Bus stop prioritisation framework

Bus stop upgrade program

Tasmanian Government

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All-access all-weather bus stop upgrade program

Tasmanian Government election commitment

In recognition of the importance of bus stop upgrades and compliance with the *Disability Discrimination Act 1992* (DDA), the Tasmanian Government made a 2021 election commitment for up to $10 million over the next four years to provide all-access, all-weather bus stops at priority locations.

Improved bus stop infrastructure will increase accessibility and DDA compliance and enhance the passenger experience leading to greater public transport patronage and reduced traffic congestion.

DDA compliance

All new general access bus stops need to be DDA compliant and by 31 December 2022 - 100% of all general access bus stops need to be made compliant.

How many bus stops do we have?

Tasmania has 3 483 general access bus stops. Seventy-four per cent of general access stops are located in Tasmania's four major urban areas, with the remainder in rural towns or regional areas. Bus stops are largely located on local roads which are owned by Councils, with only 21 per cent located on state roads.

How do we prioritise bus stops for DDA upgrade?

Upgrading all general access bus stops to be DDA compliant is a significant task. To ensure the bus stop upgrade funds are used effectively, the Department of State Growth has developed a bus stop prioritisation framework to prioritise upgrades at stop locations of greatest need.

The Framework is based on need and will use a selection of socio-economic, patronage and community measures to rank stops based on a local government area (LGA). Stops by LGA will be further broken down into urban and rural stops which will help remove potential bias towards stops in urban areas.

The Framework will be used to identify a 'first cut' of priority bus stops. This first cut will be further refined based on consultation with bus operators and councils. Councils will then be asked to submit an application to receive funding to upgrade the priority stops.

Bus stop prioritisation framework

The bus stop prioritisation framework will use socio-economic, public transport (patronage) and community measures.

The following table outlines the measures that will be used.

Bus stop prioritisation framework measures		
Measures	Description	Source
Patronage	Average weekday bus stop patronage	Operator's ticketing system*
Density of population requiring care	The density of people requiring care (based upon ABS census variable "core activity need for assistance")	ABS
Health facilities	The number of health facilities within a bus stop's 400m service area	LIST
Education facilities	The number of education facilities within a bus stop's 400m service area	LIST
Businesses	The number of businesses within a bus stop's 400m service area	LIST

*some patronage data may not be readily available

This method will allow for development of need scores for bus stops that are then standardised or indexed to provide a hierarchical list that ranks stops by need. This method will allow for the potential ranking of stops within each LGA.

Bus stop priority by LGA

Bus stops will be grouped by LGA and within their urban or rural setting, to:

- Allow for the identification of areas that have greater need by averaging bus stop index scores within an LGA. This assists in identifying areas of greater need and allows for stops in close proximity to be upgraded together.
- Remove possible biases, for example, bus stop patronage measures are typically higher in urban settings meaning rural bus stops would often sit lower on upgrade rankings. This provides a more equitable prioritisation process.
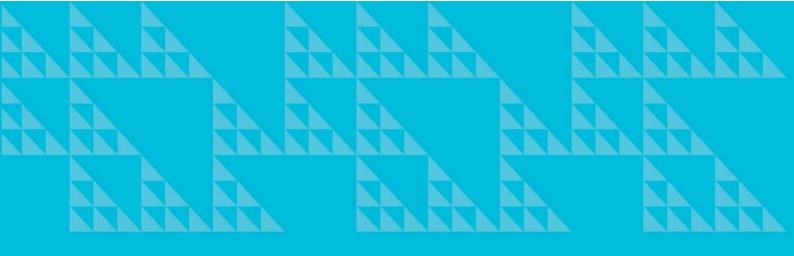
Other factors affecting bus stop prioritisation

In addition to establishing measurable need scores for bus stops, there are other factors that need to be considered which may impact the priority of stop upgrades which are unable to be quantified in the same manner as the need score.

Some of these factors are currently known and others will emerge during consultation with stakeholders including bus operators and councils.

These factors include:

Factors affecting bus stop prioritisation	
Factors	Context
Bus stop safety and amenity	Some stop upgrades may require additional supporting measures to make them safer: • Pedestrian and traffic safety measures such as pedestrian crossings and bus bays. • Better passive surveillance and lighting. The prioritisation of these stops will need to be considered against the availability of other safety and or amenity funding to complement the DDA upgrade.
Existing DDA compliance	Stops which are already fully DDA compliant will not need to be included in the priority list.
Known DDA issues	Stops which have received DDA complaints particularly from people with a disability will go higher up the priority list.
Existing road upgrade projects	Stops which are planned to be upgraded through existing planned road or streetscape upgrade projects will need to be undertaken as part of that project and will not be included in the priority list.
Cost of upgrades	Some bus stop upgrades may not be cost effective and alternatives may need to be considered. This may include stops with challenging topography requiring substantial civil works or locations where the availability of road space is very limited.