

# Why do we need bus priority?



Bus priority treatments have been identified which improve the travel time reliability of buses along the Main Road Corridor between Glenorchy and Hobart central business district. The Main Road Corridor also includes New Town Road and Elizabeth Street.

People value the amount of time it takes them to travel. Improved bus travel times will encourage greater public transport use creating a more sustainable future.

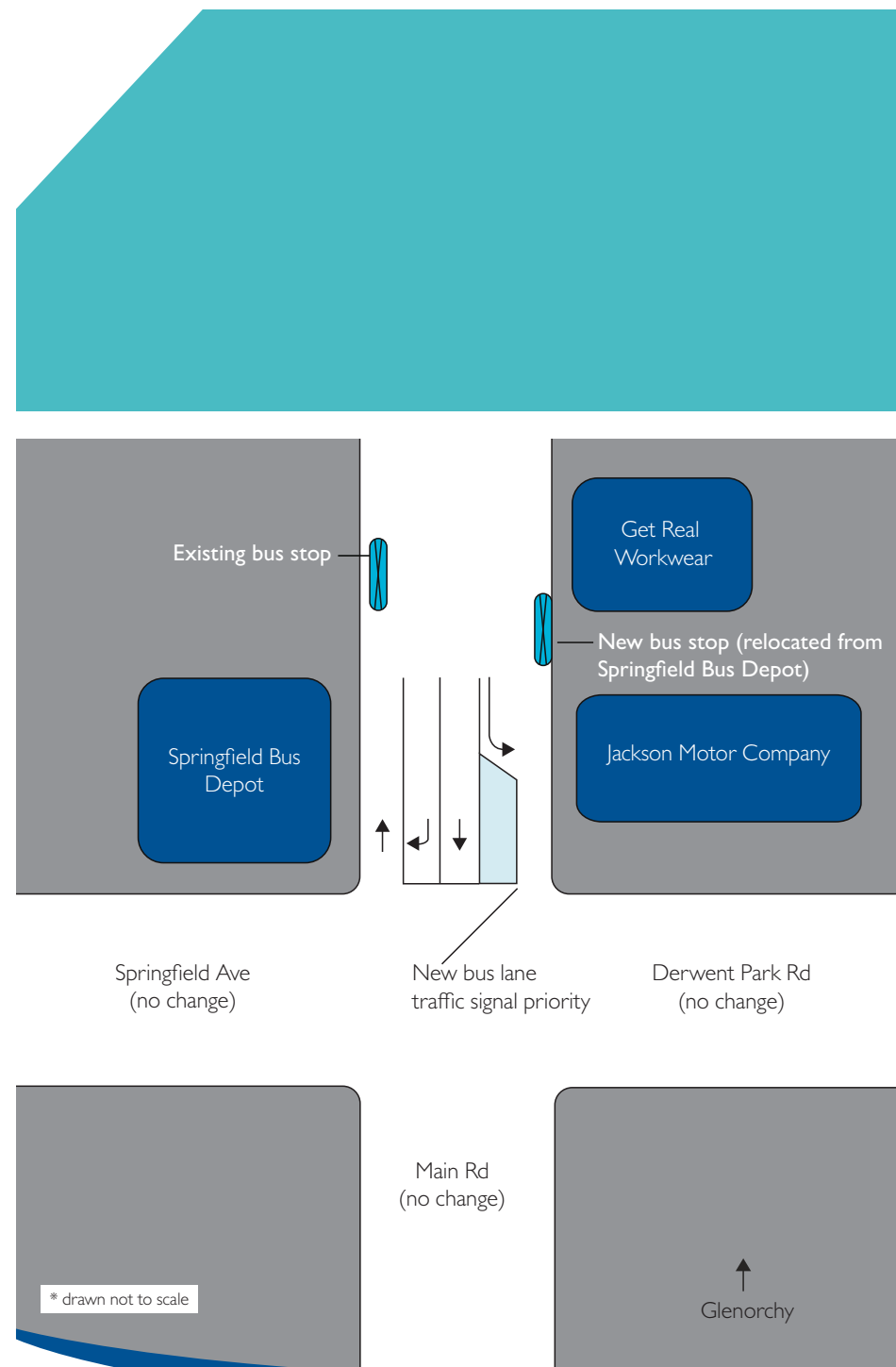
The bus priority treatments will result in reduced travel times for buses and cars. The treatments give buses priority at certain intersections and also improve traffic flow, which benefits cars.

The treatments have been identified at a concept level. Further planning, design and public consultation is required before these measures can be finalised. The Tasmanian Government has provided funding to assist with this phase, additional funds will need to be secured to implement these treatments.

