

Tasmanian Government  
2012 Submission to Nation Building 2 Program

# South Arm Highway Planning

September 2012

Department of Infrastructure, Energy and Resources



<p><b>Priority assigned by jurisdiction for NB2 funding consideration</b></p>	<p>Priority six under Innovation</p>
<p><b>Details of full scope of project, including objectives, service requirements, project status and project phase(s) seeking funding.</b></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 <b>Best Practice Cost Estimation Standard</b> and at both <b>P50 and P90</b>. Also to use <b>both 4% and 7%</b> for BCRs.</p>	<p>Information on project objectives, strategic context and options analysis is discussed in the Stage 1-6 template.</p>
<p><b>Alignment with objectives of NB2</b></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 South Arm Highway Planning project is submitted under the <i>Innovation</i> theme of Nation Building 2, and also aligns with <i>Connecting People</i>.</p> <p>The project focuses on investigating transport options to improve accessibility and connectivity in a high-growth residential area of Greater Hobart.</p> <p>Further details are contained under Goal Definition (Stage1-6 template).</p>
<p><b>Alignment with broader Commonwealth and state/territory policies and plans</b></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 the following Australian Government plans and policies:</p> <ul style="list-style-type: none"> <li>• Infrastructure Australia's theme for action 'Transforming our Cities'.</li> <li>• Infrastructure Australia June 2011 and June 2012 Report to COAG.</li> <li>• National Urban Policy.</li> </ul> <p>The project also aligns with relevant Tasmanian Government plans and polices:</p> <ul style="list-style-type: none"> <li>• Tasmanian Infrastructure Strategy.</li> <li>• Tasmanian Urban Passenger Transport Framework.</li> <li>• Southern Integrated Transport Plan.</li> <li>• Southern Regional Land Use Strategy</li> <li>• Draft Capital City Plan.</li> </ul> <p>Further details are contained under Goal Definition (Stage1-6 template).</p>
<p><b>Overall financial exposure including identification of other partner funding</b></p>	<p>The project is low-cost and considered a low-risk project.</p>

Note: It is expected that this will be addressed in the main IA submission.	
<p><b>Identification of key strategic risks to the project</b></p> <p>Note: It is expected that this will be addressed in the main IA submission</p>	Key strategic risks will be identified in the project planning phase, but the project is considered low-risk.
<p><b>Quantification of the expected benefits from the proposal</b></p> <p>Note: It is expected that this will be addressed in the main IA submission.</p>	The benefits associated with this project are ongoing and relate to improved strategic planning, strategy development and investment decision-making.
<p><b>Information regarding the extent to which the potential for private sector involvement or investment has been evaluated</b></p> <p>Note: It is expected that this will be addressed in the main IA submission.</p>	This is a low cost initiative that is unlikely to attract or require any private sector investment.
<p><b>Likely impacts from the project proposal on citizens and the market</b></p> <p>Note: Detail is needed on how each proposal will impact citizens and the market (as two distinct groups) – positively or negatively, and the extent of the impact</p>	Further details on the impacts are outlined in Problem Identification, Assessment and Analysis (Stage 1-6 template).
<p><b>Identification of key stakeholders in the project and the complexity of stakeholder relationships</b></p>	Key stakeholders will be further identified in the project planning phase.
<p><b>Extent of multijurisdictional and/or private sector involvement in the proposal</b></p>	The planning process will involve close consultation with Council, bus operators, other key stakeholders and the community as required.
<p><b>Details of the level of innovation and information technology involved in the proposal, including in relation to information technology requirements to successfully manage/implement the proposal</b></p> <p>Note: Detail is to include identification of any new/untried methodologies or technologies to be used in the project, as well as IT requirements for the proponent agency to successfully manage or implement the proposal.</p>	An ITS solution is not considered to be applicable to the issues this project addresses.
<p><b>Details of the proposed procurement</b></p>	Procurement in accordance with the

