

# A plan for Hobart's future transport needs

SEVERAL contributors have called for visionary forward planning. What is needed is a plan beyond the present tourism/Mona effect veil of distraction to tomorrow — a people plan.

Hobart is awakening from an outdated communication system with no truly viable solution in sight, forcing many commuters into independent travel arrangements. The population concentrations that evolved from now-defunct systems need to be accommodated and it needs to be recognised that as a river city, rail and ferry are proven systems.

Visionary planning is an essential stimulus to meaningful decisions paving the way for acquisition and funding.

Late development is not without disruption.

To the north, Argyle St can be sacrificed to an efficient rail line aligned directly through Glenorchy to eventually serve the Derwent Valley and Southern Midlands.

To the south, recognition of the value of our waterway with ferries to serve southern centres and harbourside residential concentrations.

To the east, the rapid acceleration of Eastern Shore spread and development dependent on the city demands assured access beyond the present Tasman Bridge — which is in the second half of its life expectancy.

An assurance by early planning of a multi lane-plus rail component and a replacement bridge to address the established vehicle infrastructure on both

shores and aligned to the western shore with rail tunnelled to terminate in Liverpool Street.

And build a central city transport hub on the underdeveloped Liverpool St block between Argyle and Elizabeth streets to become a central city hub.

Add an outer eastern rail to serve the airport and beyond via the Seven Mile Beach promontory to a new multi-lane bridge aligned to Carlton Rd to serve this rapidly growing satellite area.

This bridge needs early consideration as removal of the airport roundabout only partially relieves the problem of four lanes into two with McGees Bridge an unsolvable restriction.

Mercury  
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