

Glenorchy to Hobart CBD Transit Corridor Plan

Information sheet two, December 2011

Governance Arrangements

DIER has established a Steering Committee to oversee the development of the Transit Corridor Plan (the Plan) on Main Road. The Steering Committee comprises key stakeholders who will be effectively Business Owners of this Plan, in that they may need to manage components of the Plan's outputs according to their responsibilities. The Steering Group comprises representatives from Hobart and Glenorchy City Councils and Metro Tasmania, as well as DIER.

The Steering Committee will meet on a regular basis to oversee the development of the Plan.

Development of the Transit Corridor Plan

The Plan will provide the context for where Main Road sits in the overall metropolitan transport planning system including its relationship to strategic transport frameworks.

The Plan will provide an assessment of this corridor from a public transport and land use perspective. It will detail an integrated series of strategies and actions to plan, deliver and successfully operate the corridor from a public transport perspective which are based on evidence and have a clear rationale.

An outline of the Plan is proposed as follows:

Stage 1 Corridor Assessment

- High level review of the three potential transit corridor options from Glenorchy to Hobart CBD, to confirm whether

Main Road should be the focus of the transit corridor investigation (completed, see below).

- The Stage One Report provides the context for identifying existing problems on the corridor (from a public transport perspective) through undertaking a corridor audit. 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.

Output: Stage 1 Corridor Assessment Report.

Stage 2 Identification of Corridor Improvements and Testing

- This stage will identify options for improving the corridor from a public transport perspective; it will include strategic 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.

Output: Stage 2 Corridor Improvements Report.

Stage 3 Draft Plan and Implementation Strategy

- A draft Plan will be developed based on Stages One and Two. The draft Plan will identify priority actions in terms of short, medium and long-term timeframes and detail specific tasks and responsibilities.
- The draft Plan will undergo formal public

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consultation.

- A Final Plan will be developed following public consultation for endorsement by the Plan's Business Owners.

Output: Stage 3 Draft Plan for consultation and Final Plan.

Project Management

The Plan will be project managed by DIER. Part of the Plan's development will be undertaken within DIER, for those issues where expertise and skills exist. Consultants GHD have been appointed to undertake discrete tasks that will feed into the development of the various stages of the Plan.

High level review of corridor options in the Northern Suburbs

The focus on Main Road as a Transit Corridor was confirmed through a high level review of the three corridor options in the Northern Suburbs which are the:

- Brooker Highway;
- Rail corridor; and
- Main Road.

Based on this review, it is recommended that Main Road should be the focus of the transit corridor investigation for the following reasons:

- The Brooker Highway is not a suitable transit corridor, as it is Hobart's key urban highway with a high freight and car based passenger function, as opposed to a core public transport route.
- The rail corridor has been the subject of four separate studies that have assessed the potential role of the corridor for public transport.

- The work completed to date suggests that the capital costs of refurbishing the rail corridor may outweigh the potential benefits of using the corridor. While further time could be invested in analysing less direct benefits in greater detail, this course of action would only be appropriate if it was clear that the rail corridor was the only Transit Corridor option in the Northern Suburbs and that such work would materially improve the business case for the rail corridor.
- Main Road is an existing public transport route with a higher proportion of the population within walking distance of the corridor than other corridor options. It also contains major trip attractors and is integrated with surrounding land use patterns, such as high residential densities and mixed use.
- The development of a Transit Corridor on Main Road is also likely to have significantly lower infrastructure and service delivery costs than implementing other options on the rail corridor.
- In spite of the high public transport numbers and frequency, no serious analysis has been undertaken of what the Main Road can potentially deliver as a genuine transit corridor. Regardless of the ultimate decision on the rail corridor, public transport services will be likely to continue to be required from Glenorchy to Hobart via Main Road.

For more information on the high level review, please visit:
http://www.dier.tas.gov.au/passenger_transport/transit_corridors

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