

Northern Suburbs Rapid Bus Project

Frequently Asked Questions

When will the Northern Suburbs Rapid Bus Project be built?

The project is still in the early planning stages and can only move to the next step once the Tasmanian and Australian Governments have approved it and funding becomes available.

If approved and funded, it is expected that detailed design, approval and construction activities for the northern route would commence no earlier than 2028.

What will it cost to build the Northern Suburbs route?

A strategic planning activity completed in 2025, estimated that the northern route of the proposed rapid bus network is expected to cost approximately \$315 million to build.

This is an early, high-level estimate that will be revised once further planning and detailed design is completed.

Why was this route chosen?

This route was chosen because it provides a flexible, affordable public transport solution and supports future development along the route. Using the rail corridor from Claremont to Macquarie Point would be costly and involve complex environmental and heritage approvals.

Limiting rail corridor use to the section between New Town and Glenorchy reduces costs while still delivering speed and supporting urban development benefits where most people live.

How is a rapid bus network different from regular buses?

A rapid bus network is a medium-capacity transport solution. With dedicated infrastructure and priority on the road, rapid bus networks are designed for the movement of more people than a regular urban bus service.

What kind of buses will be operated on the rapid bus network?

Planning undertaken so far indicates that electric buses will be the most appropriate solution.

Will I still be able to use the cycleway?

The cycleway will be retained along the corridor. In some areas, the cycleway will be realigned around new stations, changed intersections and bridge works. With new signals being installed to deliver rapid bus priority at local road crossings, there will be some changes required at these crossings to ensure the safety of cyclists and pedestrians.

What does bus priority mean at intersections and on the road?

Rapid buses can have their own lanes and signals which make bus trips quicker. Traffic will need to stop at signals to give priority to rapid buses.

This includes intersections along the cycleway, where pedestrians and cyclists will need to obey signals and give way to rapid buses.

Why is a two-lane bus way needed along the rail corridor?

Flexibility: Services can be added or changed when needed. In a single lane system, the frequency of bus services is fixed due to the need to coordinate buses using the passing loops. Service changes require buses to wait in the passing loops for extended periods causing passenger frustration.

Safety: There is a much lower risk of head-on collisions on a two-lane busway. Emergency vehicles can also use the busway with space to overtake buses.

Reliability: A late-leaving bus will not delay other buses on the corridor. Also, buses can use the other lane to get around a blockage on the network, such as broken-down bus.

What retaining wall works are proposed?

Improvements will be needed along the on-corridor and on-road sections of the route. This includes reinforcing existing retaining walls or constructing new walls and barriers to protect rapid buses and surrounding areas. This may impact on-street parking and nature strips in some areas. We will understand more about these impacts when detailed design is completed in the future.

I live near the route, what can I expect?

Landowners living next to the route and stations, may expect an increase in construction-related noise and other impacts whilst the project is being built.

When rapid buses are in operation, analysis shows that the noise impact will be minimal.

Stations will be visible to nearby properties, and there will be an increase in pedestrians in the area.

There may be some streets where intersections and traffic direction will be adjusted to increase efficiency of the rapid bus service.

What will happen at Elwick Road intersection?

The Elwick Road intersection will have bus priority measures installed. This means that the roundabout will be removed and there will be changes in how traffic moves through the area. However, detailed design is needed to further develop intersection designs and understand impacts.

Will there be any land acquisition or easements needed for this project?

Rapid buses will be travelling on existing roads and along the rail corridor, next to the Intercity cycleway.

As the project moves from concept to detailed design, more work will be completed to understand potential impacts on properties near intersections and stations.

Why is rapid bus considered a more appropriate solution than rail?

In 2025, the Tasmanian Government completed a strategic study to identify ways to improve public transport, reduce traffic congestion and support future growth across Greater Hobart.

It identified the need for a single network-wide approach – north, south and east, so that trips through Hobart can be made on medium-capacity transport without the need to interchange in the city.

Rapid bus was recommended because it can operate as one connected network across the city, use a combination of dedicated infrastructure and existing roads, and can be delivered at substantially lower capital cost than light rail.

The current planning work is testing and developing those findings in more detail.

What does this project mean for other infrastructure and utilities near the corridor?

The Tasmanian Government is engaging with utility providers along the route to understand the impact of the proposed rapid bus network on existing services. We will continue to work closely with utility providers and infrastructure owners as the project progresses to detailed design.

Is rapid bus the transport solution for the Macquarie Point Stadium?

No. The Glebe Rapid Station is the closest station to the future Macquarie Point Stadium via the Bridge of Remembrance over the Tasman Highway. It is expected people will access the stadium using a combination of existing and event-specific bus and ferry services, together with walking and cycling, private vehicles and rapid buses.

According to the Stadium's transport study, rapid buses are only expected to transport three percent of patrons to the stadium. However, the rapid bus route, including the section along the rail corridor next to the Intercity cycleway, can be used by event bus services to provide a faster and more reliable trip to the stadium.

Are Active Transport Upgrades part of this project?

The project will include upgrades to some walking and cycling links to rapid bus stations as well as upgrades to other walking and cycling links to be used as detour routes during construction. Replacing bridges over Risdon Road and the New Town Rivulet, as well as cycleway realignment near the Tower Road bridge, will mean that the Intercity Cycleway temporarily closed for approximately six months. There will be detours in place during this time to ensure that the cycleway can continue to be used by the community. The [Intercity Cycleway Connection Improvement project](#) planned for later this year will also support walking and cycling links to the on-corridor section of the route.

Is this project part of the Greater Hobart Bus Network Review?

No. Building Tasmania is separately reviewing the current Greater Hobart bus network, including urban Hobart and outlying areas such as New Norfolk, Sorell and Southern Beaches, Richmond, Campania and the Huon Valley. The review includes the public bus network currently operated by Metro, Tassielink and Kinetic and the Metro school bus network. No other school bus services are included.

The Northern Suburbs rapid bus project is still in the early planning and investigation stages. If approved and funded, planning will continue in collaboration with key stakeholders to ensure effective integration with Greater Hobart's bus network.

Learn more



Use the QR code to visit the project webpage or go to engage.building.tas.gov.au

Or subscribe to the contact list to stay up to date.

Visit a project display in Hobart or Glenorchy – check the webpage for locations.

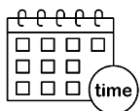
Have your say



Tell us what you think about the project and proposed route for the northern suburbs.

Complete the survey on the project webpage between **8 September and 9 October 2026** or pick up a paper copy from Glenorchy City Council or City of Hobart.

If you need help to fill in the survey, please contact the project team.



There will be community drop-in sessions along the route and everyone is welcome. Auslan interpreters will also be available at some sessions.

Contact us or check the full schedule online for a time convenient for you.

Contact us



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This project is jointly funded by the Australian and Tasmanian Governments under the Hobart Public Transport Infrastructure Planning Project.