<p><b>methods for the proposal</b></p> <p>Note: It is expected that this will be addressed in the main IA submission.</p>	<p>Tasmanian Government's procurement guidelines.</p>
<p><b>Level of complexity in construction, and any known issues in relation to the construction of the project, including environmental and heritage considerations</b></p> <p>Note: It is expected that this will be largely addressed through the main IA submission. However, the Department requires sufficient detail to fulfil its probity and accountability requirements, so any additional information not explicitly addressed in the main IA submission should be provided here.</p>	<p>N/A</p>
<p><b>Any known issues in relation to contractual or service delivery obligations stemming from the proposal</b></p> <p>Note: This is to include any issues that are not currently present but could reasonably be foreseen.</p>	<p>No contractual or service delivery issues are expected.</p>
<p><b>Details of the proposed governance arrangements for the proposal</b></p> <p>Note: This should be largely addressed in the main IA submission. However, the Department requires an explicit statement about the experience of the management team in delivering similar proposals and whether there are any expected knowledge gaps or training needs to successfully implement the proposal.</p>	<p>To be determined in the project planning phase.</p>
<p><b>Details of the proposed delivery timetables and whether there are any known challenges to achieving those timeframes</b></p> <p>Note: It is expected that this will be addressed in the main IA submission.</p>	<p>To be determined in the project planning phase.</p>
<p><b>Details of any significant interdependencies for the project</b></p> <p>Note: It is expected that this will be addressed in the main IA submission.</p>	<p>There are no significant interdependencies for this project.</p>

## Proposal Summary

Initiative Name:	South Arm Highway Planning
Location (State/Region(or City)/ Locality):	Rokeby (Hobart), Tasmania
Name of Proponent Entity:	Tasmanian Department of Infrastructure, Energy and Resources
Contact (Name, Position, phone/e-mail):	David Spence, General Manager Infrastructure Strategy Department of Infrastructure, Energy and Resources Tel: (03) 6233 2089 Email: david.spence@dier.tas.gov.au
Executive summary	<p>Rokeby is one of Greater Hobart's major residential growth areas, with significant areas of new subdivisions under development, approved or planned on various greenfield sites. The area is part of a general growth corridor adjacent to the South Arm Highway at Glebe Hill, Clarendon Vale and Rokeby, as well as further growth through to Lauderdale. Affordable housing initiatives are part of the development profile but the overwhelming majority of development is in the private market. Similarly, there are some large-scale commercial development is also proposed as part of some subdivisions.</p> <p>The South Arm Highway is a key urban arterial road within Greater Hobart, and the key connection to/through the Rokeby area. The Tasmanian Government has recently duplicated sections of the Highway to the south of Rokeby, with \$10 million committed to continue these upgrades on the northern approach into Rokeby.</p> <p>Public transport services are provided along the South Arm Highway corridor, and to adjacent suburbs and suburbs further south (Lauderdale). Some dedicated active transport infrastructure exists, including a connection south to the Shoreline commercial centre.</p> <p>The scale of the development in the Rokeby area offers a significant opportunity to strategically plan for transport linkages in a high growth residential area, in partnership with subdivision development. The Tasmanian Government is seeking planning funding under National Building 2 to investigate road corridor, public transport and active transport linkages in the Rokeby area. Land use and travel demand modelling; corridor planning of the South Arm Highway from Ocean Drive through Rokeby to Lauderdale; and detailed design of projects form the focus of the study.</p> <p>Outcomes of the study are expected to identify small-scale projects capable of being delivered within NB2 timeframes, and delivery of these projects forms part of the overall submission.</p>
Is this a new submission?	Yes
Estimated cost of problems?	Not applicable
Estimated Capital Cost of Initiative by Proponent (\$M, nominal, undiscounted):	\$5M
Commonwealth contribution sought by Proponent (\$M, nominal, undiscounted):	\$5M
Other funding (source/amount/cash flow) (\$M, nominal, undiscounted):	
BCR by Proponent excluding Wider Economic Benefits	Not applicable
Estimated program	2014-15 – 2015-16

## Goal Definition

The objective of the South Arm Highway Planning project is to investigate transport options to improve accessibility and connectivity in a high-growth residential area of Greater Hobart.

