Tasmanian Government
2012 Submission to Nation Building 2 Program

Hobart Passenger Transport Innovation Program Overview

September 2012

Department *of* Infrastructure, Energy *and* Resources

Tasmania
Explore the possibilities

Hobart Passenger Transport Innovation Program

Introduction

The Tasmanian Government is submitting for consideration a suite of projects that, if supported, will significantly improve public transport outcomes in Hobart. These projects form the Hobart Passenger Transport Innovation Program.

The elements of the Program presented as part of Nation Building 2 are:

- Transit Corridors
    - Main Road Transit Corridor - delivery; and
    - Greater Hobart Transit Corridor Planning - planning

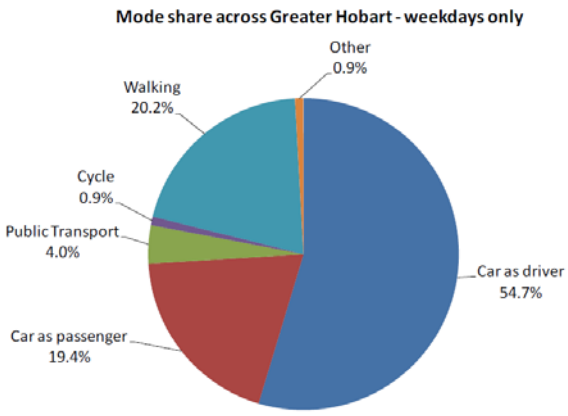
  (with Macquarie Street Public Transport Priority- *early stage noting*)

- Real Time Passenger Information- delivery
- Hobart CBD Interchange- planning and design

Hobart Passenger Transport System

Mode share

Transport needs in Hobart are predominantly met by private cars. 74.1 per cent of trips in Greater Hobart are made in a private car, with over 50 per cent of those trips being made as the driver.



Tasmania has a high per capita car ownership, which brings significant flexibility in travel, but also generates negative impacts which are becoming more apparent as the number of vehicle trips (and trip distances) increase. Over the past decade, the number of cars has increased by 14 per cent and total car kilometres travelled has increased by 17 per cent.

Historical investment in arterial roads has improved mobility for people with cars, encouraging residential development in outer urban areas. Recent residential growth in Hobart reflects this pattern. The fastest growing communities are located in outer suburbs, with established suburbs expecting little or no growth in the medium-term.

Increasing traffic volumes are reducing the convenience of the private car, particularly during peak periods. Emissions from the transport sector remain the major barrier to meeting Tasmania's legislated greenhouse gas emissions targets.

While the dominance of the private car is clear, mode share across all trips is notable for the proportion of trips undertaken by walking. This emphasises the short distance of many trips, and challenges the preconceptions that Hobart's climate and topography inhibit active transport.

Location of travel

Proportion of total trips across Greater Hobart	
Within Hobart	25.0%
Within Clarence	13.2%
Within Glenorchy	11.9%
Clarence-Hobart	8.7%
Glenorchy-Hobart	8.5%
Within Kingborough	7.6%
Kingborough-Hobart	5.2%
Glenorchy-Clarence	2.9%
Within Brighton	2.3%
Within Sorell	2.2%
Brighton-Glenorchy	2.0%
Within Derwent Valley	1.3%
Sorell-Clarence	1.3%
Brighton-Hobart	1.3%

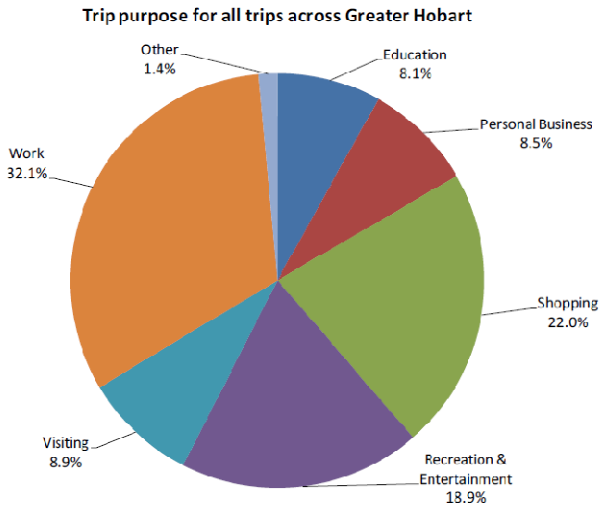
While the highest growth areas are located on Hobart's urban fringes, the greatest volume of trips continues to be generated within the established metropolitan area.

