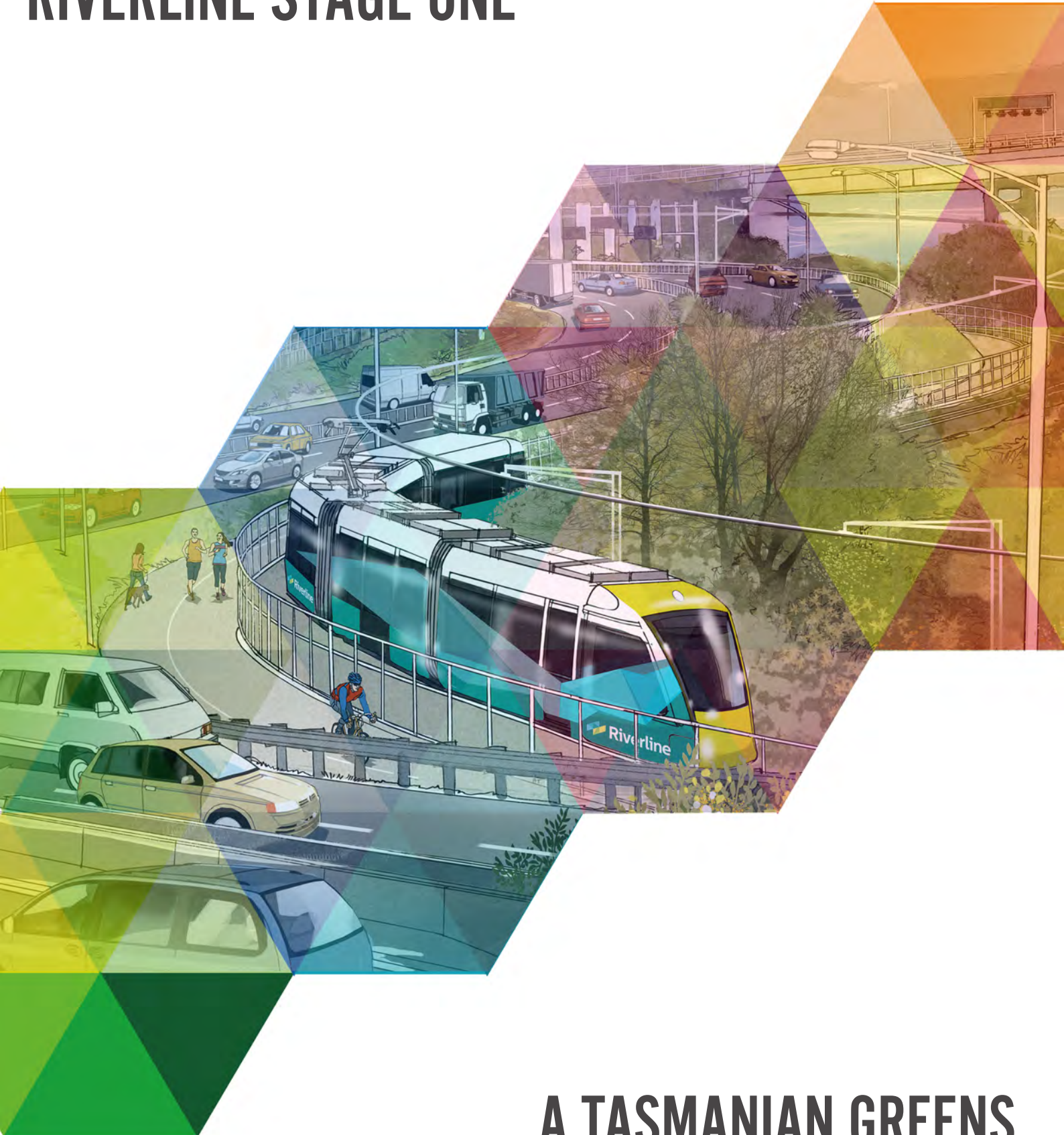


RIVERLINE STAGE ONE



A TASMANIAN GREENS POLICY INITIATIVE

Launched by **Nick McKim MP**
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> YOUR TEAM IN STATE PARLIAMENT



> WANT MORE INFO?

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Delivering Riverline Stage One

Building the Green Infrastructure of the Future

*The Tasmanian Greens will provide **\$100 million** to plan for and construct the first stage of Hobart's Riverline light rail service.*

Hobart has the second lowest public transport ridership of any capital city in Australia. A small and sparsely populated city has led to a public transport system providing high penetration but infrequent routes that meander through the outskirts of the city. These low frequency, long journeys provide little incentive for commuters or travellers to take advantage of public transport options.

Commuters need access to frequent, fast and reliable public transport before they'll decide leave the car at home. Riverline, Hobart's light rail system, is the catalyst Hobart's public transport system requires to provide for a public transport

To create a high frequency, high speed and reliable transport system, Hobart needs to return passenger rail to the Southern Rail Line, the Greens will build this system.