The South Arm Highway is a key urban arterial road within Greater Hobart, and the key connection to/through the Rokeby area, connecting to Lauderdale.

Rokeby is one of Greater Hobart's major residential growth areas, with significant areas of new subdivisions under development, approved or planned on various greenfield sites. Over the long-term, over 5 400 potential developable lots have been identified in the broader Rokeby area, with many subdivisions already well developed. The area is part of a general growth corridor that includes large scale subdivisions adjacent to the South Arm Highway at Glebe Hill, Clarendon Vale and Rokeby, as well as development on local roads connecting through to the Highway. Future growth on the South Arm peninsula, including commercial development at Lauderdale, will see growth on the Highway through to Lauderdale also increase. Formal affordable housing initiatives are part of the development profile but the overwhelming majority of development is in the private market.

New, potentially large-scale commercial development is also proposed as part of some subdivision stages.

Future planning of the South Arm Highway through Rokeby to cater for growth is a focus of state and local government, and has been the subject of a significant strategic planning initiative (Clarence Plains Outline Development Plan, 2008) and detailed planning in relation to road corridor upgrades.

The Tasmanian Urban Passenger Transport Framework identifies the importance of this corridor for public transport, with major greenfield development providing the opportunity to coordinate and deliver good quality walking and cycling connections to link houses with local shops, services and schools.

The Tasmanian Government has committed \$10 million as part of its Community Roads Program to upgrade the South Arm Highway to four lanes between Oceana Drive and Diosma Street in Rokeby.

These upgrades will extend the transport system benefits delivered by capacity improvements to the Highway between Shoreline Drive and Oceana Drive, completed in 2009.

Given the scale and nature of development, improvements to public transport infrastructure and services, as well as local and inter-suburb cycling and walking connections, are key.

### Positive contribution to Infrastructure Australia and Nation Building 2 strategic priorities

The project aligns well with Infrastructure Australia's strategic objectives, including:

- **Improved strategic planning:** the Project focuses on better integration of transport and land use planning through encouraging increased residential densities and mixed use adjacent to the Corridor and supporting forward planning of transport links that support and integrate with land use.
- **Improving liveability and social cohesion:** the Project will lead to improved liveability and social inclusion by providing improved modal choice, including

improved local connections to support better connectivity at the local level between residential areas, local shops, schools and other key locations.

The South Arm Highway project is submitted under the Innovation (Planning) theme, and also aligns with Connecting People, focusing on new and upgraded transport linkages to improve accessibility and connectivity.

### **National Urban Policy**

The *National Urban Policy* sets out a number of important objectives and priorities to guide planning and development of Australia's cities which focus on enhancing productivity, sustainability and liveability. The South Arm Highway Planning project aligns with the following objectives and priorities in the *National Urban Policy*:

- Integrating planning of land use, social and economic infrastructure.
- Investing in urban passenger transport, particularly public transport.
- Improving accessibility and reducing dependence on private vehicles by improving public transport options and reducing travel demand by co-location of jobs, people and facilities.

### **Alignment with State/regional strategic plans**

#### ***Tasmanian Infrastructure Strategy***

The *Tasmanian Infrastructure Strategy* coordinates the major economic sectors of transport, water, energy and digital infrastructure, and recognises the critical role land use planning has in the location and provision of infrastructure investments.

The Strategy identifies a number of projects relevant to the Corridor, including the development of a high frequency bus service from the Hobart CBD to Shoreline, and upgrade of the South Arm Highway through to Lauderdale over the medium term.

#### ***Tasmanian Urban Passenger Transport Framework***

The Tasmanian Urban Passenger Transport Framework provides the strategic direction for delivering better modal choice to people in urban areas in Tasmania. Improving public transport services, walking and cycling infrastructure, and better integrating transport and land use planning are key principles underpinning the Framework.

The development of a high frequency bus route, together with infill development adjacent to the Highway corridor, is identified as part of the key public transport network improvements within the Framework. This route would link to a future transit corridor connecting Shoreline to Rosny Park and into central Hobart, possibly extending that corridor.

