

**NATIONAL SENIORS AUSTRALIA
TASMANIAN BUDGET SUBMISSION**

2025-26

December 2024

Introduction

National Seniors Australia (NSA) is the leading advocacy organisation for older Australians. Through our research and advocacy activities, NSA defends, protects and promotes the interests of older Australians, including self-funded retirees, pensioners, part-pensioners, veterans, and carers.

This submission sets out key recommendations on issues of concern for Tasmanian seniors. NSA calls on the Tasmanian Government to:

- review the affordability and accessibility of public transport systems
- ensure concessions meet rising living costs
- reduce waiting times for people accessing health services
- address rising homelessness among seniors
- create a dedicated ministerial responsibility for senior's issues
- offer training and reskilling opportunities targeted at seniors, and
- provide an opportunity for seniors to invest in the Battery of the Nation project to contribute to a sustainable future.

These recommendations have been formulated by the Tasmanian Policy Advisory Group, reflecting feedback from NSA members in Tasmania.

National Seniors' Tasmanian Policy Advisory Group plays a key role in identifying important topics and emerging issues affecting the over-50s throughout Tasmania. It acts on behalf of National Seniors as a conduit between our Tasmanian members and the Tasmanian Government.

In addition to regular contributions to the Tasmanian Budget process, NSA engages in consultations and has provided feedback to government to inform legislative review processes.

Key Recommendations

Transport

1. Conduct a review of public transport services focusing on affordability and accessibility for older Tasmanians.
2. Introduce free public transport for seniors.

Concessions

3. Ensure state-based concessions and rebates for essential services are maintained at appropriate levels for older Tasmanians.

Health

4. Improve emergency department waiting times so Tasmania meets the national targets set for emergency departments.
5. Commit to meeting the national targets for dental waiting times.

Housing

6. Ensure an ongoing commitment to the *duty concession* to promote downsizing among older Tasmanians.
7. Address the growing issue of homelessness facing vulnerable seniors in Tasmania.

Ministerial responsibility for seniors' issues

8. Expand the role of a current Minister to include specific responsibility for seniors.

Employment and skilling

9. Fund the development of a dedicated reskilling program for the over-50s.

Legacy

10. Provide older Tasmanians with opportunities to invest in the Battery of the Nation project to contribute to a sustainable future.

Substantive Issues

Transport

1. Conduct a review of public transport services focusing on affordability and accessibility for older Tasmanians.

Mobility is a key concern of older Tasmanians, especially those who no longer hold a driver's license. Good public transport systems allow older people to remain healthy and active as they age and access services and programs. The accessibility and affordability of public transport is essential to reducing social isolation and maintaining health and wellbeing¹.

While public transport in built-up urban areas of Hobart and Launceston is generally well-serviced, there are less options available outside of these areas. Furthermore, while concessions do exist for public transport services in Tasmania, these are not necessarily consistent or adequate and members have stated that concessions need to be introduced and/or increased for outlying and remote areas.

NSA believes a comprehensive review of public transport networks and systems should be undertaken, focusing on ensuring affordability and accessibility for older Tasmanians. The review should include public consultation across Tasmania and identify new and novel opportunities to provide better public transport in less populated areas, with access to an appropriate form of public transport regardless of locality.

2. Introduce free public transport for seniors

Notwithstanding a broader review of Tasmanian public transport, Tasmanian seniors should be provided with public transport concessions commensurate with other jurisdictions.

All states and territories provide public transport concessions to seniors, however, some jurisdictions have moved to offer free or low-cost travel.

- The Australian Capital Territory (ACT) is currently trialling free public transport for people aged 70 and over during off-peak times.
- South Australia began offering free public transport for seniors (from 1 July 2022).
- Tasmania implemented a period of free bus travel for all commuters between 28 March and 31 April to alleviate the cost of high fuel prices.

¹ Currie, G., Stanley, J. and Stanley, J. 2007. *No Way To Go: Transport and Social Disadvantage in Australian Communities*. Melbourne: Monash University.

- Queensland introduced 50c fares in August 2024 and offers free travel in off-peak periods for seniors across the TransLink network. Note: The 50c fare contribution was included to enable ongoing tracking of patronage.

