



## Circular Economy Huon

Thank you for the opportunity to comment on the Greater Hobart Bus Network Review. Circular Economy Huon has advocated on transport issues for many years, frequently identifying the benefits of adopting an Integrated Transport Strategy for the Huon Valley (and across the state).

### **Current bus services**

Currently the Huon Valley has a reliable, friendly and efficient service run by Tassielink between Hobart and Huonville. It is centred on the trunk route from Huonville through to Kingston and Hobart and return. There is a reasonable frequency of services from/to Huonville during the week but many fewer services on Saturday and Sunday. There are considerably less frequent services to link Cygnet, Geeveston and Dover. There is no bus service south of Dover, south of Cygnet or through to Glen Huon and Judbury and across to the Channel. The challenge is that

### **Flexible transport or fixed bus routes?**

As indicated in the above paragraph there are areas of the Huon Valley that either have no public bus service, have infrequent services or a lack of services at weekends and in the evening. This is partly due to low and dispersed population patterns across the municipality. We recognise that running standard fixed route buses with a seating capacity of over 50 passengers to fill this need would be unviable - a more creative approach is required. Other jurisdictions in Australia and internationally have filled this need through community transport, the use of cars and minibuses, school buses, better active transport routes, car-pooling, and on-demand services held together by route planning apps for mobile devices.

### **Recommendations**

1. Adopt a more flexible approach to transport with the aim of increasing the volume of people delivered to existing fixed route bus services.
2. Trial using smaller vehicles such as minibuses in areas either not served by fixed bus services now, or with infrequent services. This will include – western areas of the Valley, south of Cygnet, south of Dover and across to Channel; and from Cygnet, Geeveston and Dover up to Huonville.
3. Increase the span of times and frequency on the existing trunk services in evenings and at weekends.

### **Additional comment**

While facilitating greater usage of buses is linked to routes and timetables it is also about making sure that bus stops are fit for purpose, there is appropriate parking for bikes and cars

adjacent to bus stops and that there is a reasonable way in which people can access buses from where they live and need to go. But I'm sure DSG knows that already!