#### ***Southern Integrated Transport Plan***

The *Southern Integrated Transport Plan* – released in 2010 - is a collaborative initiative between the Tasmanian Government, Southern Tasmanian Councils Authority, and twelve member councils. It provides a coordinated and strategic framework to recognise and address transport issues within the Southern Region over the next twenty years.

Improving public transport services, walking and cycling infrastructure, and better integrating transport and land use planning are key principles underpinning the Plan, with various objectives and strategies identified to achieve this outcome across the Hobart metropolitan area.

The South Arm Highway is recognised as a key urban transport corridor under the Plan, with an objective to improve travel time reliability on the corridor. The Action Plan identifies upgrades from Oceana Drive to Diosma Street as a short-term priority.

### **Clarence Plains Outline Development Plan**

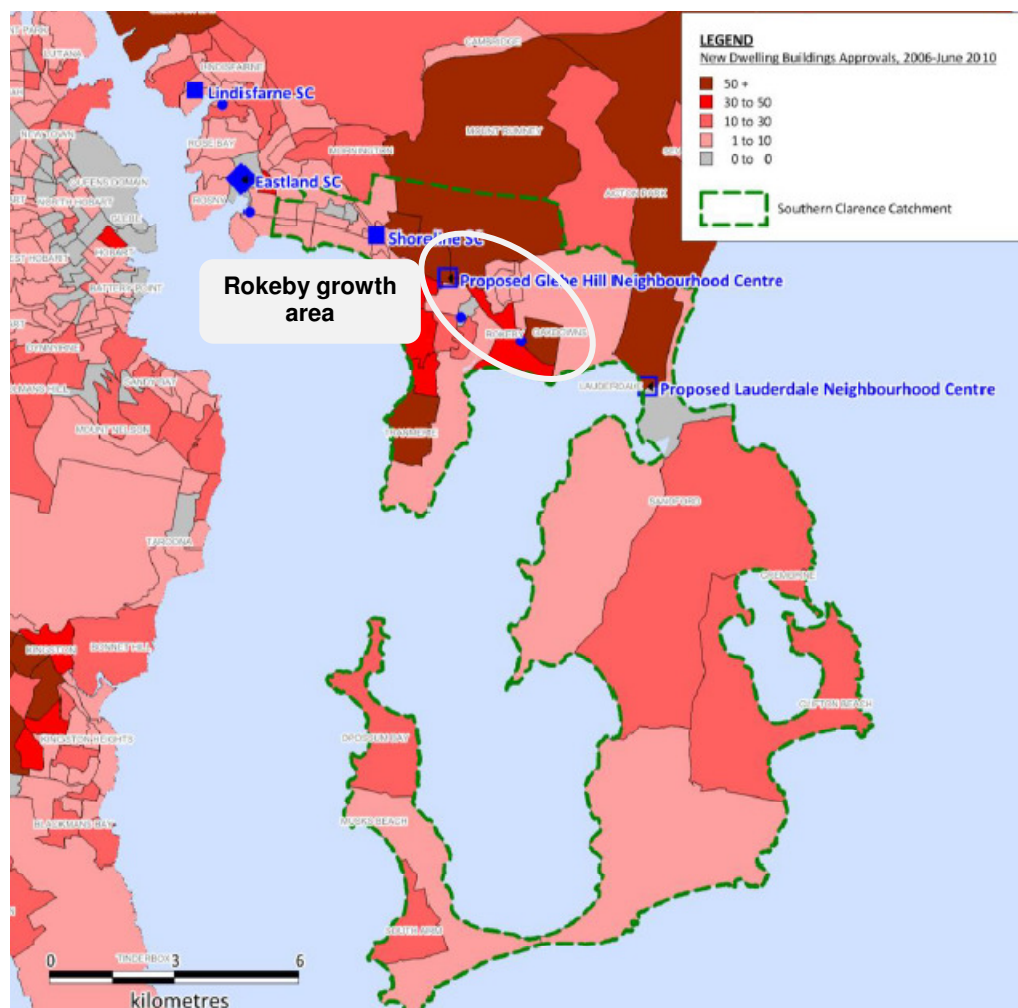
In 2008, the Tasmanian Government finalised the Clarence Plains Outline Development Plan, a project to determine future corridor options for the South Arm Highway through Rokeby. The project was in response to growth pressures and changing land use patterns in the area, and involved close consultation with Council and the community.