## Further information

For more information see *Main Road Transit Corridor Plan*:  
[www.stategrowth.tas.gov.au/transit-corridors](http://www.stategrowth.tas.gov.au/transit-corridors)

# Springfield Avenue / Derwent Park Road

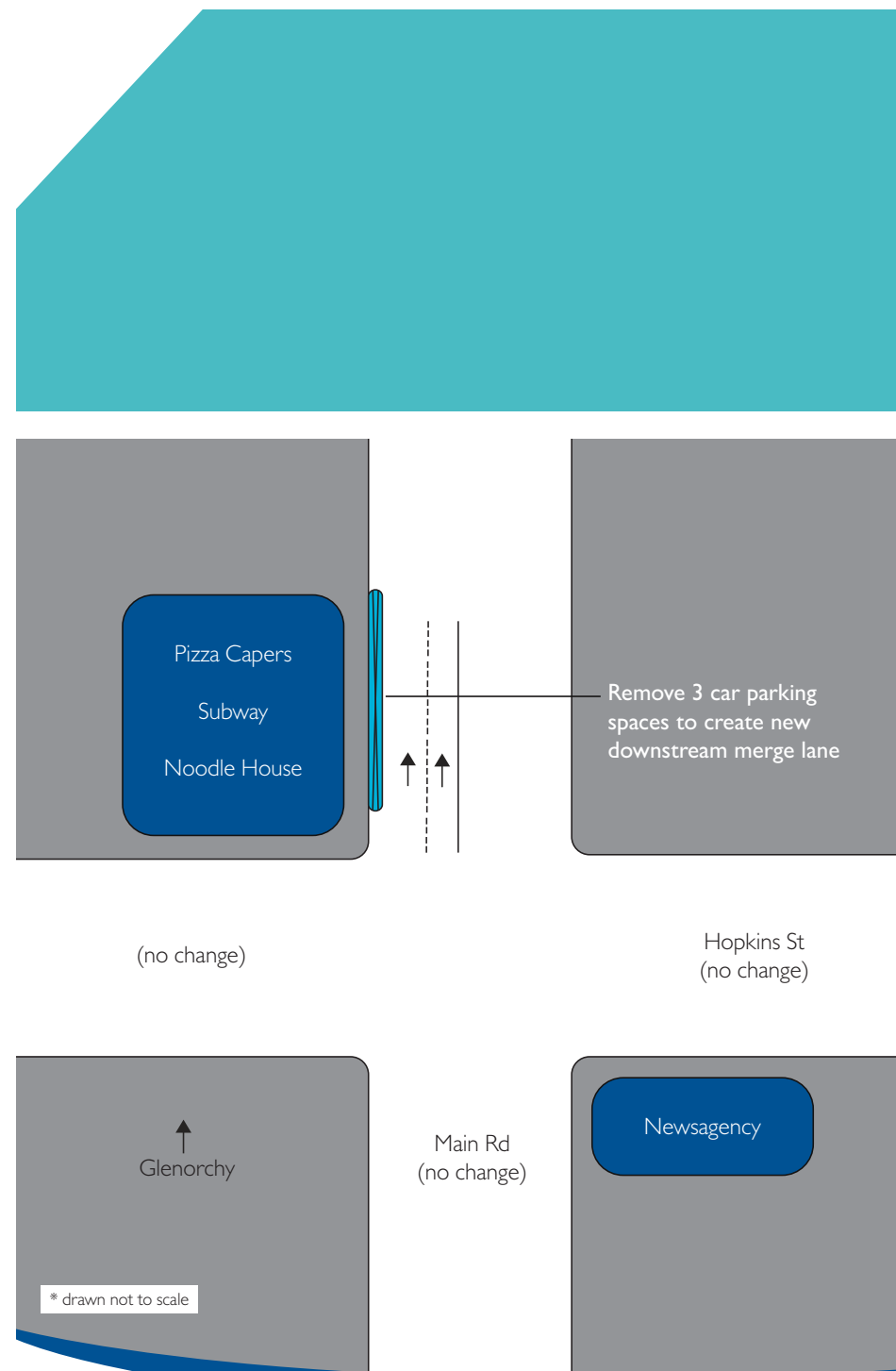


## Bus Priority Measure

- Creation of a new inward bus stop on Main Rd (near Jackson Motor Company) to avoid the bus travelling through the Springfield Bus Depot. Pedestrians will cross at the intersection traffic lights.
- There is enough road width to create a bus lane on the approach to the Derwent Park Rd intersection from Glenorchy. The bus will be provided with traffic signal priority.

## Benefits

- Reduces bus travel time for inward services as buses do not need to travel through the Bus Depot.
- The bus lane and traffic signal priority reduces travel time delays for buses approaching the Derwent Park Rd/Springfield Ave intersection.