While there is no publicly available evidence of the impact of the ACT policy, a 40% increase in public transport patronage among seniors in South Australia has been reported since the policy has been implemented.² Importantly, the cost of implementing the policy in South Australia was budgeted at only \$1.26m per year.

In Tasmania, it has been reported the five-week trial of free bus travel between 28 March to 31 April 2022 was hugely popular and successful in increasing patronage. Not only did this initiative ease cost-of-living pressures, but bus patronage increased by 15% (in urban services alone), helping to reduce congestion and emissions.³

In Queensland, the introduction of 50c fares has seen a significant increase in patronage. South-East Queensland public transport patronage between August 5 and the end of October was up 5.1 per cent on the same period pre-COVID.⁴

Internationally there is evidence that free public transport results in increased patronage on public transport services (see Figure 1).

In calling for free public transport fares for seniors, it is important to note that the primary goals of the policy are to reduce cost of living pressures and improve the mobility of older people. This is especially important for people with mobility impairments, who might otherwise find it difficult to access essential services. Encouraging more seniors to use public transport is good policy on these grounds because it will be easier for older people to get where they need to go. If the policy helps to ease congestion and reduce transport emissions at the same time, this will be an added benefit of the scheme.

NSA calls on the Tasmanian Government to follow the example of the ACT and South Australia and extend free public transport to seniors in Tasmania in the next budget (or consider introducing 50c fares as has been done in Queensland).

For further details of this proposal please see Appendix 1.

² Australian Bus and Coach 2022. "South Australian Seniors Enjoy Free Bus Transport" 1 Sept 2022 <https://www.busnews.com.au/industry-news/2209/south-australian-seniors-enjoy-free-bus-transport>

³ Tasmanian Transport [Free public bus travel has ended – Transport Services](#)

⁴ Minister for Transport and Main Roads 2024. <https://statements.qld.gov.au/statements/101663>

Place implementing full free public transport	Impacts	Source
Tallinn, Estonia	Public transport use increased by 14% one year after fare change. There was a 5 percentage point decrease in car use. Average distance travelled by cars increased.	Cats et al (2017, p. 1101) and Grzelec and Jagiello (2020, pp. 5–6)
Hasselt, Belgium	Public transport use increased 10-fold (from a very low base). Most new users had previously travelled by foot or bike or public transport. 16% of new users were from car users (which was probably affected by complementary improvements in services). Free fares were removed in 2013 due to budget pressures. Car ownership was unaffected.	Cats et al (2017, p. 1089); (van Goeverden et al. 2006, pp. 10–11); Grzelec and Jagiello (2020, p. 6); and Fearnley (2013, p. 80)
Dunkirk, France	Bus trips increased by 85% in 2 years (65% during the week and 120% on weekends). Half of new users had moved from cars to bus, and the modal shift from car to bus was 24% (a large effect), but no data on peak hour congestion effects. Impacts were probably increased due to complementary improvements in services.	Figg (2021)
Taichung, Taiwan	The comprehensive shift to free fares from July 2011 led to a about a 20-fold increase in ridership on the 8 km free bus, but service provision was also enhanced so the effects will be conflated. The modal share of cars for transport fell by 0.6 percentage points — though the causal link was not established.	Yeh and Lee (2019, pp. 10, 12)
Templin, Germany	Public transport use increased by more than 10-fold in 3 years. 80% to 90% of new use was from non-car use, mainly walking/cycling. Of the induced demand, 10-20% was from car users. (This is not a 10-20% reduction in total car use.). Templin is also a small town of 14 000 at the time of the scheme's inception — so the results may not generalise well	Cats et al (2017, p. 1090); Storchmann (2003)
Stavanger, Norway	Large increase in public transport use, but substitution was mainly from foot/bike not from cars. 11% took buses only for fun. There was no evidence of reduced car usage (and therefore congestion reductions).	Cats et al. (2017, p. 1087); Fearnley (2013)
Leiden, Netherlands	Bus use on the free routes increased threefold. Of additional users, 45% were from car users. No measurable impact on congestion.	(van Goeverden et al. 2006, pp. 8–9)
Frýdek-Místek (Czechia)	Public transport increased by 81% from 2010 to 2017, but some of this growth would have occurred anyway. 8% of car drivers (in a survey) said they shifted to at least partly to public transport use. But the study found no decrease in traffic flows or congestion. Only some residents were eligible for the free transport passes	Straub (2020, pp. 7–8)

Figure 1: Impacts of Free Fares on Public Transport and Car Use (Source: Productivity Commission⁵)

⁵ Productivity Commission 2021. Public Transport Pricing: Research Paper
<https://www.pc.gov.au/research/completed/public-transport/public-transport.pdf>

Concessions

3. Ensure state-based concessions and rebates for essential services are maintained at appropriate levels for older Tasmanians.