A final corridor option was identified, focused on upgrade of the existing Highway through Rokeby with a short bypass of the commercial area to the south of Rokeby over the long term. Safer pedestrian intersections, improved local road accesses, and improved connectivity between neighbourhoods were key outcomes.

### **Problem identification, assessment and analysis**

#### *Land use*

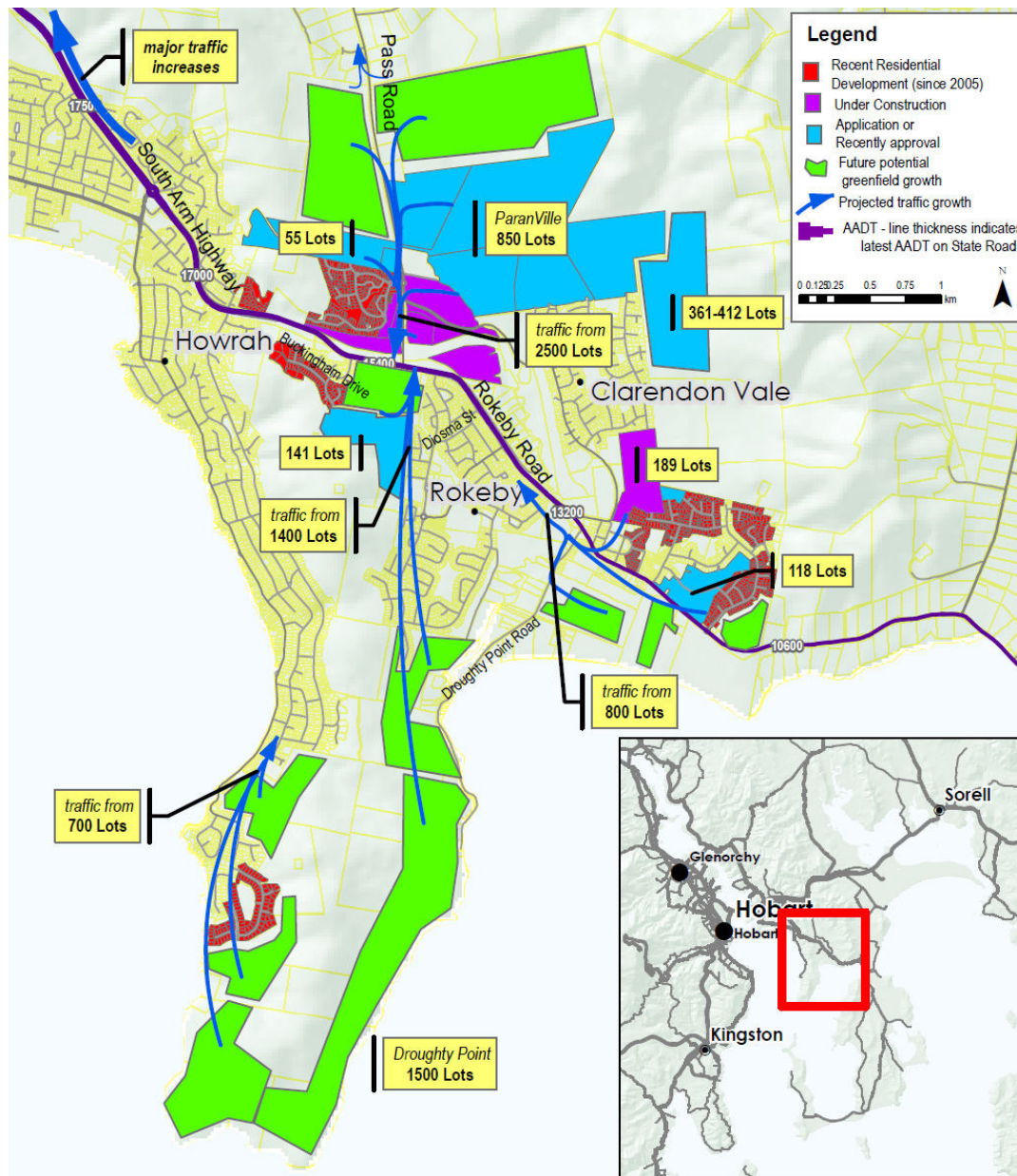
Development in the Rokeby area has been significant in the context of Tasmania’s urban areas. Figure 1 shows average annual new dwelling approvals in Greater Hobart. The Rokeby area is one of the highest growth areas in the metropolitan region.



