

Glenorchy to Hobart CBD Transit Corridor Plan

Information sheet one, September 2011

Background

The *Tasmanian Urban Passenger Transport Framework* describes the strategic direction for delivering better modal choice to people in urban areas. The Framework identified transit corridors as one of the key measures to improve public transport use.

The vision underpinning this is to consolidate population density and activity around designated high frequency corridors which connect to the Hobart CBD. These corridors will need to be supported by high quality infrastructure to enhance the attractiveness and reliability of public transport, including:

- High frequency bus services.
- Bus priority measures.
- Improved off-bus infrastructure such as waiting facilities and service information.

Land use change will also need to occur over time to increase population density and activity around the corridors.

The Framework focuses on building demand in the short to medium term through modal shift and systematic land use changes by improving the existing bus-based system. These actions are considered essential to providing a strong future justification for the very large capital investment required for a mass transit system such as light rail or bus rapid transit.

In response to the Framework, the State Government has developed the Passenger Transport Innovation Program. Through the Program the State Government has allocated \$0.8M to develop two transit corridor plans

over the next two years.

What are transit corridors?

Transit corridors are high frequency public transport corridors that link key activity centres and are adjacent to higher density residential areas. Corridors need to have strong trip attractors within them to encourage a mix of trips for work, shopping and social needs.

Transit corridors need to pass through residential areas where there are high concentrations of people, as opposed to supporting low density development. A higher concentration of people means that there will be a greater public transport catchment within walking distance of the corridor.

Typically transit corridors will run along main streets as opposed to highways, as main streets are the location where a greater number of people live, work or conduct their day to day activities.

The transit corridor project focuses on existing public transport corridors in order to maximise the use of investment in road-based infrastructure and public transport services.

The transit corridors will serve as public transport 'spines' and infill development areas for metropolitan Hobart, supporting higher densities and a greater mix of land uses consistent with the draft *Southern Regional Land Use Strategy*. The corridors will be a focal point for investment in improving the public transport system.

Transit corridors need to maximise the

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potential for people to use public transport as part of their trip making purposes by:

- Providing high frequency public transport services along the defined corridor.
- Providing supporting infrastructure to ensure public transport services are reliable eg bus priority measures.
- Improving information to public transport users to ensure services are easy to use and understand eg real time travel information, improved bus waiting facilities.
- Increasing population and activity through creating opportunities for increased residential densities and mixed uses around defined corridors.
- Encouraging walking and cycling as part of trip making by creating better connections to walking and cycling routes.

Why Main Road as a transit corridor?

It is proposed that Main Road, including New Town Road and Elizabeth Street from Hobart CBD to Glenorchy, will be developed as the first transit corridor plan. This corridor already contains many of the essential elements of a transit corridor.

The Light Rail Business Case for the Northern Suburbs was completed in August 2011 with the findings indicating that the operating and capital costs of a light rail system would represent a significant net cost to the community. The Minister for Sustainable Transport has considered the business case and has indicated that while high risk, consideration will be given to approaching the Commonwealth Government, through Infrastructure Australia for funding. As part of the project proposal process, alternative

options need to be considered.

The Transit Corridor Plan will provide a means of demonstrating that alternative options have been considered by focusing on improving the existing public transport system on the Main Road corridor.

Project objectives

The overall project objective is:

- To provide high quality public transport corridors and services in urban areas to encourage and support modal change through guiding future Government investment along transit corridors and creating more supportive land use patterns.

The project outcomes which are consistent with higher level outcomes outlined in the Passenger Framework are:

- Reduced greenhouse gas emissions.
- Creating liveable and accessible communities.
- Improved travel reliability by providing consistent travel times.
- Creating healthy, active communities.
- Better integration of transport and land use planning.

Next steps

DIER has begun initial consultation with key stakeholders including Metro Tasmania, Hobart and Glenorchy City Councils on the project concept. This process will assist DIER in developing a project plan to deliver the Transit Corridor Plan.

CONTACT DETAILS

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