NSA acknowledges the Tasmanian Government's continued support for concessions. Given the rapidly rising cost-of-living, we urge the State Government to be responsive to these challenges and:

- continue to provide existing concessions, and
- ensure concessions increase in line with cost-of-living (CPI) increases.

Older Tasmanians welcomed the federal government's \$500 energy rebate in 2023 and the \$300 energy rebate in 2024 as well as the Tasmanian Government's \$7.5m dividend from Hydro Tasmania to give every Tasmanian a credit of roughly \$30 on their power bill as pragmatic action to reduce energy bills.

However, the increasing cost of essential public services in Tasmania, such as water and sewerage, is still a major concern of older people. These increases are not being adequately matched by increases in income from pensions and other sources.

There is a need to increase the rate of concessions for pensioners and other low-income seniors to match increasing expenses and relieve financial stress. One option is to apply indexation to concessions annually in line with any increase in the cost of the corresponding essential service. This creates a feed-back loop, which places an onus on government to contain cost increases for essential services. Any increase in essential services will result in an increase in cost to government. Conversely, any reduction in the costs of essential services will result in a reduction in the cost of concessions to government.

Health

4. Improve emergency department waiting times so Tasmania meets the national targets set for emergency departments.

While NSA is pleased waiting times in emergency have reduced, this improvement comes from a poor position compared to other states and territories. According to the AMA Hospital Report Card, there has been a further drop of seven per cent in emergency department presentations completed within four hours. However, the percentage of Category 3 emergency department patients seen with the recommended time (less than 30 minutes) has declined significantly to 47% (see Figure 2 below). Improving hospital wait times can only occur with funding improvements, so we hope to see further announcements in the upcoming budget.

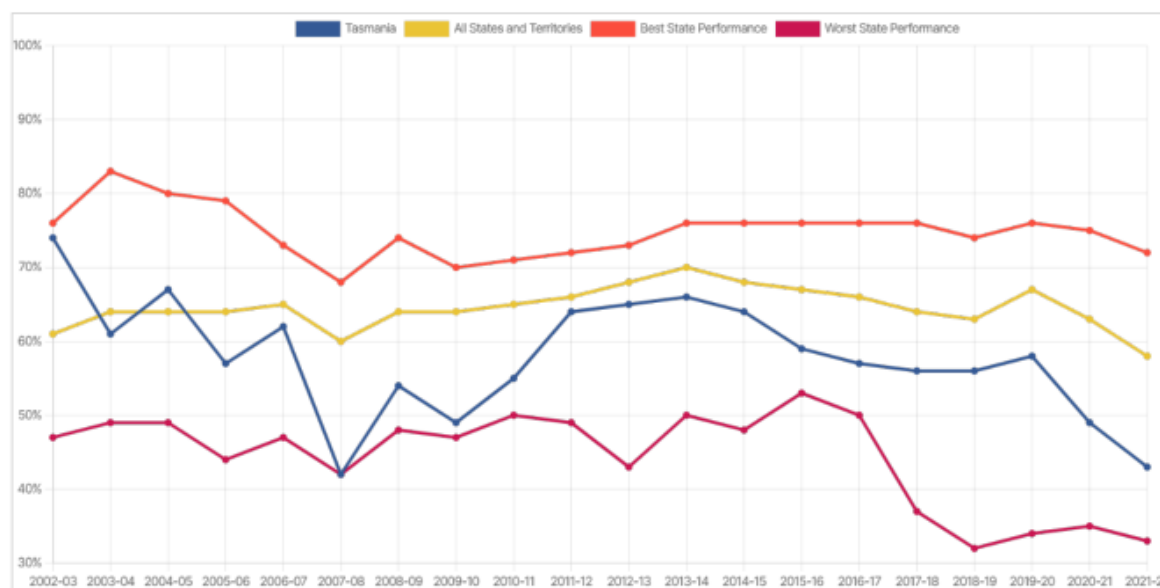


Figure 2: Percentage of Triage Category 3 emergency department patients seen within recommended time (<30mins) 2010 – 2021-22, Source: [AMA 2023](#)