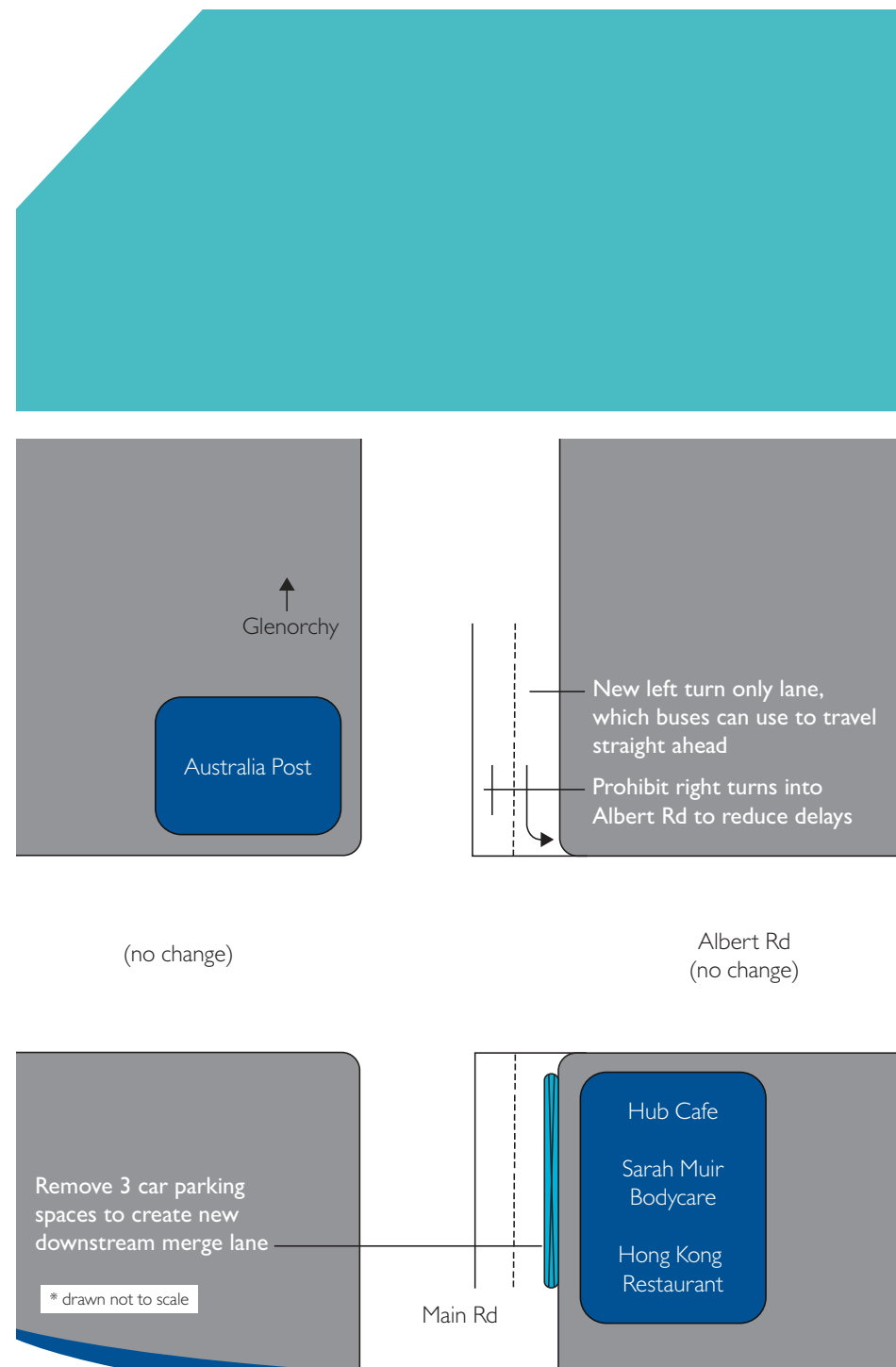


## Bus Priority Measure

- Extension of the restricted parking zone will allow the creation of a downstream merge lane on the departure side of the Hopkins St intersection travelling from Hobart.
- Introduction of an additional lane will enable the bus to stay in the left lane after departing from the bus stop (near Vinnies/Westpac) and then safely merge back into traffic after the intersection.
- Cars will also be able to use the left lane and safely merge when travelling straight ahead to Glenorchy.
- Extension of the downstream merge lane requires removal of three car parking spaces near Pizza Capers and Noodle House.

## Benefits

- The extended downstream merge lane will reduce travel time delays for both buses and cars approaching the Hopkins St intersection from Hobart.