The *Greater Hobart Household Travel Survey* indicates the high proportion of trips taken within the largest local government areas. It also confirms the continuing significance of the Hobart local government area as both a trip generator, and destination. Approximately 50 per cent of trips are wholly within, or end, in the Hobart local government area.

Greater Hobart's topography, and road infrastructure, funnels travel into readily identifiable key corridors. These include: the Brooker Highway and Main Road from the North, Clarence Street, Tasman Highway and the East Derwent Highway from the East, and the Southern Outlet and Chanel Highway/Sandy Bay Road from the South.

Trip purpose

The *Household Travel Survey* has enabled the Tasmanian Government to gain a much better understanding of the purpose for which trips are undertaken. The results of the survey demonstrate the lower significance of travel to work, as a proportion of total trips.

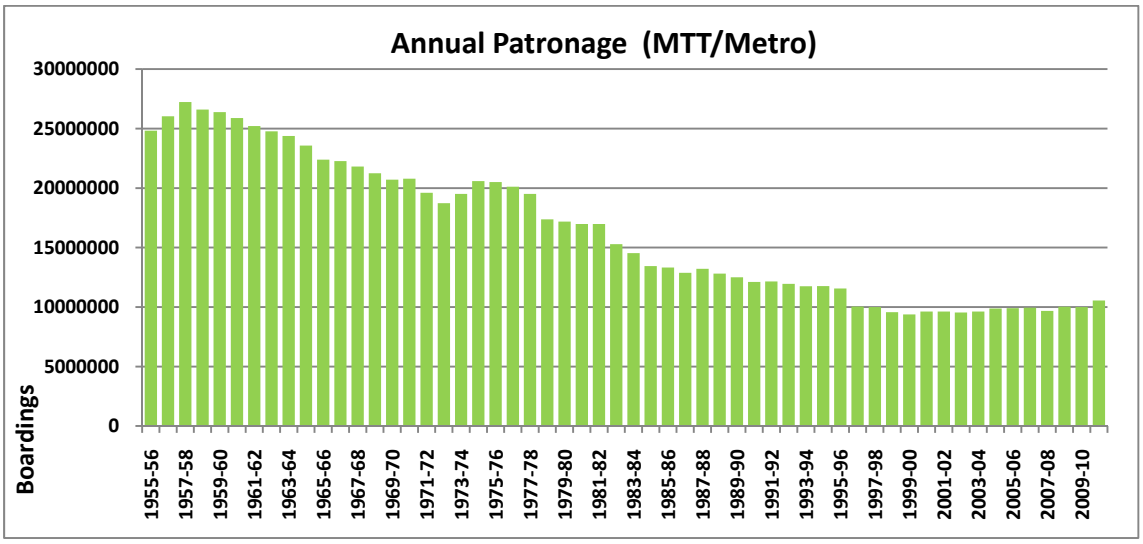


This information suggests that, if a greater emphasis is to be placed on alternative modes to the private car, a focus on peak travel for commuters will exclude the majority of trips taken in Hobart each day. Any passenger transport strategy, and actions, must be capable of supporting modal shift across the whole temporal span, and wider Hobart.

Public transport network

The public transport system is exclusively provided by bus services, supported by taxis and community transport providers. The principal supplier of services is Metro Tasmania Pty Ltd, a State-owned company. Private operators provide services to a number of urban fringe locations, and the Hobart Airport.

Metro Tasmania experienced small but progressive declines in patronage from the 1990s, with rates subsequently stabilising, and experiencing small increases from 2000 onwards. 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 pattern of suburban growth has been a determining factor in the delivery of public transport services. As residential development has increased in outer suburbs, away from established public transport corridors, services have gradually spread across a far wider geographic area serving communities with much lower population densities.