5. Commit to meeting the national targets for dental waiting times.

For older Tasmanians the average number of cavities per person is above the national average and is the worst in Australia. Tasmania also has the highest rate of total tooth loss – 10% compared with the NT at 2.4%⁶.

Oral health is central to the wellbeing of older Tasmanians, who generally experience a decline in oral health as they age due to a range of reasons, including loss of manual dexterity or memory issues related to dementia. Oral health impacts overall health and quality of life. A healthy mouth is important for eating and communicating and to ward off infections. Evidence suggests poor oral health is implicated as a contributor to other diseases and conditions such endocarditis and cardiovascular disease⁷.

Waiting times for treatment in the public system works against oral health for seniors. Long wait times often mean existing problems worsen. What may have been a simple and relatively affordable fix if treated in a timely fashion could turn into a more serious and costly fix.

⁶ AIHW 2018. *Oral health and dental care in Australia*. Web report 19 Nov 2018. <https://www.aihw.gov.au/reports/dental-oral-health/oral-health-and-dental-care-in-australia/contents/healthy-teeth>

⁷ Mayo Clinic 2018. 'Oral health: A window to your overall health' Accessed online 1 December 2018 <https://www.mayoclinic.org/healthy-lifestyle/adult-health/in-depth/dental/art-20047475>

Housing

6. Ensure an ongoing commitment to the duty concession to promote downsizing among older Tasmanians

NSA continues to thank the Tasmanian Government for implementing our recommendation to introduce a 50% reduction to stamp duty for eligible seniors who downsize their homes, bringing Tasmania in line with several other states and territories.

We ask that this commendable initiative continue, and the outcomes of the policy be made public and reviewed to ensure it is working effectively. This is to ensure that eligibility thresholds are set correctly given the rising cost of housing in Tasmania.

We suggest there is scope to increase the exemption for situations where a person builds a new dwelling to support construction of new housing stock in Tasmania that meets accessible housing design principles.

7. Address the growing issue of homelessness facing vulnerable seniors in Tasmania

NSA acknowledges the Tasmanian Government's work to address the issue of homelessness. This work can be progressed by:

- providing a substantial funding boost for low-income and homeless seniors to access suitable housing.
- considering the recommendations put forward by Shelter Tasmania, with an emphasis on addressing homelessness for 55 years-plus persons.⁸

Homelessness is a serious problem in Tasmania that affects people across all ages, but it is especially problematic for vulnerable older people. People aged 55 years and older represent 16% of all people experiencing homelessness.⁹ It is concerning that homelessness for this age group has increased approximately 33% during the past 10 years. This comprises:

- 29% increase in 55+

⁸ ShelterTAS2018. *Homelessness in Tasmania: the facts*. http://www.shelertas.org.au/wp-content/uploads/2017/08/2017-08-03_ST_FACT-SHEET_Homelessness.pdf

⁹ ShelterTAS2018. *Ibid.*

- 47% increase in homelessness in the 65-74 age group.

Demand for homeless services for seniors will increase as the population ages and living costs rise. The Tasmanian Government must act now to address this issue before it becomes more pronounced.

Ministerial responsibility for seniors' issues

8. Expand the role of a current minister to include specific responsibility for seniors.

The appointment of a Minister for Seniors and Ageing would bring Tasmania in line with other states and territories such as Queensland, NSW, Victoria, Northern Territory, and provide the necessary support and services for the state's growing older population.

There is no formal recognition in the form of a ministerial portfolio for seniors within the Ministry.¹⁰ A significant oversight given the ageing population.

The appointment of a Minister for Seniors and Ageing would better reflect the significant contribution older Tasmanians make to this state. The current situation requires seniors to raise their concerns with multiple departments, which is both confusing and impractical.

