consider set-back bus lanes depending on the effect of short and medium term bus priority measures.

Improved bus stop infrastructure

1. Upgrade bus stop infrastructure, including shelters, seating and passenger information displays and ensure stops are accessible (DDA compliant).
2. Review bus stop lengths to ensure the space is adequate for efficient bus manoeuvrability.

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Bus stop optimisation

1. Optimise the number of bus stops along the Corridor to improve travel time reliability.

Increased density and mixed use through infill development

1. State and local Government to jointly investigate mechanisms to facilitate development, in the form of higher residential densities and mixed use, focusing on the Main Road Transit Corridor and its activity centres.

A better urban environment to support and encourage the use of public transport, walking and cycling.

1. DIER and Glenorchy and Hobart City Councils to ensure urban design frameworks for activity centres within the Transit Corridor support and encourage public transport, walking and cycling.
2. Improved pedestrian connections to major bus stops within activity centres through targeted infrastructure upgrades and/or signage. Major bus stops to target include:
 - Hobart Bus Mall (subject to the outcomes of the Hobart Central Bus Interchange project).
 - Glenorchy Bus Mall.
 - Elizabeth Street bus stops (between Liverpool and Bathurst Streets, bus stop id 3385/341 and 958).
 - North Hobart activity centre (bus stop id 346 and proposed new stop near Lefroy Street).
 - Moonah activity centre (bus stop id 358 and 937).
 - New Town activity centre (bus stop id 354 and 944).

Improved cycling connections to the Transit Corridor and Principal Urban Cycling Network

1. Improved connectivity, through targeted infrastructure upgrades and/or signage for the following Transit Corridor cycling connections:
 - Bathurst Street, Molle Street to Campbell Street.
 - Burnett Street, Murray Street to Campbell Street.
 - Newdegate Street, Mellifont Street to Elizabeth Street, with link via Strahan Street to Argyle Street.

- Archer Street, Argyle Street to New Town Road.
- Bay Road, Inter-city cycleway to New Town Road via Cross Street.
- Bromby Street, Inter-city cycleway to New Town Road.
- Derwent Park Road or alternative route (eg. Bayswater Road, Lutana rail spur).
- Tolosa Street or alternative route (Humphreys Rivulet).

Provision of secure bicycle parking at select locations on the Transit Corridor

1. Provision of additional short-term bicycle parking facilities within Moonah activity centre.
2. Investigate the provision of long-term secure bicycle parking at Glenorchy activity centre.

Corridor branding and marketing of services

1. Better understand the target markets for public transport users and their expectations, in order to create an informed direct marketing campaign.
2. Investigate and implement options to brand Metro Tasmania's Transit Corridor services.
3. Develop a uniform 'brand' for bus priority infrastructure through the use of a distinctive colour.

Improved passenger service information

1. Provision of simplified, easy to understand and accessible pre-trip information including:
 - Internet journey planners.
 - Integrated website for all Greater Hobart bus services.
2. Provision of real time passenger information:
 - Fixed roadside passenger information at interchanges and major bus stops.
 - Smart phone applications, SMS and recorded messaging.
 - Web-based information.

Additional information

For more information on the Stage Two Identification of Corridor Improvement Options Report, please visit:

http://www.dier.tas.gov.au/passenger_transport/transit_corridors

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