>THE ISSUE

- Hobart's now under used South Rail Line ran passenger services through the Northern suburbs from 1876 through to its closure in 1975. These services ran from Brighton into Hobart (with intra-state services running all the way to Launceston and on to Wynyard)
- Freight services continued along the South Line after the closure of passenger services, running from Hobart's waterfront to locations throughout the state.
- With Hobart's freight terminus now moving to the Brighton Transport Hub, the future of the South Line's northern suburbs section is uncertain. The Greens believe that a light rail system running along the line would serve as a catalyst for re-invigorating Hobart's northern suburbs and driving a shift in transport use in Hobart.
- Light rail systems are a proven method of increasing the livability, efficiency and health of an area. Cities that invest in light rail reap the benefits of a better connected, faster moving population and invigorated urban development.
- Many Australian cities are looking to build and integrate light rail with their transport systems. In addition to Melbourne's extensive tram and light rail system, Sydney, Adelaide, Perth, Gold Coast, Newcastle and Canberra are all in the process of planning for, designing or bulding light rail routes or extensions.

>OUR PLAN

- The Tasmanian Greens will commit the full **\$100 million** funding to plan for and build the Riverline light rail system by end of financial year 2018.
- The Tasmanian Greens will provide funding for the completion of the extensive planning and design work necessary for construction to commence by the end of financial year 2016. Once construction had begun, the Tasmanian Greens would complete Riverline within two years.
- Alongside any and all planning work required to begin construction on the route, the Greens will also submit development applications with full design and engineering specifications to relevant local or state authorities.
- The route would run from Hobart CBD along the southern tip of the Southern Rail Line to Berridale/MONA. The final configuration of stations would be determined during the design phase of the project.
- The Greens would seek to engage with the Commonwealth government and Infrastructure Australia to assist in providing funding for the construction of the Riverline. However, should additional funding be unavailable, the Tasmanian Greens will commit to funding the entire Riverline project.
- Metro Tasmania would be tasked with fully integrating the broader public transport system in Hobart with the light rail system.
- The Greens are comitted to the construction of a light rail system that eventually runs to Brighton. We believe that building stage one to MONA to prove the viability of the network is the most effective way of achieving an eventual line to Brighton.

> DELIVERING OUR PLAN

- The Tasmanian Greens will ensure that the full raft of planning and design work that needs to be completed before construction can begin is finalised by the end of the 2016 financial year, with construction to commence in the following year.
- The planning work to be completed before construction can begin includes: design, engineering, environmental and traffic management planning. Additional work would be completed to integrate Metro Tasmania's existing network.
- Design and engineering work to determine the final infrastructure layout would include:
 - Final station alignment. An assessment of the various analysis would be made to assess the most cost effective and feasible station placement.
 - Assessing placement of passing loops to allow travel in both directions. Correct placement will be key to ensure efficient train movement during busy periods.
 - Assessing the location of any required level crossing removals along the route. Removing level crossings requires in depth planning and is essential to maintaining efficient traffic and train movement.
 - The final layout and design of stations along the route to provide for the most accessible, safe and attractive infrastructure.
 - Determining the most effective rolling stock for the route, essential to ensure greatest value for tax payer money and to provide a system that will remain reliable and effective into the future.
- Traffic management plans would need to be devised in consultation with DIER and Hobart and Glenorchy councils to ensure the construction and running of the riverline system does not lead to unreasonable or unmanageable congestion on construction affected areas.
- Environmental planning work would need to be completed to assess the impact of the build, including any noise or other impacts on local residents, and plan for their mitigation.
- The Greens, as part of the construction of the Riverline light rail system will also complete a full review of the Greater Hobart area's bus routes to ensure routes are not duplicated and that bus routes are realigned to provide efficient and regular transfers with the light rail transport corridor.
 - By re-purposing Metro's bus fleet in the Northern Suburbs to connecting suburbs to the Riverline, the Tasmanian Greens are confident that higher frequencies in suburban areas could be achieved while decreasing travel times.
 - Funnelling suburban commuters and travellers onto the Riverline would create a more reliable option for commuters as travellers are freed from the tyranny of traffic and congestion.
 - Removing busses from main roads (including Main Road) in the Northern Suburbs would reduce congestion on these already crowded roads.
- The Tasmanian Greens would create a competitive tender process in adherence with current State Government policy, allowing local companies to compete for various elements of the construction tender to ensure maximum value for money for the Tasmanian taxpayer and a boost to Tasmanian firms.