Employment and skilling

9. Fund the development of a dedicated reskilling program for the over-50s.

Once a job seeker turns 55 their time spent out of the workforce increases dramatically. Job seekers aged 55 and older are languishing in unemployment for an average 73 weeks compared to 40 weeks for job seekers aged 15-55¹¹.

A study by NSA found many mature age workers do not place great importance on learning, education and training¹². Yet it is vital that mature-age workers acquire new skills and

¹⁰ Premier of Tasmania 2024. <https://www.premier.tas.gov.au/your-government>

¹¹ Australian Bureau of Statistics (ABS) 2014. *Labour Force, Australia, Detailed - Electronic Delivery December 2014*. cat. no. 6291.0.55.001

¹² Williams, R. 2015. *Never too late to learn: learning, education and training among mature age Australians*. Melbourne: National Seniors Australia.

additional qualifications to ensure continued employment as the pensionable age increases and working lives become longer.

NSA believes it is essential to provide a dedicated reskilling program for people 50 and older that targets people employed in industries and jobs that are in decline, and that is accessible to people in remote and outlying areas. This training should provide older workers with skills in growth areas of the economy, so they have skills which are suitable and highly sought after.

The Tasmanian Government's mature age employment program could include an initiative similar to programs provided through DOME (Don't Overlook Mature Expertise), a not-for-profit training and employment organisation which provided services to the unemployed over the age of 40 to re-enter the workforce. The South Australian Government provided \$150,000 per year to fund DOME.

Legacy

10. Provide older Tasmanians with opportunities to invest in the Battery of the Nation project to contribute to a sustainable future

The wealth of older people provides significant opportunities for Tasmania. However, some seniors are concerned that investment options are ill-suited and impractical to their needs.

As the debate over deeming rates has shown, many continue to use investment options to protect their financial future, choosing to invest in safe products, such as term deposits because of fear about the economy¹³. The average 80-year-old may have little or no superannuation, does not want to play the stock market or may not be able to invest in housing. As such they often seek security in bank deposits as a simple means of protecting their savings. While returns on savings are low, they invest this way because their savings are backed by a government guarantee, and it is simple to do.

At the same time, many older Australians are looking for ways to make a continuing contribution to future generations. Results from a National Seniors survey show three out of four older Australians believe climate change is occurring¹⁴. Many want to make a positive contribution to ensure the environment is protected for their children and grandchildren.

¹³National Seniors and Challenger. (2018). Once bitten twice shy: GFC concerns linger for Australian seniors. Brisbane: National Seniors <https://nationalseniors.com.au/research/finances/once-bitten-twice-shy-gfc-concerns-linger-for-australian-seniors>

¹⁴ National Seniors Australia (unpublished). *National Seniors Social Survey 2019*

National Seniors recommends the Tasmanian Government consider providing opportunities for seniors to contribute through projects, such as Battery of the Nation. Investment in the development of this project is a safe investment and will also allow seniors to contribute to lower energy prices and, most importantly, the protection of the environment for future generations. Additionally, it will provide opportunities for mainland seniors to invest in Tasmania and supplement the existing \$30m invested by the State Government and the \$56 million commitment by the Federal Government.

Appendix 1: Proposal for free non-peak public transport travel for seniors in Tasmania

Introduction - Tasmanian seniors pay high fares for non-peak travel

In Tasmania, particularly urban areas such as Hobart, seniors are charged relatively high public transport fares compared to full adult fares. The discount for seniors is especially poor compared to those offered by all other jurisdictions. Relatively high fares are charged throughout the entire day including during non-peak periods, although there is a day ticket discount in urban areas. Such high fares greatly discourage seniors from travelling on public transport; instead using their cars. For seniors who don't have reliable access to, or who are unable to access private transport, such high bus fares equate to a very real financial burden.

Nearly all other jurisdictions offer free travel for seniors in non-peak periods

These high fares are in stark contrast to most jurisdictions which offer free travel for seniors during non-peak periods including weekends, as seen in the table below. The discount in Tasmanian urban areas of 31% to 35% is particularly poor for shorter distances. The discount is the poorest in Australia as most jurisdictions offer free travel during non-peak periods. While Melbourne does not offer free travel during weekday off-peak times, it provides a 50% discount. All jurisdictions offer free weekend travel for seniors or in NSW offer a substantial discount.

