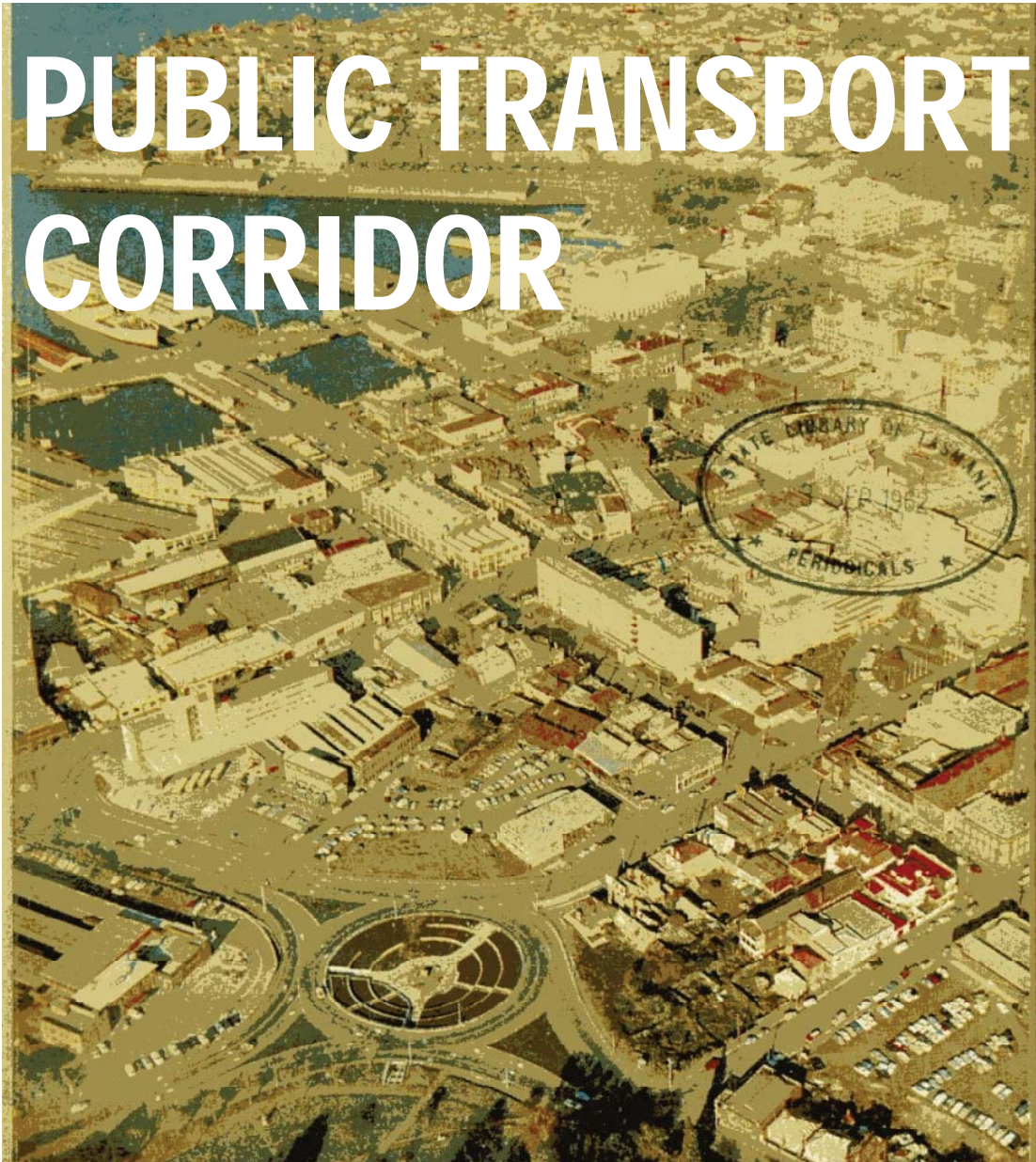


# THE HOBART WESTERN SHORE

# PUBLIC TRANSPORT CORRIDOR



INFRASTRUCTURE AUSTRALIA SUBMISSION  
PRODUCED BY:



## **THE HOBART WESTERN SHORE PUBLIC TRANSPORT CORRIDOR**

This submission to Infrastructure Australia is a collaboration between the Tasmanian Chapters of the

- Australian Institute of Architects (AIA),
- Planning Institute of Australia (PIA)  
and
- Housing and Community Research Unit (HACRU) of the University of Tasmania (UTAS).
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### **Introduction**

The development of adequate and appropriate infrastructure carries significant long term benefits for Australia and Australians. Such considered development supports economic endeavour, positive social and cultural outcomes and national environmental objectives.