The bus system largely operates as a 'high penetration, low frequency' network, trading frequency for network coverage. Higher frequencies are supported on key corridors across the network. The priority for these corridor services is reflected in the urban service standards under which Metro operates. The service standards have also enabled Metro to review existing service levels to ensure that routes and frequencies reflect anticipated need, based on an assessment of transport disadvantage across the urban area.

The Tasmanian Government's *Tasmanian Urban Passenger Transport Framework* signals a far broader role for public transport in Tasmania's urban areas, focusing on creating a public transport system that offers greater choice and flexibility. This represents a new, and exciting, challenge for Tasmania.

Policy Framework

The *Tasmanian Urban Passenger Transport Framework* identifies a set of key challenges, largely reflecting the existing private car-oriented transport system.

The Framework seeks outcomes at a State-level as follows:

- Reduced greenhouse gas emissions by encouraging the use of low carbon emission transport such as public transport, walking and cycling.

- Creating liveable and accessible communities through encouraging land use patterns that integrate with the public transport system to improve the attractiveness and effectiveness of public transport, walking and cycling options.

- 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.

- Creating healthy, active communities by encouraging use of walking and cycling trips either as part of a trip or for the total trip.

- Better integration of transport and land use planning to ensure transport and land use planning system are integrated and work together to support an attractive and effective passenger transport system.

The Framework targets seven particular aspects of public transport services for improvement. These are:

- Improving frequency and span of services
- Development of off-bus infrastructure
- Pricing mechanisms
- Better provision of information
- Integration of modes
- Delivering transit priority on key corridors
- Marketing services.

The Tasmanian Government has adopted the recommendations of the Framework. It has developed a package of measures to deliver incremental, linked improvements on our urban passenger transport system over the short, medium and long term. The projects presented for consideration are the direct result of this work.

Project Objectives

The projects align with the Connecting People theme, under the Urban Living sub-program and Innovation, under the Smart infrastructure sub-program. The projects focus on improving the access and amenity of public transport in Hobart and will enhance the community's access to services and improve the liveability of urban areas throughout Greater Hobart.

The projects each form one element of the co-ordinated response, described in the Framework, to address the low use of alternative transport modes. The low use of alternative modes may be viewed as symptomatic of other problems, leading to a high reliance on cars. However, current mode share for public transport, viewed in light of the information from the Household Travel Survey, indicates that there is a failure to attract a higher proportion of trips already suited to public transport (eg direct, short trips on existing high frequency

corridors). The current mode share suggests that aspects of the public transport system itself contribute to low patronage and act as barriers to modal shift for those people who have a choice in mode.

Parallel work is being undertaken by the Tasmanian Government to deliver service improvements. The focus is on a corridor-based service model, with targeted improvement in service frequencies and span. The Tasmanian Government is also investing heavily to improve the standard of public transport infrastructure, with particular reference to the *Disability Standards for Accessible Public Transport 2002*.

In combination, these projects will result in a much higher standard of public transport across metropolitan Hobart. They will:

- Enable best utilisation of the existing public transport infrastructure;
- Provide greater travel time reliability and predictability for public transport users;
- Improve the standard of supporting infrastructure and information for public transport passengers; and
- Support a high standard system of public transport corridors, supporting better integration of public transport and surrounding land uses,

thereby resulting in an increased demand for, and use of, public transport.

Nation Building 2 submission: Transit Corridors: Main Road Transit Corridor Plan and Greater Hobart Transit Corridor Planning

The Transit Corridor Projects represent a marked shift in planning for public and active transport modes. As previously noted in the November 2011 Submission to Infrastructure Australia on Passenger Transport in Hobart's Northern Suburbs, the Tasmanian Government has commenced the first of its Transit Corridor projects, focusing on the Main Road Corridor, within Greater Hobart.

The Main Road Transit Corridor (including Main Road, New Town Road and Elizabeth Street) is an important intra-urban road linking Glenorchy, Moonah, New Town, North Hobart and the Hobart CBD. It has historically, and continues to be, a critical public transport route, with bus services operating at a high frequency during weekdays. During the morning peak, the Corridor has a bus frequency on average of every five minutes. It accounts for approximately 20 per cent of total Greater Hobart passenger boardings each day.