**Figure 1 - Average annual new dwelling approvals, 2006-June 2010, Greater Hobart**  
 Source: Essential Economics, 2011



Future growth in the area in terms of developable lots is forecast at over 5 400 lots, with construction in some areas substantially underway (e.g. Glebe Hill) (refer Figure 2).



**Figure 2 - Current and future lot development, Rokeby**

The Rokeby area is a mix of social and privately owned housing, focused on a central commercial area, with smaller shops located within suburbs; a small industrial area; high school and two primary schools; and essential services such as a medical practice and child health centre. Recent development has been in the affordable private housing market, and has seen significant residential growth in the area, including the Oakdowns and Glebe Hill developments.

The majority of current and planned development will feed onto the South Arm Highway through Rokeby, at some point. This includes potential future long-term development areas around Droughty Point and Pass Road.

### Corridor issues and improvements

The South Arm Highway is a key urban arterial road within Greater Hobart, and the key connection to/through the Rokeby area. In 2012, the Highway carried over 21 000 vehicles daily. Car trips are forecast to continue to be the major method of transport from the area over the long-term, however the opportunity exists to reduce this proportional share through public transport and active transport strategies (Figure 3).

In July/August 2011, DIER undertook a survey of travel times and speeds during the AM, PM and off-peak periods on major roads in Greater Hobart, including the South Arm Highway from central Hobart to Lauderdale. Survey results showed the Highway experienced the longest AM peak travel time per kilometre for the entire length, at 75 sec/km, of any of the roads surveyed.

The Tasmanian Government has committed \$10 million as part of its Community Roads Program to upgrade Rokeby Main Road to four lanes between the recently constructed signalised intersection at Oceana Drive in Howrah to just west of Diosma Street in Rokeby.

