Why do we need bus stop optimisation?

A review of bus stop locations along the Main Road Transit Corridor - Glenorchy to Hobart central business district, has identified measures that could be implemented to increase the travel time reliability of bus services.

These include:

- Removing stops which are located too close together
- Locating bus stops closer to major trip attractors
- Removing low patronage stops.

Optimising the number of bus stops will lead to improvements in bus travel time, by reducing the number of times a bus has to stop between its origin and destination.

Ideally bus stops should be located 400 metres (five minutes walk) apart.

The optimisation of bus stops is identified at a concept level only, public consultation may influence the final outcome.

Additional funds may need to be sought to relocate some bus stops.

Further information

For more information see the *Main Road Transit Corridor Plan*:
www.stategrowth.tas.gov.au/transit-corridors

Tasmanian Government

North Hobart Shopping Precinct

Bus stop optimisation

- The current northbound bus stop near Pitt St cannot adequately cater for two parked buses, this prevents vehicles from passing causing congestion.
- The current bus stop distribution is unevenly paired with two southbound stops and one centralised northbound stop.

The proposal aims to evenly pair the bus stops, by:

- Relocating the central northbound stop to outside the Uniting Church park (opposite the State Cinema stop). The new northbound stop will also be longer and the road width is wider enabling traffic to safely pass two parked buses.
- Relocating the southbound stop (outside Fantasy Flowers) to outside the Republic Bar (opposite the current Burnett St stop).
- The proposed northbound stop at the Uniting Church park will require the removal of five on-street car parking spaces. On street car parking will be transferred to the current Pitt St stop which is more centrally located.
- The proposed southbound stop outside the Republic Bar will require removal of five on-street car parking spaces. These will be transferred to the Fantasy Flowers stop.
- The taxi rank outside the Republic Bar which is operational between 6:00 pm - 4:00 am will need to be relocated.

Benefits

- The even pairing of bus stops will ensure passengers can easily locate bus stops.
- The relocation of the northbound bus stop adjacent to the Uniting Church park will reduce traffic congestion.
- The relocation of the southbound bus stop to outside the Republic Bar will allow bus services to be diverted when the road is closed for special North Hobart events.

Tasmanian Government

Glenorchy
Cosgrove High School to Elwick Road

Bus stop optimisation

- The distances between the bus stops in this area are relatively short, resulting in the bus frequently stopping, increasing the overall bus travel time. The average spacing is currently 230 metres.
- It is proposed to remove the bus stops between Gavitt and Windsor St (near Glenview Home) as they are too close to the bus stops at Elwick Rd and Cosgrove High School.
- The stops proposed for removal have low patronage with between 3-19 boardings per day.
- The redistribution of stops will increase bus stop spacing to an average of approximately 450 metres. The northbound stop spacing will increase to 370 metres. The southbound spacing will increase to 530 metres.
- It is important to retain the bus stop at Cosgrove High School as students are typically reliant on public transport. These stops are serviced by a controlled pedestrian crossing.

Benefits

- The removal of bus stops on both sides of Main Rd adjacent to the Glenview Home will reduce bus travelling times

Springfield Bus Depot

Bus stop optimisation

- Currently southbound buses divert into the Springfield Bus Depot which causes travel time delays for buses (approximately 2.40 minutes in the am peak)
- It is proposed to create a new inward bus stop on Main Rd (near Jackson Motor Company) to avoid the bus travelling through the Depot.
- A new pedestrian access and ramp will be installed to enable better access from the Springfield 'Park and Ride' to the signalled intersection. Pedestrians will need to cross at the lights for safety reasons.
- Relocation of the bus stop will require removal of two car parking spaces outside Get Real Workwear.

Benefits

- The relocation of the southbound bus stop will significantly reduce bus travel times.

