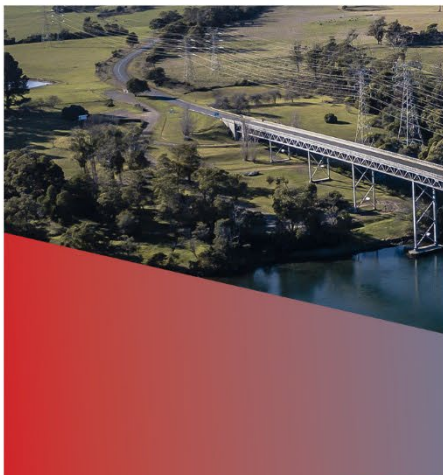


Greater Hobart rapid bus network

Summary



Introduction

Greater Hobart's growth means more people are moving across the city each day for work, school and services. With this increased activity, travel times during peak periods can lengthen, and our existing bus service may experience delays in higher-traffic sections. For some parts of the city, this can result in longer or less direct public transport trips.

The strategic business case (SBC) reviewed these issues and tested a range of transport options. After assessing multiple options, the SBC concludes that a **three-corridor bus rapid transit (BRT) network** is the most effective and city-shaping investment Greater Hobart can make.

Greater Hobart's transport challenges demand a step-change solution

The SBC identifies three core problems we need to address if Greater Hobart's transport challenges are to be overcome:

1. Congestion and inefficient arterial corridors

Our three major road corridors to the north, south and east were never designed for current traffic volumes, let alone future demand. Today, most vehicles carry just one person, yet they occupy the overwhelming majority of road space. With the city channelling most commuter traffic into the CBD, bottlenecks are unavoidable. Without a transformative intervention, congestion will worsen, undermining productivity and eroding Greater Hobart's liveability.

2. High car dependency

Greater Hobart's unique topography and dispersed suburbs make travel difficult without a car. But car dependency comes with a cost: higher household expenses, increased emissions, growing congestion, and limited mobility for people who cannot or prefer not to drive. The existing bus network simply cannot provide the speed, reliability or frequency needed to compete with private vehicles.

3. Poor access to jobs and services

For many residents—particularly those in outer suburbs, students, low-income households and older Tasmanians—reaching jobs, education and health services requires long, complex or unreliable bus journeys. This entrenches disadvantage and limits economic participation.

Together, these issues demonstrate the need for a transport solution that is **fast, efficient, scalable, equitable and city-shaping**.

A vision for a more connected and sustainable Hobart

The Greater Hobart 30-Year Plan sets a clear direction: encourage more housing near transport corridors, support medium-density development, and create a transport system that is integrated, sustainable and resilient. Rapid, high-quality public transport is essential to achieving that vision.

The SBC assessed six options, ranging from minor enhancements to the current bus network, traditional bus services, light rail, and various network combinations.

Two options were shortlisted: a BRT network and a package of major public transport upgrades supported by a parking levy.

Why bus rapid transit is the best fit for Greater Hobart

1. BRT delivers fast, reliable, high-frequency service

A well-designed BRT system combines the speed and reliability of rail with the flexibility and cost-efficiency of buses. Features such as dedicated lanes, priority at intersections, high-quality stations, and turn-up-and-go frequency dramatically reduce travel times.

In Greater Hobart's case, this would include:

- a dedicated northern corridor busway
- inbound transit lanes on the Southern Outlet and Tasman Highway
- approximately 30 modern, accessible stations
- integrated feeder services
- an electric, zero-emissions fleet.

For thousands of daily commuters, this means travel that is **quicker, more predictable and far more convenient**.