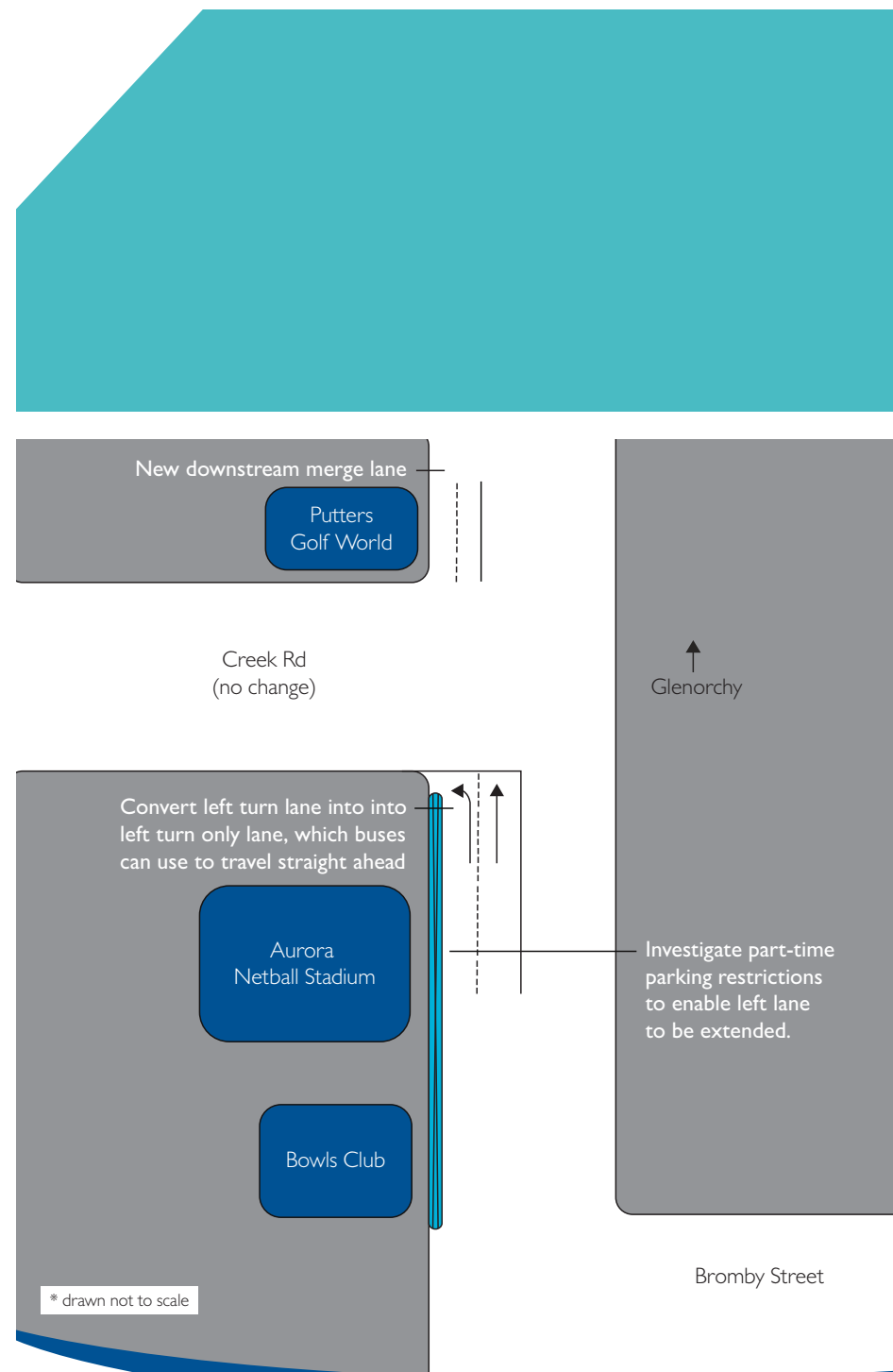


## Bus Priority Measure

- There is no downstream merge lane on the departure side of the Albert Rd intersection travelling from Glenorchy.
- Extension of the restricted parking zone will allow the creation of a downstream merge lane, which will enable the bus to stay in the left lane after departing from the bus stop (opposite Commonwealth Bank/ Harris Scarfe) and then safely merge back into traffic after the intersection.
- Extension of the downstream merge lane requires removal of three car parking spaces near the Hub Café, Sarah Muir Body Care and Hong Kong Restaurant.
- The current left lane approaching Albert Rd will be made into a left turn lane, which buses can use to travel straight ahead.
- Currently, there are delays caused by traffic turning right into Albert Rd when travelling from Glenorchy. To improve traffic flow through the intersection, right turns will be prohibited. Opportunities for turning right are available at Hopkins St and at the new Florence St lights.

## Benefits

- The provision of a left turn and extended downstream merge lane will reduce travel time delays for both buses and cars approaching the Albert Rd intersection from Glenorchy.
- Prohibiting right turns into Albert Rd from Glenorchy will reduce delays for both cars and buses.