Moonah
Amy Street to Maxwell Street

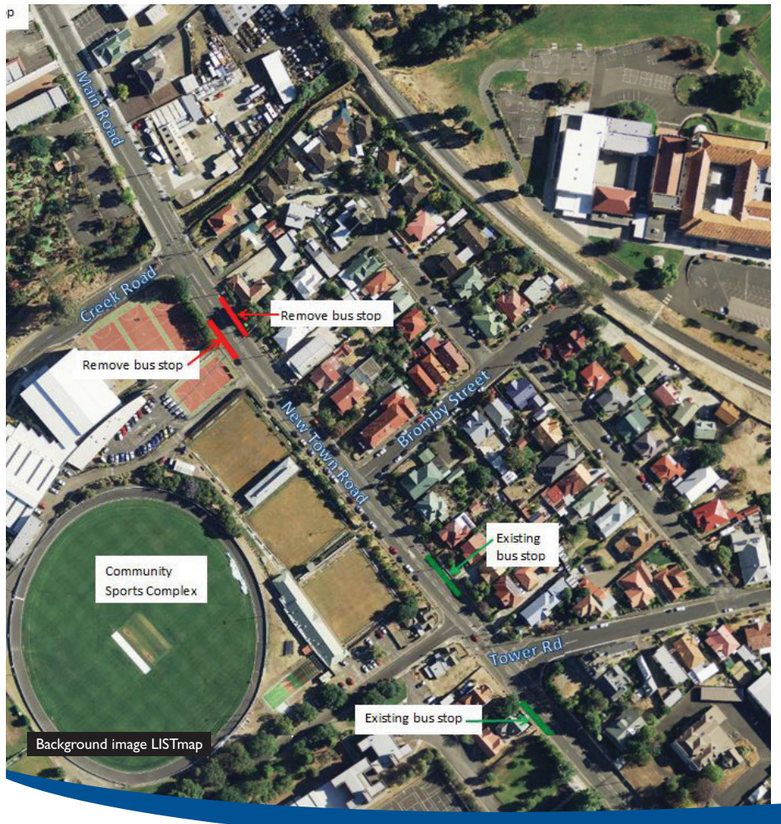
Bus stop optimisation

- The distances between the bus stops in this area are relatively short (approximately 250 metres), resulting in buses frequently stopping, increasing the overall bus travel times.
- It is proposed to consolidate the bus stops south of Maxwell St and north of Amy St to create a new central pair of stops near the Moonah Bowl.
- The redistribution of stops will increase bus stop spacing to an average of 450 metres.
- The amalgamation of four bus stops into a centralised pair of stops will result in a net gain of twelve additional on-street car parking spaces.

Benefits

- The removal of pairs of bus stops south of Maxwell St and north of Amy St will reduce bus travelling times.

New Town
Creek Road to Tower Road



Bus stop optimisation

- The distances between the bus stops in this area are relatively short, resulting in the bus frequently stopping which increases the overall bus travel times. The average spacing is 250 metres.
- It is proposed to remove the bus stops on both sides of New Town Rd at Creek Rd, as they are too closely spaced to the bus stops at Florence St and Ogilvie High School.
- The removal of the northbound stop will create an average stop spacing of 510 metres and the southbound 420 metres.

Benefits

- Bus travelling times will be reduced by the removal of bus stops on both sides of New Town Rd at Creek Rd.