The Transit Corridor is an important route for local car traffic, facilitating movement between the different activity centres and residential areas along the network. The Corridor links five activity centres over eight kilometres, which makes it the densest commercial strip in Greater Hobart. The Corridor has 'strip shopping' nearly the entire length, with the exception of parts of New Town.

The Transit Corridor experiences problems associated with managing competing demands for space between public and private vehicles, as well as pedestrians and commercial/retail space.

From the current study, short-term priorities to address travel time reliability for public transport, and upgrading off-bus infrastructure, have already been identified and are submitted for consideration.

The Tasmanian Government has identified a package of projects to address existing deficiencies and maximise reliability and safety for public transport on Main Road.

A total of $3 million (figure will change) is sought to deliver a package of intersection improvements and bus priority on Main Road, with rationalisation and upgrading of bus stop infrastructure.

A further $2 million is sought to enable the completion of similar studies on previously identified key public transport corridors:

- Shoreline to Hobart CBD;
- Sandy Bay to Hobart; and
- Southern suburbs (Kingston, South Hobart) to Hobart.

Nation Building 2 proposal: Macquarie Street (for early stage noting)

The proposal is to deliver a bus priority lane on Macquarie Street between the Southern Outlet and Elizabeth Street.

The objective of the project is 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 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 indicates that travel time savings of up to 90 seconds (8:30 to 9:30am) is achievable under 2012 traffic conditions and 139 seconds under 2032 traffic conditions.

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 support future examination of services between Hobart's southern suburbs and the CBD, which have previously been identified as a potential transit corridor.

The development of a bus priority lane will require extensive public consultation into the allocation of space on the existing roadway. The project is therefore presented for information, in the expectation of a more detailed proposal to be provided in Tier 3 of Nation Building 2.

Nation Building 2 submission: Real Time Passenger Information

The goal of the RTPI Project is to utilise available Real Time Passenger Information (RTPI) technology to enhance the level of information available to:

a) public transport patrons, both current and potential; and

b) the operator of Hobart's public bus network, Metro Tasmania (Metro), to permit more responsive and efficient operation of the Hobart bus network,

and by so doing, enhance the attractiveness of public transport as a viable option for intra-urban travel.

The project will utilise existing, GPS-enabled equipment on buses to provide real-time information through a mixture of street signage and mobile applications.

The RTPI Project is one element of a broader program aimed at increasing the relevance, legibility, accessibility and therefore attractiveness, of public transport to the travelling public. Other elements of this program include:

- Continuing network reviews and resulting system (route and timetable) enhancements; and

- Enhanced access to service information (timetables, routes, etc) through contemporary mechanisms such as the internet and Smartphone-based applications (i.e. journey planners).

This project will increase the effectiveness of the other elements of the Hobart Passenger Transport Innovation Program presented in this proposal. It will also provide a much greater degree of predictability on bus routes in less densely populated areas, where lower service frequencies increase the consequences of missing a bus.

A total of $2.5 million is sought to deliver a real time passenger information system.

Nation Building 2 submission: Hobart CBD Interchange

Funding is sought from Nation Building Two to undertake planning and design work associated with the redevelopment of bus interchange facilities in central Hobart.

As noted, the Hobart CBD continues to be the major destination of for all trips undertaken by the people of Hobart. About one-third of trips from Local Government Areas (LGA) outside Hobart end in the Hobart LGA. About one-quarter of all trips in greater Hobart occur actually within Hobart LGA.

The envisaged facility will address the problems of low public transport usage, poorly perceived public transport travel amenities in the Hobart CBD and a lack of integration between bus services.

The Interchange will serve as the origin/destination point for services utilising the Transit Corridors and Macquarie Street Bus Lane. Standards of information at the interchange will be enhanced through the provision of real time passenger information.

A total of $1 million is sought for planning and design of the Hobart CBD Interchange, which will follow completion of the current planning study.