The bodies collaborating on this submission provide a broad platform for investigating the spatial and environmental context. This submission identifies the severe restriction on sustainable development of the Greater City of Hobart imposed by the limitations of the current National road and State rail infrastructure. These issues directly impact on the qualities and development of land use patterns, and have promoted uncontrolled expansion of the suburbs in areas poorly serviced by current infrastructure.

The submission proposes an approach promoting the innovative, expanded use of current infrastructure as a core to a new regional approach to development. This will expand the potential for sustainable, affordable housing development with efficient provision of essential services and telecommunications, while addressing current issues of urban and transport congestion.

This submission identifies a significant opportunity for a major infrastructure development with the potential to showcase sustainable design principles, critical for Australia in the 21st century, while providing economically viable and sustainable outcomes for the Greater City of Hobart

### **Contemporary Infrastructure Changes in Tasmania**

The Tasmanian State Department of Infrastructure, Energy and Resources (DIER) in conjunction with Federal government funding is relocating the Hobart Port freight hub, currently located on the Hobart docks, to a new facility to be located in Brighton. Some 99% of all sea freight is moved through other Tasmanian ports in the North of the State, each serviced by rail, most notably the three Northern Tasmanian ports, each adjacent to rail lines. This significant relocation of freight transport infrastructure will make the existing rail corridor between Hobart and Brighton virtually redundant in the transport of rail freight given the superiority of trucks for most "last mile" tasks.

Significant areas of land adjacent to the rail corridor have high redevelopment potential and existing services.

*" There is an urgent need to think-through viable options for Hobart and its surrounding population. Housing across Australia and in Tasmania is at a crossroads "This means we need to emphasize reliable, affordable and accessible transport options and their connection with a mix of well-designed private and public housing. Hobart will need to engage with these issues to ensure we have the infrastructure to 'future-proof' the local economy and maximize the advantages this will offer to all."*

Dr Rowland Atkinson, Director, Housing and Community Research Unit (HACRU), University of Tasmania,

## The Project

The project suggests the expansion of the current use of the (freight) rail corridor to include a dedicated commuter bus corridor, whilst maintaining rail access for tourist rail, and specific freight tasks. The introduction of a new commuter movement corridor will significantly reduce the City's over reliance on the single National highway, which currently services northern residential suburbs and provides major road freight and inter urban transport access to the city from the North.

The existing bikeway within the corridor is maintained and extended to service principal employment and activity nodes.

This sustainable transport corridor will access to the City core and major suburban population and industry nodes via the existing road network. The route creates significant medium and high density mixed residential development opportunities in areas potentially directly serviced by the corridor and currently underdeveloped. Successful implementation would reduce the load on current regional road transport networks.

*'The principal advantage of a public transport corridor operating along the existing rail corridor is a new amenity which can be afforded to those people living in the northern suburbs and the potential improvement of pedestrian amenity within the city centre through a reduction in cars.'*



*'Light rail or retrofitted buses could use state of the art technology to then be able to ride on the rail corridor which would create a new express route to the centre of Hobart. Use of the rail corridor for public transportation purposes would also open up a range of options for sustainable development, including low cost urban housing along the route'.*

**Emma Riley, President of the Planning Institute of Australia, Tasmania Division**

Clear Government policy direction and planning framework will promote private development investment along the corridor.

*'We encourage all levels of government to contain the sprawl of existing urban areas and to plan and implement sustainable and best use of land, water and transport resources'.*

*"Urgent action is needed as we face the challenges presented by climate change. This potential can be realized by reducing energy demand and increasing the energy efficiency of buildings and infrastructure systems".*

**James Jones, President of the Australian Institute of Architects, Tasmania Division**

The project demonstrates a TOD (Transit Orientated Development) model for Hobart, which could be applied to other areas of the region and the country. This project achieves positive economic, social and environmental outcomes reflecting current Government policy.

### **The Potential**

- o Expansion of the use of the existing rail corridor from Hobart to Brighton as dedicated public transport corridor and cycle way.
- o The development of TOD (Transit Orientated Development) urban villages focused around the public transport corridor.
- o The containment of urban sprawl through the expansion of opportunities within existing urban fabric and infrastructure.
- o The urban revitalization of the Glenorchy industrial precinct incorporating underutilized degraded Crown land with the creation of sustainable/affordable housing and improved urban density outcomes.
  
