

Tasmanian Government
2012 Submission to Nation Building 2 Program

Macquarie Street Bus Lane

(Concept only)
(Part of Hobart Passenger Transport Innovation
Program)

September 2012

<p>Priority assigned by jurisdiction for NB2 funding consideration</p>	<p>Priority one under Connecting People</p>
<p>Details of full scope of project, including objectives, service requirements, project status and project phase(s) seeking funding.</p> <p>Note: It is expected that this will be largely addressed through the main IA submission. However, the Department requires cost estimates to be provided using the Best Practice Cost Estimation Standard and at both P50 and P90. Also to use both 4% and 7% for BCRs.</p>	<p>Information on project objectives, strategic context and options analysis is discussed in the below.</p> <p>Information on the technical and delivery aspects of the project, including benefit cost analysis, project risks and delivery program will be provided in 2013/14 under the <i>Targeted Competitive Sub-Program – Liveable Cities and Active Travel Projects</i>.</p>
<p>Alignment with objectives of NB2</p> <p>Note: This should include how a project aligns with the overarching objective of NB2, as well as how it aligns with the objective of each relevant NB2 subprogram.</p>	<p>The Macquarie Street Bus Lane project aligns with the Connecting People theme of Nation Building 2.</p> <p>Macquarie Street is a key corridor for buses between the Hobart CBD and the growing Kingston area. This corridor has high daily traffic volumes, and experiences significant delays, especially in the morning peak.</p> <p>This project involves provision of a bus lane to improve travel time and overall reliability for bus passengers.</p> <p>Further details are included below.</p>
<p>Alignment with broader Commonwealth and state/territory policies and plans</p> <p>Note: Specific plans/policies to be addressed (at a minimum) include the Commonwealth’s Infrastructure Investment Framework; the National Urban Policy; the National Ports and Land Freight Strategies; and the Australian Government commitment on the incorporation of ITS for major urban roads (as appropriate).</p>	<p>The project aligns with a number of Infrastructure Australia’s strategic priorities, including:</p> <ul style="list-style-type: none"> • Increase Australia’s productivity • Developing Australia’s cities and regions • Improve social equity, and quality of life, in our cities and our regions <p>Further details are included below.</p>
<p>Further details on other elements, including project risks and stakeholder issues, will be provided in the later, more detailed submission, including project costs and supporting economic analysis, in 2013/14, under the <i>Targeted Competitive Sub-Program – Liveable Cities and Active Travel Projects</i>.</p>	

Macquarie Street Bus Lane

This is a key project, submitted as concept only in 2012. The Tasmanian Government will provide a detailed submission, including project costs and supporting economic analysis, in 2013/14 under the *Targeted Competitive Sub-Program – Liveable Cities and Active Travel Projects*.

The project forms part of the Hobart Passenger Transport Innovation Program.

Summary

The Tasmanian Government is investigating the potential development of a priority lane for public transport on Macquarie Street, in Hobart.

Project Goal and Alignment

The objectives of the project are to:

- deliver travel time savings for buses travelling from Hobart's southern suburbs; and
- to provide a more reliable travel time for bus services,

thereby increasing the attractiveness of public transport for commuters.

The projects align with the Connecting People theme, and the Urban Living sub-program. The project focuses on improving the access and amenity of public transport in Hobart; enhancing the community's access to services; and improving the liveability of urban areas throughout Greater Hobart.

The *Tasmanian Urban Passenger Transport Framework* (Framework) identifies a number of desired outcomes at a State-level including:

- Reduced greenhouse gas emissions by encouraging the use of low carbon emission transport such as public transport, walking and cycling; and
- Improved travel reliability by providing consistent travel times, in particular, the overall time of undertaking a journey, including waiting times, for all users of the transport system.

A bus priority lane on Macquarie Street will provide both a faster and more predictable travel time between Hobart's southern suburbs and the Hobart CBD for public transport.

Problem identification, assessment and analysis

The *Framework* identifies a set of key challenges affecting Hobart, largely reflecting the existing private car-oriented transport system.

These include

- Increasing travel over longer distances (from 2000 to 2010 the number of cars increased by 14 per cent and total car kilometres travelled increased by 17 per cent); and
- Low use of alternative modes (in the mid-1980s, over 10 per cent of people travelled to work on public transport. By 2006, that number had fallen to 6.3 per cent in Hobart).

The Greater Hobart Household Travel Survey indicates that the mode share for public transport in Kingborough is particularly low.

High reliance on private vehicles, and consequent low levels of public transport patronage, will continue to impede the achievement of the desired outcomes identified in the Framework.

Initial review of options

Initial analysis by consultants has confirmed that the kerb to kerb width of Macquarie Street between Antill Street and Molle Street is not wide enough to retain 3 lanes of through traffic and provide a bus lane of sufficient width. A staged approach is therefore proposed:

- Stage 1- highest priority to investigate potential for a bus lane between Molle Street and Elizabeth Street; and
- Stage 2- Lower priority for investigation between Southern Outlet and Molle Street, where a peak clearway already exists and additional investigation will be necessary to identify viable options (which may involve reduction of footpath width, reduction of lane widths or removal of lanes).

Other actions, such as improvements in bus frequency and span of services, are likely to improve the attractiveness of public transport, resulting in an increase in patronage. These measures could potentially be introduced either in conjunction with a bus lane, or as separate initiatives.

Further work is necessary to better understand the benefits a bus lane would provide, compared to alternatives (such as targeted increases in public transport service frequencies). The preparation of concept designs, and cost-estimates, will enable the costs and benefits of a bus lane to be assessed against potential alternative (or complementary) measures.

Work to date

The project is an extension of work already completed by the Tasmanian Government to improve public transport reliability from Hobart's southern suburbs. This includes:

- development of a park and ride facility in Kingston, with associated service improvements to reduce waiting time for passengers;
- delivery of a peak bus priority lane on the Southern Outlet; and
- a peak clearway on Macquarie Street between Gore Street and Molle Street.

Initial modelling of bus lane concepts has been undertaken, from which travel time estimates have been derived. Initial scoping work has identified the physical constraints of the road width described above.

In summary, key conclusions from the modelling were:

- Travel time savings of up to 90 seconds (8:30 to 9:30am) are achievable under 2012 traffic conditions, and 139 seconds under 2032 traffic conditions;
- Remaining vehicular traffic times between Olinda Grove and Elizabeth Street decreased by between 5 and 20 seconds.
- Retention of all existing parking is unlikely to be feasible, as removal of traffic space for private vehicles (even in the off-peak), will result in significant increases in congestion on Macquarie Street;

- The extension of the existing clearway on Macquarie Street appears to have already improved travel times for all vehicles, including buses, between 2009 and 2012;
- Traffic turning left into Molle Street reduces the utility of a bus lane south of Molle Street, with most travel time savings for buses achieved between Molle Street and Elizabeth Street.

Next steps

The development of a bus priority lane will require extensive public consultation into the allocation of space on the existing roadway. Further investigation of alternative priority measures is required, together with an assessment of the potential effectiveness of non-infrastructure measures.

Consideration will also be given to the recommendations arising from the current study on the future role of the Hobart CBD interchange. In particular, any recommendation to move the facility from its current site would have potential implications for bus services on Macquarie Street.

The delivery of a priority lane on lower Macquarie Street, when coupled with the redevelopment and/or relocation of the CBD interchange, will complete a high quality public transport link for one of Hobart's fastest growing areas. It will also underpin future examination of services between Hobart's southern suburbs and the CBD, which have previously been identified as a potential transit corridor.

The Tasmanian Government will continue to refine the bus lane concept with a view to providing a detailed project submission in 2013/14.