Allowing seniors free non-peak travel will better use non-peak services in Tasmania

While discounts are offered for senior travel, fares during non-peak periods are still high and discourage the use of buses. In regional areas there is no additional discount for off-peak travel. Most bus services have many empty seats during non-peak periods which could be justifiably filled by seniors at no additional operating cost to government. The argument is that seniors are flexible in their travel patterns and given the correct price signals, would travel at non-peak times on public transport.

Tasmanian seniors' fares have risen at more than twice the inflation rate

There has been an extraordinary increase in bus fares between 2012 and 2020, including fares for seniors, which have increased 33% compared with inflation in Hobart, which has been 14%. The cost of motoring remains stable while bus fares have risen above inflation. This is in stark contrast to other jurisdictions which offer free travel outside peak periods.

¹ The cost of purchasing a motor vehicle has fallen 2.8% since 2012 while the cost of fuel has risen by just 2.1%

Table 1: Public Transport discounts for seniors around Australia

Area	Weekdays peak periods & single trip discount	Weekdays between peaks discount	Weekends discount	Free travel in extended CBD for all passengers
Tasmania Urban travel one zone travelled (shorter distances)	31% discount only	35% discount for two or more trips after 9am	31%/35% discount Weekend fares same as weekdays	NO free travel , Normal fares for very short distances
Tasmania Urban travel two zones travelled	50%	35% discount for two or more trips after 9am	50%/35% Weekend fares same as weekdays	No free travel
Tasmania outside Metropolitan areas	50%	50%	50%	na
Adelaide	50%	Free travel includes travel after 7pm	Free travel	Free travel in CBD area
Melbourne	50%. Free travel before 7am.	50%	Free Travel	Free on trams in CBD area
Canberra	50%	Free travel	Free travel	Normal fares
Sydney	Massive discount 84% for day ticket 44% to 77% depending on distance travelled	Massive discount 84% for day ticket 44% to 77% depending on distance travelled	84% Saturdays or 11% on Sundays There is an all fare 83% discount on Sundays v weekday fares	Normal fares
Perth	57% on average	Free travel includes travel after 7pm	Free travel	Free on trains and buses in extended CBD area
Brisbane	50%	Free Travel includes travel after 7pm	Free Travel	Free on loop services and hoppers
Darwin	Free Travel	Free Travel	Free Travel	Free travel

Short distance travel is expensive in urban areas, there are no free fare zones

Unlike many other Australian cities, there is no free travel zone in Hobart. In fact, standard fares are charged for very short trips (as short as one bus stop), which discourages use of public transport over short distances. This is particularly unfair for seniors as their trips are often short and they pay a flat fare irrespective of distance travelled in urban areas.

Inconsistencies in seniors' fares persist despite recent improvements

While there have been positive steps to offer a universal 50% discount outside urban areas, there are inconsistencies. Through a Greencard or Transport Me card a further 20% discount is available compared to higher cash fares, but this discount is inconsistent. For example, for Intercity services Devonport to Hobart there is no discount. To Sorell a discount is available only if tickets are purchased in bulk and for Devonport the 20% discount is eroded by an administration charge which applies to fares purchased via the Transport Me app. All seniors must be treated equally irrespective of how or where they travel.

Many problems solved by one single solution, free non-peak travel for seniors

To solve these multiple problems a remarkable and timely opportunity exists to make better use of this vital government resource. **This policy strongly recommends the over-due implementation of free travel on public transport in Tasmania for seniors travelling outside peak periods.** To clarify, seniors will travel for free when boarding a Tasmanian weekday bus service between 9am and 3pm or after 6pm as well at any time during weekends or public holidays.

Free travel for seniors in non-peak periods would apply to all non-peak Tasmanian services. For services travelling from urban areas to non-urban areas which have low frequency bus timetables, fares for seniors travelling in the counter peak direction (against the peak) should also be free². This aligns with practices adopted in Victoria.

Estimated cost of the proposal

National Seniors has worked on costing a proposal for Hobart metropolitan bus services between an estimated \$185,000 and \$200,000 p.a. for free non-peak travel for seniors in the Hobart urban area. This represents a fall in revenue of approximately \$395,000 p.a. offsetting revenue gain of \$210,000 p.a. The overall cost of the recommendation represents **just 0.3% of the total annual cost to provide state-wide metropolitan bus services** operated by Metro, which in 2018/19 was \$55.8 million.