- o Community development providing positive health, sustainability and affordability outcomes with a focus on pedestrian/cycle/public transport.
- o Improved urban density, delivering significant efficiencies in infrastructure and service provision and a reduction in current urban pressures expanding peripheral urban sprawl.

### **Precedents**

#### **Transport Orientated Development (TOD)**

The symbiotic relationship between affordable housing and effective public transport is confirmed by contemporary research on Transport Orientated Development (TOD). Examples are provided in the Western Australian work of Professor Peter Newman in the reviving and extension of Perth's city rails system.

*'A Sustainable Cities Demonstration Program that can show how city centres and suburban centres can be transformed into models of walkability; how TOD/POD/GOD programs (transit oriented development, pedestrian oriented development and green oriented development) can create whole corridors where people do not need a car; how plug-in electric vehicles (bikes, scooters, golf carts, buses and cars) can be linked through a Smart Grid to renewable energy providing the possibility of 100% renewable energy from the vehicle storage system(V2G); how older car dependent suburbs can be greened and renewed; how eco-villages can reclaim scattered housing on the fringes no longer viable due to fuel prices'.*

Resilient Cities: Responding to Peak Oil and Climate Change. Peter Newman Tim Beatley and Heather Boyer

The introduction of a TOD approach to Greater Hobart planning would promote sustainable development while positively impacting on community carbon footprints, while expanding community quality of life.

## Current Collaborative Initiatives

- Formulation of a coalition including the PIA, HACRU and AIA, to support public transport and integrated housing/development initiatives
- An improved approach to regional infrastructure and planning development through a program of round table discussions with the active participation of with the Hobart City Council and Glenorchy City Council
- A joint media release was issued calling for the retention of the existing rail corridor from the Port of Hobart to the northern suburbs, for the use of future public transport options. (Appendix A)
- PIA , AIA and HACRU are proposing a National architecture/planning competition: **Future Suburb 2020**

The competition, focusing on the opportunities provided by the rail corridor, calls for 'a design anticipating the changing environment, carbon trading, housing affordability, fossil fuel availability, public health and the social impact these elements will have on current housing trends'.

The competition will engage with and provide the Hobart communities with tangible visions of what could be achieved through the adaptive reuse of sites along the corridor.

## Conclusion

Our coalition requests the opportunities offered by this project be recognized as high priority and sufficiently resourced and recognized to allow a full study and master plan development in collaboration with State government and local councils.

The Tasmanian Government has currently allocated \$400,000 of the \$280 million Southern approaches transport plan to fund a feasibility study for the Hobart – Bridgewater corridor. We support this initiative and suggest that the study should be expanded to consider TOD and future urban growth along the corridor.

Our organizations conjointly recognize the need for improved strategies to develop sustainable and affordable community development and housing to contain current urban sprawl. This cannot be achieved without the considered integration of viable public transport and commercial development expanding the efficiencies of existing infrastructure.

Current changes in the function of port and rail present a significant potential for improved urbanization and infrastructure development. The rejuvenation of underutilized and degraded space and infrastructure provides an opportunity to address social equity and urban access issues on a substantial scale. The re-utilization and adaptation of an existing, obsolete infrastructure to promote significant positive community outcomes, while providing direction for sustainable urban development, is a unique opportunity worthy of inclusion onto the National Infrastructure Priority List.



# Bus traffic could be diverted to rail corridor

By **MARK WORLEY**

NORTHERN suburbs commuters could be riding their buses along Hobart's train tracks if a groundbreaking public-transport proposal gets the go-ahead.

The Australian Institute of Architects and the Planning Institute of Australia have identified Hobart's rail corridor as an ideal route for an express O-Bahn-styled bus service.

The corridor will become available as a transport option after the rail-freight interchange is moved from Hobart's waterfront to a new transport hub at Brighton.

An O-Bahn allows specially fitted buses to drive on to a railway-like track and travel the route like a train.

When the bus arrives at the final interchange, it can disconnect and continue on the street.

Planning institute Tasmanian division president Emma Riley said using Hobart's railway for public transport had

many benefits for people living in the northern suburbs.

"Light rail or retro-fitted buses could use state-of-the-art technology to ride on the rail corridor, which would create a new express route to the centre of Hobart."

She said pedestrians in the city centre would also benefit from a reduction in the number of cars.

There was also the potential for a tourist service.

Ms Riley said services could link attractions like the Royal Tasmanian Botanical Gardens, the transport museum, Moorilla winery and the emerging Museum of Old and New Art.

Hobart Lord Mayor Rob Valentine said some of the concepts raised by the planning institutes had merit.

"In developing a new transport system for Hobart, we need to be open to all options," he said.