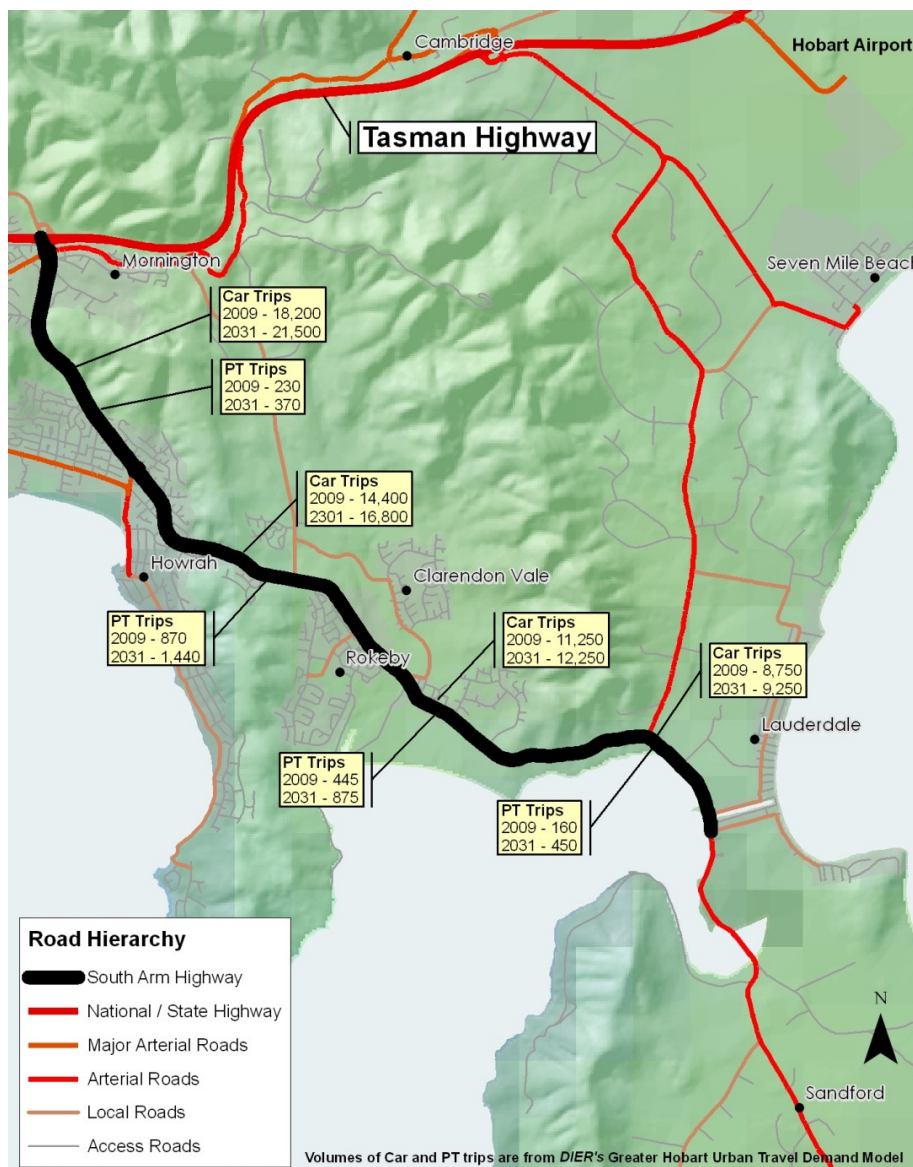


Figure 3 - Current and forecast passenger transport trips, Rokeby

Stage 1 (Diosma Street to east of Buckingham Drive) of these upgrades will be constructed in 2013-14, with planning for Stage 2 (Buckingham Drive to Oceana Drive) to be completed by the end of 2012. The section of the Highway between Pass Road and Diosma Street is currently operating at Level of Service E during the AM and PM peak periods.

The upgrades extend the transport system benefits delivered by the Shoreline Drive to Oceana Drive upgrades, completed in 2009. These upgrades provided 4 lanes over this section, consistent with the 4-lane capacity of the Highway through to the Tasman Highway.

High level concept planning of the Highway has been undertaken through to the Police Academy, including an initial review of a long-term bypass of the Rokeby commercial and industrial area. No detailed project planning has been completed for any mode. The Clarence Plains Outline Development Plan reviewed road infrastructure issues from Pass Road to the Police Academy in significant detail, identifying a long-term corridor option (see Figure 4) to improve local connectivity and accessibility, and reviewing local road intersections and pedestrian crossing points through Rokeby.

For the road corridor, the focus will be on a detailed investigation of projects through to southern Rokeby and extending along the corridor to Lauderdale, with a view to developing options and some final project designs and costs.