Throughout 2020, the use of public transport dropped by approximately 15% with anecdotal evidence suggesting for seniors the fall in public transport use was even greater. This implies the fall in revenue associated with Hobart travel would be much lower than estimated above. It is anticipated the estimate for the Hobart urban area is indicative of the probable current cost for the whole of Tasmania.

The social, economic and environmental benefits of free seniors travel during non-peak periods are many. Free non-peak fares would:

1. Fix the inequity between Tasmania and other jurisdictions, providing a positive image for seniors travel within Tasmania.
2. Increase travel in periods when bus use is low, making better use of government funded services.

² For example services departing Hobart (urban area) to say the Huon Valley (non-urban area) before 9am and returning after 3pm should be free for seniors as such services are well under-utilised and the discount will allow a variety of trips to be taken to areas having longer transit times. Urban areas are defined as areas outside the current urban zone 2 boundary

3. Encourage seniors to swap from cars public transport, providing both financial relief for those who don't have private transport but also helping to ease congestion and emissions (see point 8)
4. Safeguard seniors from bus fares increasing above inflation.
5. Remove distortions to travel behaviour introduced by illogical and unfair fare structures (e.g. short distance travel and uneven discounts applied by individual bus operators).
6. Remove the need to introduce free fare travel zones as common in other jurisdictions.
7. Provide a boost for regional economies as budget-conscious seniors would be more likely to travel to such areas such as Huon, New Norfolk, George Town, Sheffield and Wynyard.
8. Provide significant environmental benefits through reduced vehicle emissions.
9. Reduce traffic congestion, leading to improved road safety and better use of scarce parking spaces (car free cities are better for tourism).
10. Improve operating costs and speed up bus services by reducing boarding times.

Revenue from lost fares would be minimal and there is potential revenue increase in peak periods as these services become more efficient and attractive.

Proposal 2: Additional low-cost bus services for seniors

Introduction - Additional low-cost bus services for seniors

The introduction of free fares for seniors in Tasmania during non-peak periods has many economic, social and environmental benefits at very low cost. Notwithstanding the need to undertake a broader review of public transport in Tasmania from a seniors' perspective, further analysis has identified several areas throughout Tasmania which have inadequate non-peak services. Inadequate non-peak services are a direct consequence of the emphasis on the provision of peak student bus services particularly in non-urban areas. To complement free fares for seniors, additional services need to be introduced in non-peak periods for selected areas.

Mobility for seniors is not consistent around Tasmania

Mobility is a key concern of older Tasmanians, especially those who no longer hold a driver's license. While public transport in most built-up urban areas of Hobart, Launceston and the North-West Coast is generally well-serviced, there are less options available outside of these areas. While some regional areas have some choice with at least one-peak and non-peak service offered, many areas that do not (as shown below in Table 2).

More specifically, current bus services limit seniors' ability to undertake meaningful day trips for personal business such as medical and other appointments and shopping as well as social and recreational activities.

Seniors need bus services at the right times

For many years in Tasmania, bus services have focused on how best to accommodate students, largely at the expenses of providing services to other travellers, particularly seniors. The emphasis has been on enabling students to travel to and from educational facilities, but such services are not always convenient for seniors with no option but to travel at peak times with students occupy limited seating.

Seniors need some flexibility to travel, without overly long waiting times. The introduction of return non-peak services between peak periods (both am and pm) would encourage bus travel among seniors.

Provision of additional non-peak services at low cost

There is ample opportunity to run additional services for seniors at low cost, as most seniors do and could travel outside peak times. Such low-cost additional services may be supplied outside peak periods given both bus and driver availability. Often, bus drivers are paid when they are not driving but still need to make-up hours to form a shift. In the industry this is termed "under time."

Times at which drivers are generally available at low cost are after the morning student peak and before the afternoon student peak. The cost of providing a service in such periods would be the operating cost of a bus only, represented by additional fuel and maintenance.

