

Glenorchy to Hobart CBD Transit Corridor Plan

Information sheet three, July 2012

Stage I Corridor Assessment

DIER has completed Stage One of the Main Road Transit Corridor Project, which includes development of the Transit Corridor Assessment Report.

The Report identifies existing problems on the Corridor from a public transport perspective. This approach enables us to have a better understanding of the issues, in order to inform identification of options for improvement and develop effective and targeted solutions.

Problem identification is increasingly being used at a national level in assessing whether infrastructure proposals are actually addressing a demonstrable and significant deficiency.

The Report highlighted the following problems with the transport and land use planning system.

Metropolitan level:

Population growth occurring in outer urban areas:

- Places pressure on urban arterial road networks, as people living in these areas have high levels of car dependence and public transport services are limited.

Low levels of population density:

- Greater Hobart has a dispersed settlement pattern - this results in bus services being planned on a low-frequency, high-penetration basis, creating long routes and travel times which are not competitive with the car.

An ageing population:

- Tasmania has the oldest population profile in Australia; public transport cannot always accommodate the needs of older people, especially those with restricted mobility.

People experiencing social exclusion:

- Lack of access to transport can affect people's sense of wellbeing and quality of life leading to social exclusion.

Low levels of physical activity:

- Currently, 69 percent of Tasmanians are not sufficiently active; high levels of car dependency contribute to lower levels of physical activity.

High reliance on cars:

- Greater Hobart has a high reliance on cars, with 78 percent of journey to work trips undertaken by the car.

Vulnerability to increases in oil prices:

- Tasmania's transport system is heavily oil dependent and exposed to increases in oil prices and disruptions to supply.

Transport's contribution to greenhouse gas emissions:

- Transport is the second largest producer of greenhouse gas emissions in Tasmania; 92 per cent of transport emissions come from road transport, with cars the largest contributor.

Glenorchy to Hobart CBD Transit Corridor Plan

Increasing cost of transport infrastructure:

- Tasmania has an extensive and ageing transport system, with high capital and recurrent maintenance costs.

Corridor level:

Low levels of population growth in Glenorchy in comparison to surrounding areas:

- Low levels of growth will affect the future demand for public transport. This low level of growth will affect the future demand for public transport along the Transit Corridor, a Corridor in which State Government is already investing substantially in public transport and where existing investment in activity by local Government and business is in place.

Low levels of public transport use:

- Despite Hobart and Glenorchy residents having more sustainable travel patterns than other Councils, public transport use is still very low for all trips and car dependency is high.

The complexity of the Northern Suburbs bus network:

- The Northern Suburbs is serviced by multiple bus routes, with a number of different route variations. This makes the system complex and difficult for passengers and potential customers to quickly comprehend.

Demand for improved service frequency and temporal span:

- The Transit Corridor has one of the highest levels of bus frequency in Greater Hobart. However, frequency could be improved during the evenings and at weekends as well as improving the temporal span.

Poor travel time reliability for buses:

- Historically, cars have been given priority over other modes. This has resulted in poor travel time reliability for buses.

Poor quality bus stop infrastructure and pedestrian links:

- There is an inconsistency of bus stop infrastructure treatments along the Corridor, including a lack of service information for users and poor pedestrian connections and way-finding to bus stops.

Cycling infrastructure gaps:

- Although the cycling network provides access to the Transit Corridor at some points, there are places where connectivity between the Corridor and the cycle network is poor.
- Existing bicycle parking facilities along the Transit Corridor are limited in number and location. There is also a lack of secure parking.

Stage 2 Identification of Corridor Improvements and Testing

- Work on Stage Two of the project has commenced.
- This stage will identify options for improving the Corridor; including analysis of potential options to identify the most suitable measures for the Corridor. Some options will be investigated in greater detail to determine their effectiveness, such as bus priority.

For more information on the Stage One Transit Corridor Assessment Report, please visit:
http://www.dier.tas.gov.au/passenger_transport/transit_corridors

CONTACT DETAILS

Project Manager – Integrated Corridor Plans

Sarah Poortenaar

Email: sarah.poortenaar@dier.tas.gov.au Phone: 62330482



Tasmania

Explore the possibilities