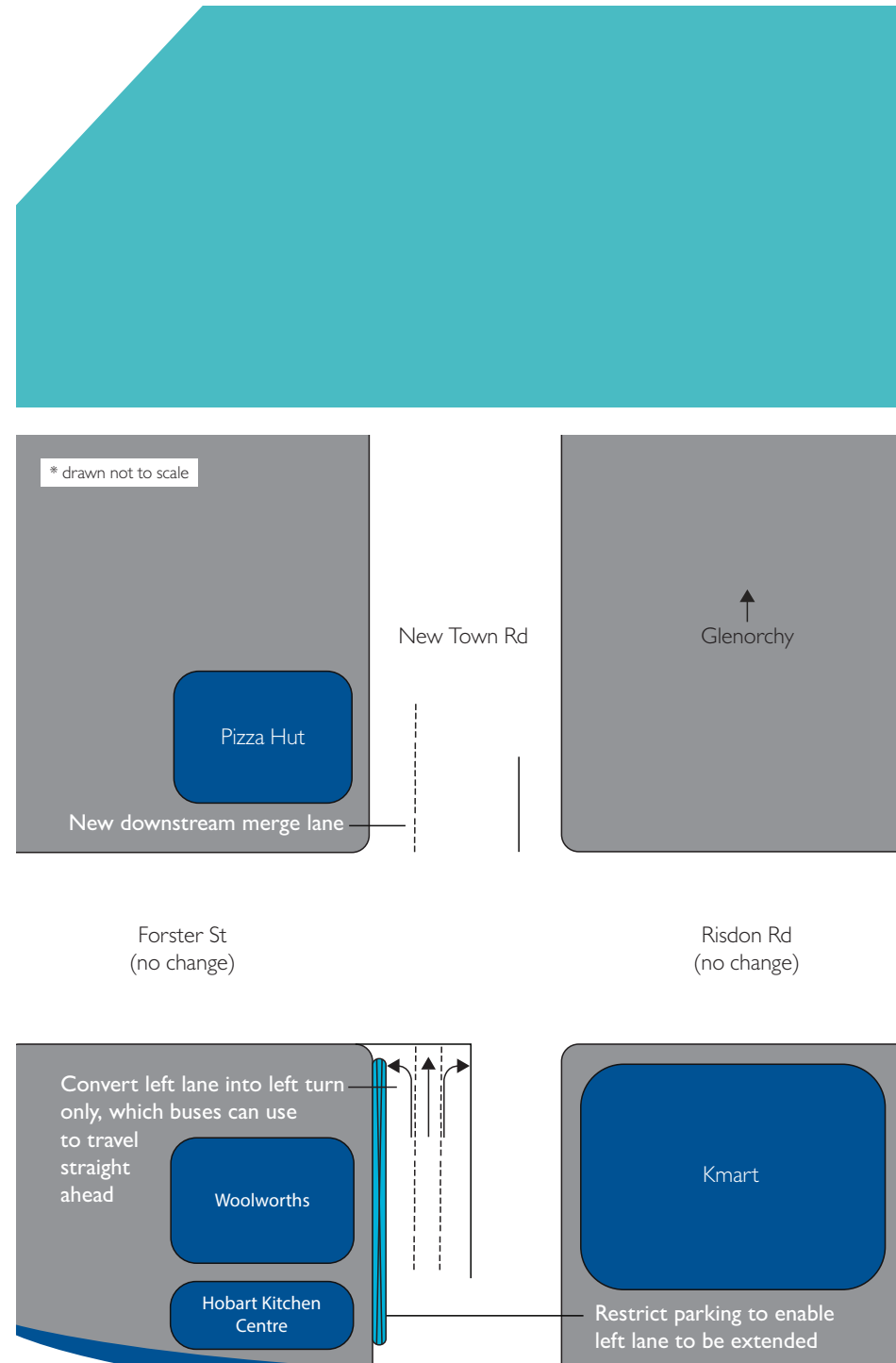


## Bus Priority Measure

- There is currently no downstream merge lane on the departure side of the Creek Rd intersection travelling from Hobart.
- Introduction of a downstream merge lane will enable the bus to stay in the left lane and then safely merge back into traffic after the intersection.
- The current left lane approaching Creek Rd from Hobart will be made into a left turn only lane, which buses can use to travel straight ahead.
- The current left lane could be further extended towards Hobart if parking is restricted between the Aurora Netball Stadium and the Bowls Club for approximately 150 metres (ending opposite Bromby St). The parking restrictions could operate on a part-time basis to minimise the impact on the sporting venues.

## Benefits

- The provision of a downstream merge lane and extension of the left lane approaching Creek Rd will reduce travel time delays for buses approaching the Creek Rd intersection from Hobart.