FIG 1 & 2: Artists Impression of Riverline's Glenorchy and Franklin Square stops



> THE BENEFITS OF LIGHT RAIL

Short Term benefits of constructing the Riverline light rail system include:

- A significant boost to local employers in a range of industries across the life of the project.
 - In the early stages of the planning and development there would be a range of employment opportunities for Tasmanian professionals, from engineers and planners to policy makers and marketing professionals.
 - As the Riverline project moves to the construction phase a large number of skilled and unskilled construction workers will be required, as well as continued employment opportunities for engineering and design staff.
 - The flow through economic effects of a project of Riverline's scale would be felt throughout the Tasmanian economy and would likely provide a boost to a range of Tasmanian businesses, from firms supplying goods to the project to hospitality businesses.

Long Term benefits of the Riverline System include:

- Increased employment.
 - The Riverline will require drivers, station staff, maintenance staff to be hired, creating secure, high skilled employment opportunities for Tasmanians.
 - It is likely that the increase in passenger traffic through areas surrounding Riverline stations would lead to an increase in business turnover, and thus employment, in the area.
- Broader economic benefits.
 - Increased productivity resulting from a reduction in congestion on Hobart's major roads and a faster commute for travellers.
 - Public transport investment mitigates the need for immediate investment in road infrastructure and reduces upkeep costs. Freeing up infrastructure funds to address Tasmania's infrastructure under investment.
 - Building an efficient and high quality public transport system is key to increasing the livability of a city. Increased livability is crucial to retaining and attracting talented people to a city.

- Better accessibility, affordability and other social benefits.
 - Increased public transport usage saves thousands of people thousands of dollars every year, driving down the cost of travelling to work or study considerably and improving access to Hobart's entertainment and cultural hubs.
 - As Tasmania's population continues to age, demand for reliable public transport will increase as older people on fixed incomes or without a drivers licence move to public systems.
 - Giving Tasmanian's living in outer suburbs, who have traditionally lacked access to employment and training hubs in the CBD, access to an integrated, frequent bus and light rail system would break down many barriers to participation.
 - By encouraging more active transport such as public transport, the Tasmanian Greens anticipate significant preventative health benefits for commuters and thus the broader health system.
- Longer term land use benefits.
 - By establishing the network now, the Tasmanian Greens are confident that the business case can be made for eventually extending the Riverline to Brighton via Claremont and Bridgewater.
 - The construction of the Riverline would create a once in a generation opportunity to create livable communities surrounding the Riverline route. The considerable amount of under utilised or vacant land adjoining the Southern Rail Line would provide enormous scope to engage developers to create connected, efficient and healthy urban communities.
 - Construction would likely significantly increase land values surrounding the proposed route.
- Environmental benefits.
 - An increase in public transport ridership and thus a corresponding decline in private vehicle usage, as anticipated in the business case, would reduce Tasmania's greenhouse gas emissions.
 - A shift from diesel busses to electric rail would remove a significant amount of diesel particulate matter from the local atmosphere.

>Bergen: A case study

An argument often advanced by opponents of light rail in Hobart’s northern suburbs is the smaller population of Hobart in comparison to other cities with light rail systems. The case study presented by the regional city of Bergen, in Norway’s west, serves to dispel some of the concerns that opponents might have.

- The city of Bergen has a population of roughly 270’ 000 (as opposed to Hobart’s 216’ 000). Despite Bergen’s slightly larger size, the density of the population through Hobart’s northern suburbs and smaller planned network make the comparison apt and demonstrate the viability of regional cities building light rail systems.
- The first stage of the Bergen light rail system opened in 2010 with a 9.8 km line with 15 stops.
 - The original line has proven so successful that an additional 3.6 km, 5 stop extension was opened in 2013 with another line to Bergen’s airport due to open in 2016.
- Opponents of Bergen’s light rail system expressed many of the same concerns as opponents of Hobart’s proposed system. Their fears have proven largely unfounded as ridership has exceeded expectations due to a reconfiguring of the city’s public transport network to interact with the light rail system.
- Development in the city has begun to centre around the light rail route, providing a boost for the city, increasing the viability of the light rail system and boosting the livability of Bergen as a metro area.

>REFERENCES

- AECOM. Hobart Northern Suburbs Light Rail, business case peer review. Hobart: Department of Infrastructure Energy and Resources, 2012.
- ACIL-Tasman. 2011 Hobart to Claremont Light Rail Business Case. Hobart: Department of Infrastructure, Energy and Resources, 2011.

“Riverline will be transformational for greater Hobart – which is already building a reputation as an exceptional city to live in. It would create construction and maintenance jobs, and help reinvigorate whole suburbs between Hobart, Glenorchy and MONA.”

Nick McKim MP

> **TABLE 1: Initiative Expenditure/Investment**

| | 2013-14 Budget | 2014-15 Forward Estimate | 2015-16 Forward Estimate | 2016-17 Forward Estimate |
|--------------------------|-------------------|--------------------------------|--------------------------------|--------------------------------|
| | \$'000 | \$'000 | \$'000 | \$'000 |
| Planning and Design Work | - | 2' 000 | 5' 000 | - |
| Riverline Construction | - | - | - | 30' 000 |