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Road Management Legislation Review Department of State Growth GPO Box 536 Hobart Tas 7001

The Tasmanian Bus Association (TasBus) is the peak industry body representing bus operators in Tasmania. We welcome the opportunity to provide some brief feedback on the discussion paper.

Bus Stops and Shelters

- Ownership of bus stops and shelters must be clear. The ambiguity of the current road management framework results in poor community infrastructure and tension between different levels of government.
- The role out of DDA compliant bus stops is poor. Whilst \$10m has been set aside for bus stop upgrade assistance by the State Government, this has not translated into widespread adoption of DDA compliant
- Bus stops for rural and regional students are not often clear. Given the higher risk to patrons due to higher traveling speeds in some areas, TasBus would like to see funds allocated for safety upgrades.
- Larger cities should be providing good central bus exchanges utilising modern place-making design principles to encourage greater public and active transport usage. The Devonport bus exchange is a good example of this.

Temporary Road Closures

TasBus recognises the need for the occasional road closures for various activities. Communication to regular users is crucial, including lead time, closure times, length of closure, alternative routes and activities being undertaken. With appropriate communication, public transport operators can adequately inform customers of any temporary changes.

Special and Emerging Transport Modes

- All new road design must take into consideration minimising congestion and maximising public and active
- This should include rapid transit lanes, bus prioritisation, bike lanes and walking paths.
- Bus transport is the most efficient way a city can reduce congestion and pollution and is more than six-times more cost effective than fixed-rail modes of public transportation and provides for maximum flexibility.

Yours sincerely

Steve Henty General Manager