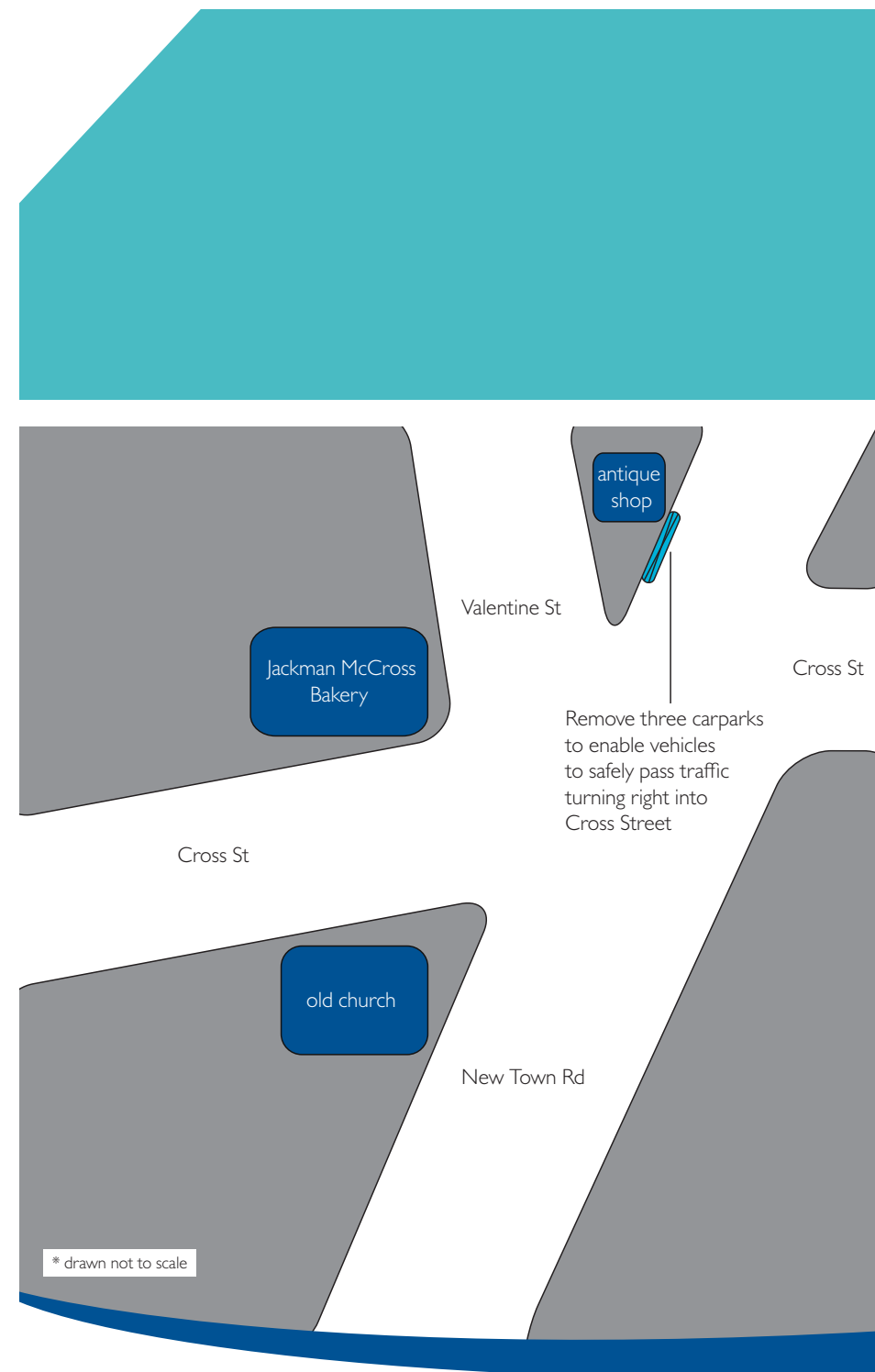


## Bus Priority Measure

- There is currently no downstream merge lane on the departure side of the Risdon Rd intersection travelling from Hobart.
- Introduction of a downstream merge lane will enable the bus to stay in the left lane and then safely merge back into traffic after the intersection.
- The current left lane approaching Risdon Rd from Hobart will be made into a left turn only lane which buses can use to travel straight ahead.
- The current left lane will be further extended towards Hobart if parking is restricted between the New Town bus stop and the Hobart Kitchen Centre for approximately 200 metres.

## Benefits

- The provision of a downstream merge lane and extension of the left lane approaching Risdon Rd will reduce travel time delays for buses approaching the Risdon Rd intersection from Hobart.