"One of the problems with light rail would be that the railway line is so far east of where most people live, making it hard for them to travel to the stations.

"But having buses which could drive on to an O-Bahn-

like system would help solve that problem.

"I think having a dedicated bus corridor would have logistical benefits and should be considered."

Glenorchy Mayor Adriana Taylor said using the rail corridor for public transport services was an "absolute necessity".

"It is vital to preserve that corridor," she said.

Re-zoning areas of industrial land alongside the corridor was also a possibility.

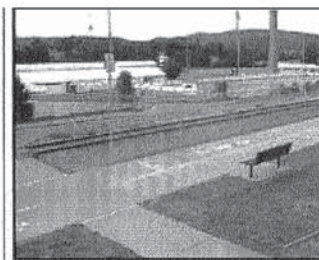
Ald Taylor said creating more residential space near the rail corridor would help create a sustainable and environmentally friendly transport system.

Rowland Atkinson, of the University of Tasmania Housing and Community Research Unit, said there was an urgent need to consider viable housing and transport options for Hobart.

"This means we need to emphasise reliable, affordable and accessible transport options and their connection with a mix of well-designed private and public housing," he said.



**ROAD-RAIL TRANSITION:** Specially fitted buses line up at a South Australian interchange to transfer to the railway line



**OPTION:** A former railway station at New Town.

APPENDIX A



13 October 2008

To whom it may concern

**THE HOBART WESTERN SHORE PUBLIC TRANSPORT CORRIDOR**

I am writing to express my full support for the submission to Infrastructure Australia regarding the provision of a guided bus route along the existing train line through Hobart's Western Shore. The Housing and Community Research Unit was set-up to provide informed guidance and research capacity on the issues of community development and housing issues at a local and national strategic level. This proposal is an important development that will help to ensure the effective functioning and social equity for the future of the metropolitan area.

Kind regards

A handwritten signature in black ink, appearing to read "R. Atkinson".

Dr Rowland Atkinson  
Director, Housing and Community Research Unit

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## Australian Institute of Architects

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Australia

### **HOBART WESTERN SHORE PUBLIC TRANSPORT CORRIDOR**

The Institute of Architects has, for a number of years, adopted a strong national policy regarding climate change and environmental design, city planning and building design.

The Institute, as a peak professional body, can play a positive role in assisting Governments at all levels to form comprehensive environmental policies for the built environment, urban planning and architecture, through sharing our current policy approaches, knowledge and information.

Increasing urban, public and affordable housing in locations adjacent public transport corridors is in the national interest, delivering a reduced carbon footprint, by a direct reduction in the use of fossil fuels and increasing the housing yield per hectare.

Tasmania has an important responsibility in the provision of affordable housing, amid an emerging and growing economy, following the recent upswing in business and property development. Recent inner urban redevelopment including apartments, cultural activity, a revitalized waterfront and the renewal of vacant buildings are all supportive of a vibrant growing city, however not everybody benefits.

We have recently been involved in a round table discussion with the Planning Institute of Australia and the Housing and Community Research Unit at the University of Tasmania.

What has been identified is the need for a more sophisticated level of metropolitan planning to occur in our capital cities, notwithstanding Hobart's size, in order that transport and urban housing requirements of regional, state and national importance are not stymied across local government borders.

The proposal to reinvigorate the Hobart to Brighton rail corridor for use by the public, with an intensification of housing adjacent the corridor, is an opportunity that can deliver affordable housing connected to public transport.

The project type could be an exemplar of its type in Australia and provides the opportunity for a positive move to include a metropolitan solution to the provision of housing for people in need, rather than deferring to a suburban solution separated from city services and public transport.

The Institute of Architects therefore supports the initiative becoming known as the 'Hobart Western Shore Transport Corridor', and requests that this project be considered for listing under the terms of reference for infrastructure projects of national importance.

Yours sincerely

James Jones  
President Royal Australian Institute of Architects  
Tasmanian Chapter  
14 October 2008

The Royal Australian Institute of Architects  
trading as Australian Institute of Architects  
ABN 72 000 023 012

14 October 2008

The Infrastructure Coordinator  
Infrastructure Australia  
GPO Box 594  
Canberra ACT 2601

Dear Sir/Madam

On behalf of the Planning Institute of Australia, Tasmania Division, I would like to express this organisation's support for the Hobart Western Shore Public Transport Corridor submission.

Should you have any queries regarding the submission please do not hesitate to contact me on 0409 787715.

Yours faithfully



Emma Riley, MPIA CPP  
**State President**  
**Planning Institute of Australia Tasmania Division**