2. It is the fastest and most affordable option to deliver

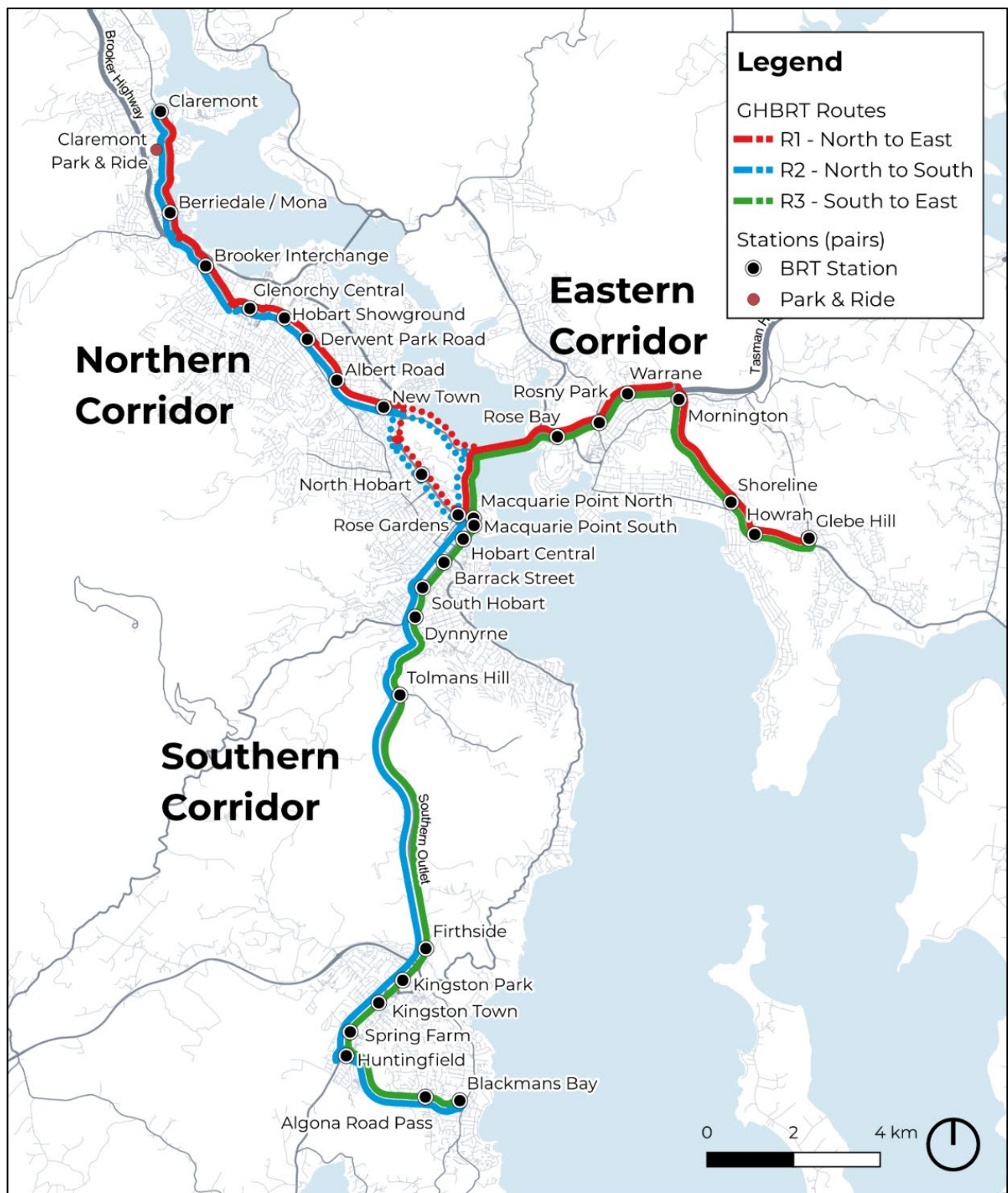
The SBC makes a crucial point: **rail-based options would cost significantly more and serve fewer people** because they would only operate in the northern corridor. In contrast, BRT provides a unified system across all three major corridors—north, east and south—connecting Glenorchy, Rosny Park and the Eastern Shore, Kingston, major employment hubs, and the CBD.

This is a *Greater Hobart solution*, not a corridor-specific solution.

Moreover, BRT can be built in stages, beginning with the northern corridor by 2032. Staging reduces risk, spreads investment over time and ensures benefits are delivered sooner.

Figure 1 shows the proposed BRT network across the north, east and south of Greater Hobart.

Figure 1 Indicative BRT network plan



The proposed Great Hobart rapid bus network would have a P50 outturn capital cost of \$860 million.

Costs were based on delivery of a northern corridor by 2032, a southern corridor by 2034 and an eastern corridor by 2036.

3. BRT supports city-shaping and urban renewal

Transport is more than movement; it shapes cities. High-capacity transit corridors attract investment, support higher-density housing and help revitalise local centres. The SBC highlights the city-shaping benefits provided by effective public transport, including:

- uplifts in land value near stations
- increased business activity
- greater housing diversity and supply
- higher productivity from improved accessibility.

These outcomes are not achievable through traditional bus network upgrades alone. BRT creates the conditions for **transit-oriented development**, making it a cornerstone of a more sustainable Greater Hobart.

4. It enhances social equity and access

Better mobility unlocks access to jobs, education and essential services. BRT shortens travel times for people who currently face long or unreliable journeys—particularly students, older residents and lower-income households.

By providing a genuine alternative to private vehicles, BRT reduces cost-of-living pressures and improves economic participation across the whole region.

5. It aligns with Tasmania's climate and transport policy commitments

Electric BRT vehicles reduce transport emissions immediately and at scale. The network will also be designed to integrate seamlessly with active transport improvements, enabling easy walking and cycling connections to stations. This aligns with State Growth's broader objective to build an efficient, low-emissions, high-capacity transport system that supports Tasmania's long-term sustainability goals.

The best path forward for Greater Hobart

The bus rapid transit network best meets Greater Hobart's transport, economic, social, environmental and urban development objectives as the:

- most equitable way to connect people to jobs and services
- only solution capable of serving *all three* major Transport corridors across Greater Hobart
- most powerful tool for shaping a more compact and liveable city
- quickest and most flexible option to deliver.

The recommended next step—progressing to a detailed business case for the northern corridor—sets the foundation for a transformational three-corridor network that will redefine how Greater Hobart grows.

Conclusion

Greater Hobart needs a transport solution that improves travel times, reduces pressure on the road network, stimulates urban renewal and densification, and gives more people a practical alternative to driving. The strategic business case shows that bus rapid transit delivers these benefits more effectively and more affordably than the other options tested and provides city-shaping benefits across all three major corridors.

The next step—developing a detailed business case for the northern corridor—will allow State Growth to test design options, confirm costs and refine the staging plan. This is a necessary step to achieve future additional government funding of such a large-scale project, and is an opportunity to set the foundation for a network that improves transport for the whole of Greater Hobart.