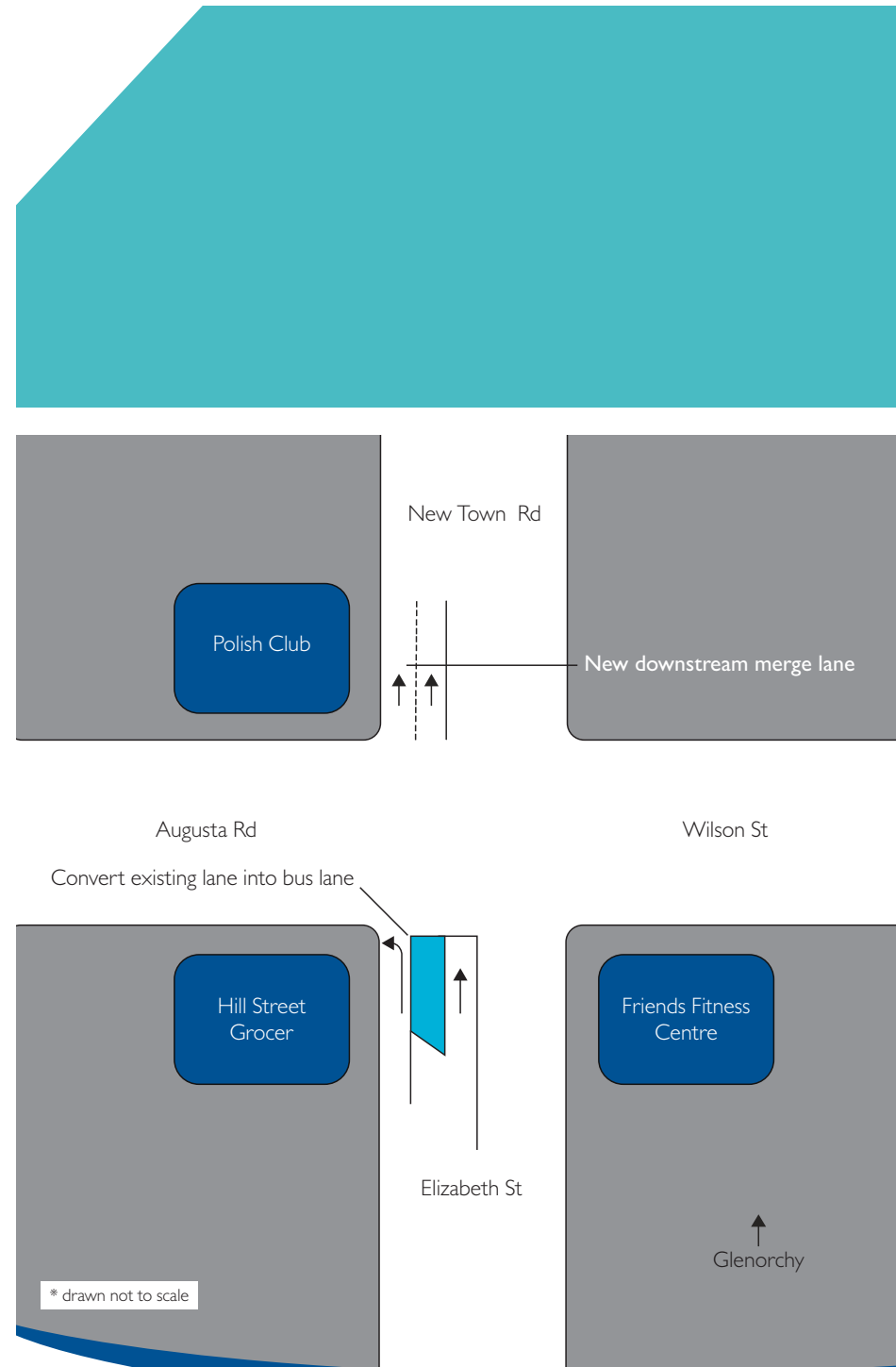


## Bus Priority Measure

- Currently the road is not wide enough to enable vehicles travelling from Hobart to pass traffic turning right into Cross St. This results in queuing and congestion.
- The removal of three car parks near 170 New Town Rd will enable vehicles to safely pass traffic turning right into Cross St.

## Benefits

- Additional road width will reduce travel time delays for both buses and cars travelling from Hobart.