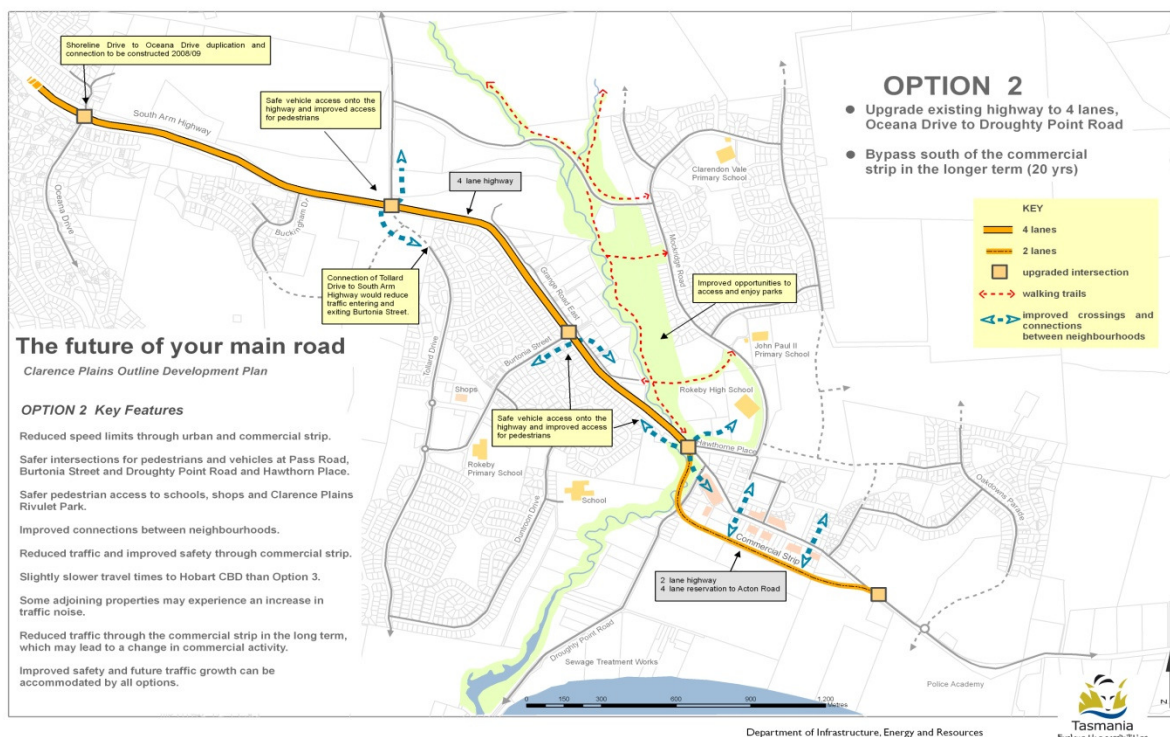


Figure 4 - Preferred corridor option, South Arm Highway, Clarence Plains Outline Development Plan

### Public and active transport

The Tasmanian Urban Passenger Transport Framework identifies the importance of the South Arm Highway corridor for public transport. The development of major, contiguous subdivisions also provides the opportunity to coordinate and deliver good quality walking and cycling linkages along the corridor to provide access to activity centres and within local neighbourhoods to connect houses with local shops, services and schools.



An existing high frequency bus service runs to the Shoreline commercial centre. Given forecast growth in the Rokeby area, the option of extending this service through to southern Rokeby (Oakdowns) would be investigated. Integration of services connecting to the high frequency services are essential. A hierarchy of options will be considered including options to allow access to the corridor. Access options to be investigated will include active transport options, feeder buses, demand responsive transport and variations to taxi services. The linkages to the corridor will feature one or more high quality node in a form of a small bus station(s) to facilitate access. In addition, there would be well developed stop infrastructure including real time information.

For active transport, the opportunities include:

- Upgrade the existing off-network cycle path from Rokeby through to Shoreline, and review active transport options south through Rokeby, including to the Rokeby commercial area, and onwards to Lauderdale.
- Review links to local primary and high schools with a view to delivering safe, contiguous infrastructure.
- Work with Council and developers to identify logical and safe connections from residential areas to the South Arm Highway

The Tasmanian Government is seeking planning funding under National Building 2 to investigate road corridor, public transport and active transport linkages in the Rokeby area, including linkages west toward central Hobart and east to Lauderdale. Land use and travel demand modelling; corridor planning of the South Arm Highway from Ocean Drive through Rokeby to Lauderdale; and detailed design of projects form the focus of the study. Outcomes of the study are expected to identify small-scale projects capable of being delivered within NB2 timeframes, and delivery of these projects forms part of the overall submission.

A structure plan, providing a defined framework for the integrated development of land use and transport in the area, as well as delivering certainty to developers, will also be considered.