New Town
Roope Street to Cross Street

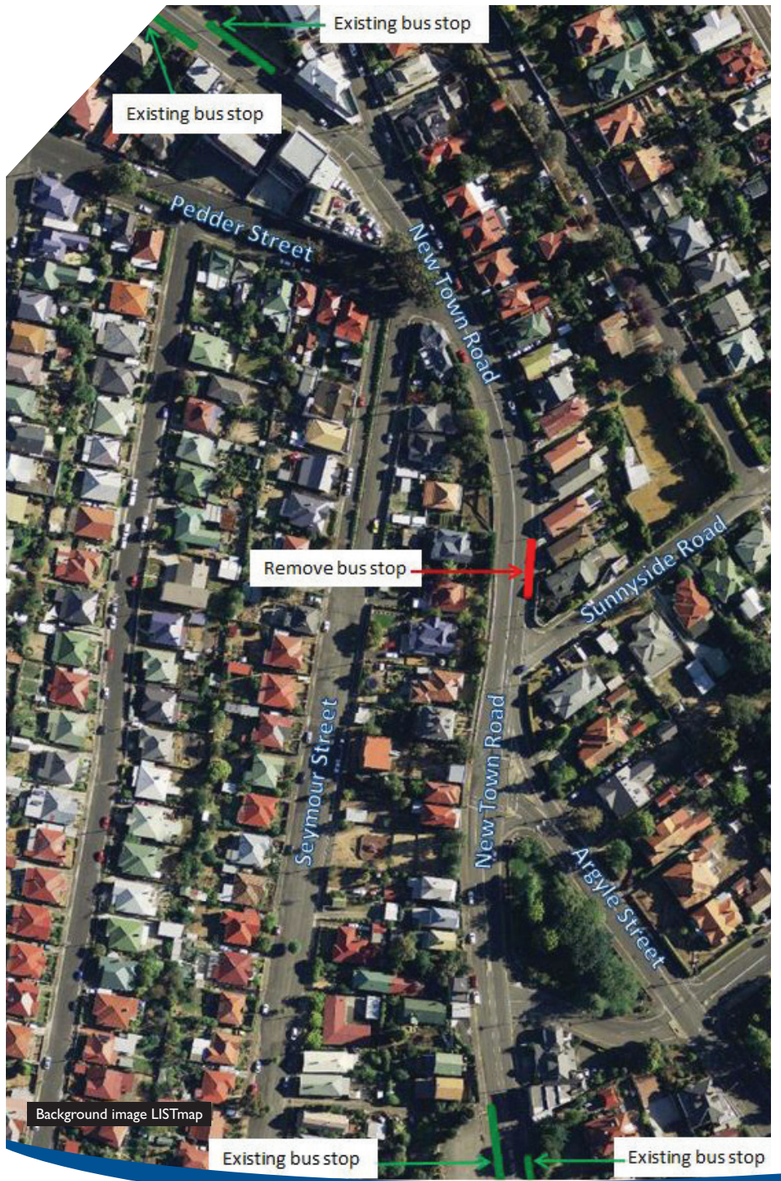
Bus stop optimisation

- The distances between the bus stops in New Town are relatively short. This results in buses frequently stopping which increases overall bus travel times. The average bus stop spacing is 270 metres.
- Improvements include removing bus stops which are too closely spaced.
- It is proposed to remove the southbound stop north of Cross St and northbound stop south of Roope St.
- This proposal will create an evenly paired set of stops between Cross St and Roope St. These bus stops have proximity to the existing pedestrian crossing.
- The removal of both bus stops will increase average northbound stop spacing to 420 metres and the average southbound spacing to 520 metres.

Benefits

- The removal of bus stops north of Cross St and south of Roope St will reduce bus travelling times.

New Town
Warragul Avenue to Pedder Street



Bus stop optimisation

- The distribution of bus stops in this residential area is uneven with two northbound stops and three southbound stops.
- It is proposed to remove the southbound stop north of Sunnyside Rd to maintain opposite pairing of bus stops.
- The bus stop proposed for removal has low patronage with an average of eight boardings per day.
- The removal of the bus stop will create an average stop spacing of 470 metres.

Benefits

- The even pairing of bus stops will ensure passengers can more easily locate bus stops.
- The removal of the southbound bus stop north of Sunnyside Rd will reduce bus travelling times.

North Hobart
Warwick Street to Tasma Street

Bus stop optimisation

- Elizabeth College is a major trip attractor, with many students reliant on public transport. Currently there are no bus stops directly outside the College.
- It is proposed to consolidate the bus stops at Tasma St and south of Warwick St to create a new central pair of stops outside Elizabeth College.
- The redistribution of bus stops will increase bus stop spacing to approximately 325 metres.
- The redistribution of stops will result in a net gain of eight on-street car parking spaces.

Benefits

- The relocation of bus stops to Elizabeth College will directly benefit students and increase safety as students will not need to cross Warwick St.
- Consolidation of bus stops will reduce bus travel times.
- The location of the northbound stop at Elizabeth College will enable the bus to more effectively manoeuvre back into the traffic.