## Bus Priority Measure

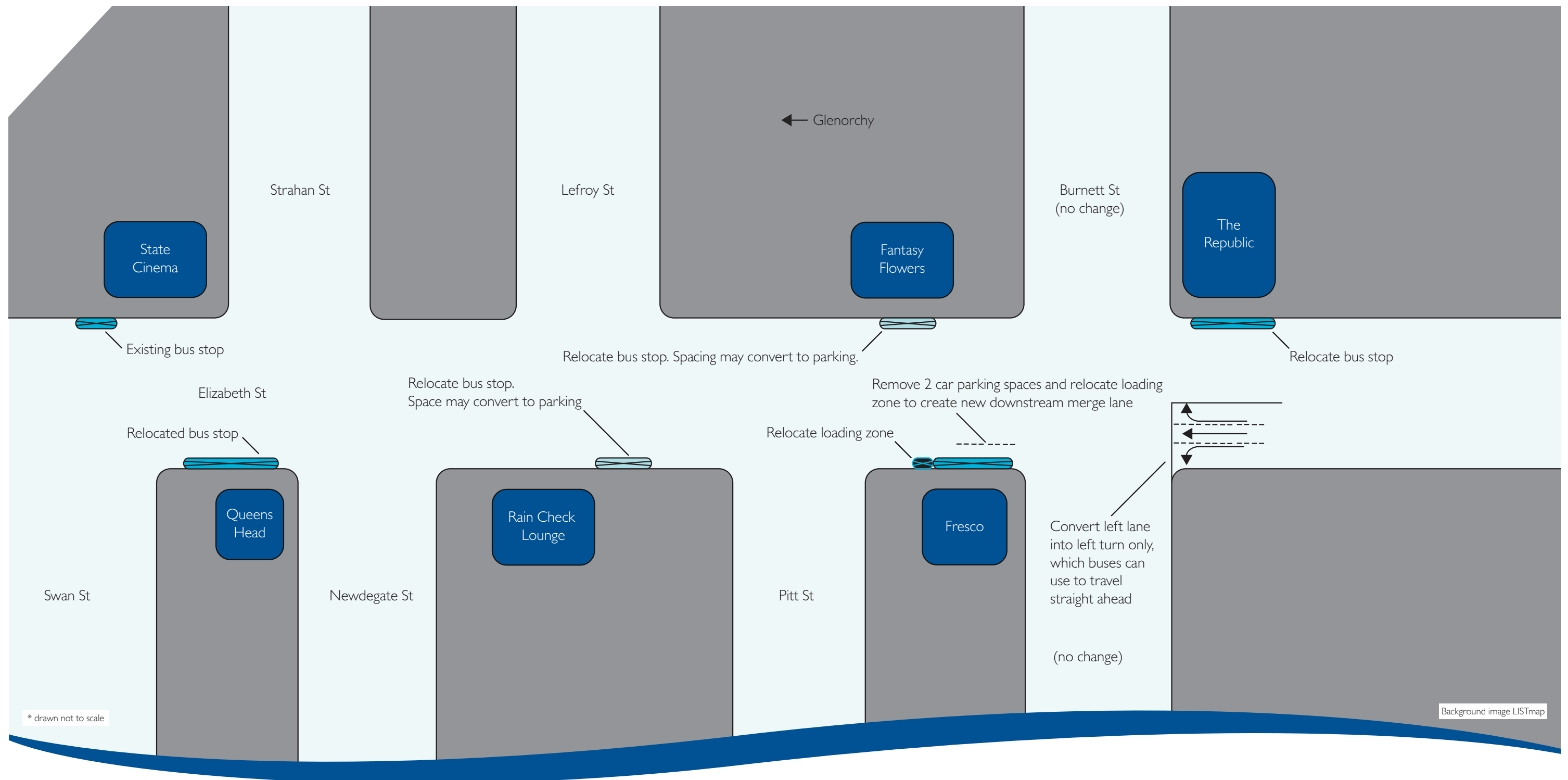
- The existing left lane travelling from Hobart on the approach to Augusta Rd will be converted into a bus lane, as this lane is currently underutilised by traffic.
- There is currently no downstream merge lane on the departure side of the Augusta Rd intersection travelling from Hobart.
- Introduction of the downstream merge lane will enable the bus to safely merge back into traffic after the intersection.

## Benefits

- The bus lane will reduce travel time delays for buses and give buses priority at Augusta Rd intersection.



# North Hobart Shopping Precinct



# North Hobart Shopping Precinct

## Federal Street

- As the North Hobart shopping precinct often experiences congestion, through traffic should be encouraged to bypass the area via Federal St and Argyle St.
- Dedicated right turn signals will assist through traffic to bypass North Hobart:
  - Travelling from Glenorchy via Federal St: Federal/Argyle St intersection.
  - Travelling from Hobart via Federal St: Federal/Elizabeth St intersection.

## Bus stop improvements: northbound

- The current bus stop located north of Pitt St, causes congestion as cars cannot pass two parked buses.
- The bus stop is proposed to be relocated adjacent to the park near Swan St. The new stop will also be longer and the road width wider, enabling traffic to safely pass two parked buses. The Pitt St stop could be converted back to parking spaces.

## Bus stop improvements: southbound

- There are currently two bus stops within North Hobart shopping precinct, near the State Cinema and Fantasy Flowers.
- It is proposed to retain the State Cinema bus stop, as it aligns with the relocated northbound stop.
- It is proposed to relocate the bus stop currently outside Fantasy Flowers to south of the Burnett St intersection opposite the existing northbound stop. The relocated bus stop will allow buses to be diverted when the road is closed for North Hobart events.
- The Fantasy Flowers bus stop could be converted back to parking spaces.

## Burnett Street

- There is currently no downstream merge lane on the departure side of the Burnett St intersection travelling from Hobart.
- Introduction of a downstream merge lane will enable the bus to stay in the left lane and then safely merge back into traffic after the intersection.

- Removal of two parking spaces and relocating the loading zone (near Midori Japanese Kitchen and Fresco) will be required.
- The current left lane approaching Burnett St from Hobart will be made into a left turn only lane which buses can use to travel straight ahead.
- Additional car parking information is available on the 'On-street car parking information sheets'.

## Benefits

- Encourages less through traffic proceeding through North Hobart shopping precinct reducing congestion for both buses and cars.
- Relocation of paired bus stops at each end of the North Hobart will free up space in the business centre.
- Location of newly paired bus stops below Burnett St will allow re-routing of the bus service via Argyle St when festivals occur in the business centre.
- The additional lane will reduce travel time for buses approaching the Burnett St intersection from Hobart.