Opportunities for additional services including better Sunday/public holiday services

There are several areas in Tasmania where additional weekday services could be provided immediately after or before weekday peak periods, at low cost (see Table 2 below). There are also a significant number of areas where timetabled services are infrequent or run incorrectly, particularly on Sundays and public holidays. The latter issue is problematic trapping seniors without alternative transport at home.

While providing or altering Sunday/public holidays could be relatively more expensive than improving weekday non-peak services due to a lower availability of bus drivers, the practical and social benefits of effective seven day a week travel are significant.

3 Most services to urban fringe areas allow seniors choice with adequate variety of trips and some regional areas are serviced better than others with adequately serviced regional areas include Dover, St Helens and Scottsdale/Bridport.

This current analysis focuses on the provision of low-cost weekday non-peak services. Additional Sunday/Public Holiday services do not require an additional bus to service any new trips, but associated driver penalty rates are high increasing costs. Priority should be placed on providing new weekday no peak services.

Identifications of areas where services need to be improved

Despite a significant improvement in some Tasmanian services, National Seniors believes the recent review of services did not fully consider the adequate and cost-effective provision of services to seniors. We urge government to conduct a review of deficiencies area-by-area with a focus on seniors living outside key urban areas. All services including some urban services should be improved where it is cost effective.

Table 2: Proposed additional non-peak low-cost weekday services

Route	Problem	Additional service
Smithton/Stanley to Burnie	Only one daily service, focused at students only	Extra return service departing Burnie to Smithton immediately after the AM student peak
Deloraine, Westbury, Carrick to Launceston	1st Morning service too early, 2nd service too late. General lack of service frequency	At a minimum an additional return service departing Deloraine after the AM student peak.
Ross/Campbell Town to Launceston	1st Morning service too early, 2nd service too late. General lack of service frequency	At a minimum an additional return service departing Ross after the AM student peak.
Oatlands/Kempton to Glenorchy	1st Morning service too early, 2nd service too late. General lack of service frequency	At a minimum an additional return service departing Oatlands after the AM student peak.
Swansea/Triabunna/Orford to Hobart	Return service to Swansea only operates on school days	Swansea service to run during school holidays.
Nubeena/Dunalley to Hobart	Only one daily service, focused at students	Extra return service departing Hobart to Nubeena immediately after the AM student peak
Primrose Sands to Rosny Park	No service available for seniors	Utilise additional service to Nubeena and operate a 2nd return services before the PM student peak.
Woodbridge to Kingston	Large gap between services in the middle of the day.	Additional return service to depart for Woodbridge around noon to 1pm.
Bruny Island to Kingston	No service available to seniors	Return service between student peaks
West Hobart to Hobart	Low/unusual frequency (every 40 minutes approx.) between student peaks. Erratic twisty route	Implement standard 30 minutes frequency service. Simplify route
South Hobart/Upper Strickland Avenue to Hobart	Low/unusual frequency to South Hobart (every 40 minutes approx.) between student peaks. No service between peaks to Upper Strickland Avenue	Implement standard 30 minutes frequency service to South Hobart. Extend where possible to Upper Strickland Avenue

Estimated cost of the additional services

The supply of the above additional services would vary route-by-route. Indicative costs for the additional return service from Deloraine to Launceston on weekdays suggest an estimated⁴ \$32,000 p.a. to be offset by revenue. Given the overall expenditure of bus services in Tasmania in the order of \$100 million p.a., the above additional costs represent a very small fraction of the overall state budget for public transport. On the assumption that a bus and bus driver are available with an operating cost of a bus at \$1.25 per km in service

Social, economic and environmental benefits for additional non-peak services to areas with deficient timetables

1. More accessible timetables operating for a wider population of the community, beyond the current focus on accommodating student demand.
2. Complement the proposal to provide free seniors travel bus services in non-peak periods.
3. Increased senior patronage.
4. Better utilisation of scarce resources (including buses and drivers who often lie idle in non-peak periods - marginal cost of operating services during weekday non-peak periods is very low).
5. Equitable provision of bus services irrespective of the region or area lived in.
6. Boost regional economies as seniors would be able to better travel from areas with deficient bus services improving overall economic activity.
7. Significant environmental benefits from reduced emissions.
8. Reduced traffic congestion, leading to improved road safety and better utilisation of scarce parking spaces

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