

# Community-Led Process Solving Local Transport Issues in the Tasman



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## Executive Summary

The Tasman Community Transport Survey provides a snapshot of the complexity of the issues influencing access to transport in a rural community.

The community were positively engaged with the survey, 10% of Tasman residents aged 15 years and over participated. Access to a paper version of the survey likely contributed to this success, with 61% of surveys completed using this format.

In total, seventy percent of respondents indicated that a lack of transport in the Tasman region impacted on their personal, work and community lives. Survey responses and subsequent workshops highlighted that some people were unable to drive for various reasons and this had a major impact on their ability to access medical and health-related appointments, other major services (e.g. library, hairdresser, vet) and institutions in Sorell and Hobart, and their ability to participate in social and cultural activities, even locally. Residents in the Tasman want more flexibility to be able to travel around the Tasman region as well as beyond to Sorell and Hobart.

The top three responses for the desired frequency of a transport service were weekly, fortnightly and occasionally. This was likely linked to the reason for travel. For example, health-related appointments and social events are usually made on an as-needed basis, whereas a large supermarket shop may be required once per week.

The Tasman Community Transport Survey data was analysed by service age groups to provide further insights. Service age groups divide the population into age categories that reflect typical life-stages. Results indicated that the 45-to 65-year-old age group may be most disadvantaged due to high health needs and a perceived or real lack of eligibility for lower-cost transport options. This group were also more likely to identify as business owners (including providing services to tourists) and identified the airport as a destination of need.

### *Aged less than 18 years*

Information for those aged 18 years and younger comes from the Tasman Community Transport Survey and a Youth Advisory Committee survey. This was the least represented age group comprising 5% of Tasman Community Transport Survey respondents. Most (9/12) stated that the lack of transport most interfered with their social life and their ability to find employment. This age group cited the lack of frequency of the bus service as the main issue. Most (9/12) indicated they would utilise a shared community vehicle with a driver if it was made available for social followed by employment and shopping reasons. Most indicated a need for weekly travel with destinations including Nubeena, Sorell, Port Arthur, Hobart and White Beach.

Similarly, in the Youth Advisory Committee survey, respondents highlighted the need for more bus services to Hobart and around the Peninsula, with later departure times and more bus stops desired.

### *19-45 years*

Information for all other age groups is from the Tasman Community Transport Survey.

Nineteen percent of respondents were aged 19 to 45 years. Most (31/43) indicated that current public transport options were inconvenient and prevented them taking part in social activities, attending medical and health-related appointments and employment opportunities. Sorell and Hobart were often mentioned as the destination of choice. Most (35/43) stated they would utilise a shared community vehicle with a driver if it was available and the reasons were fairly

evenly split across all activities (social, shopping, medical, work and sport). Some in this age-group indicated they had child-related access requirements. They indicated a need for weekly or fortnightly transport services to Nubeena and Sorell. Comments related to ensuring the transport service would be regular and better meet the needs of youth and adolescents.

#### *46-65 years*

Thirty five percent of survey respondents were aged 46 to 65 years. Most (57/79) stated a lack of transport in the Tasman region impacted on their personal, work and community lives. Medical and health-related appointments were most commonly affected, followed closely by social events and activities. Respondents in this age group described not always wanting to drive, for example at night; sometimes being too unwell to drive; and sometimes not having access to a car. The most common destinations mentioned were Sorell and Hobart. Most (64/79) stated they would use a shared vehicle with a driver if it was available to meet medical, social and shopping needs. The most common response for transport frequency was weekly, followed by fortnightly or ad hoc travel to Nubeena and Sorell. Other comments from this age group reflected a need for more frequent transport services to Hobart and around the Tasman area. The airport was mentioned a number of times, as was cost of travel and meeting the needs of tourists. Buses were a popular transport choice. Others mentioned private car-pooling, uber, taxi, ride-share, and ferry.

#### *66 years and older*

Forty percent of respondents were aged 66 years and older. Fewer in this age group (59/90; 66%) stated a lack of transport impacted on their personal, work and community lives. Most respondents indicated they were still driving but were thinking about their future travel requirements or the times when they could not drive their car, for example at night due to medical reasons or wanting to consume alcohol. Current public transport options were described as inconvenient, and the most common reasons for travel were medical and health-related appointments, social events and activities, followed by shopping. Sorell and Hobart were common destinations mentioned. Many (61/90) indicated they would use a shared community vehicle if one was available. The greatest preference was for ad hoc use, followed by weekly and fortnightly most commonly to Nubeena and Sorell. This age group had the greatest need for a mobility aid. Respondents described the need for an extra bus scheduled with a later departure time. Other suggestions included ferry, taxi, uber, community cars to rent, and upgrades to roads and bike tracks.

Respondent's preferred mode of transport was influenced by factors such as age and the reason for travel. Most (75%) respondents stated they would use a community shared vehicle with a driver if available and age or life-stage influenced how this shared community vehicle would be utilised. Younger age groups (less than 18 years) indicated they would use this as a means of transport for social reasons followed by employment, and shopping needs. As age increased, the desire to travel by car to attend medical appointments became more prevalent. A similar pattern was seen for shopping, whilst the need for social reasons plateaued after the age of 45 years. Most respondents did not have any special access needs, however, as age increased, the need for a mobility aid increased. Younger adults indicated child-related access needs.

During the Community Workshops it became clear that not all community members were aware of the services available to them in their region. The need to better describe current transport service options in terms of eligibility criteria and 'quality' was also highlighted. As per the

Transport Service Delivery Framework ‘quality’ refers to whether the transport service is actually delivering what it says it does. Further work is required to better represent the transport service provider perspective and more fully describe the actual versus perceived gaps in transport services for different age groups and travel needs.

Transport issues in the Tasman can be described as a ‘wicked problem’. The “wicked problem” concept was initially developed in the context of social policy research, where it was used to describe complex, interconnected, persistent issues that are deeply rooted in social, cultural, and environmental factors ([Lonngren and van Poeck, 2020](#)). One strategy to tackle a wicked problem is a collaborative approach. Collaboration aims to engage all stakeholders in order to find a common, agreed strategy that benefits all. To achieve the best outcome for Tasman residents, a community-led and collaborative approach was undertaken to collect information through the community designed survey and ‘sense-check’ the interpretation of survey findings in two Community Workshops. The analysis and report benefited from an iterative approach allowing community members and other stakeholders to provide feedback on the results at various points.

Three key outputs included in the report are:

## A Taxonomy of Travel Behaviour

The Taxonomy of Travel Behaviour<sup>1</sup> (Appendix One) draws upon the rich qualitative descriptions from the Tasman Community Transport Survey and published literature to describe and organise the complex web of factors that contribute to travel behaviours and access in the Tasman.

## A Tasman Transport Service Delivery Framework

The Tasman Transport Service Delivery Framework (Appendix Two) is a tool that is designed to allow consumers and transport service providers to come together and contribute their perspectives about how the service is meeting the needs of the community. This allows for a deeper shared understanding of the underlying barriers, enablers and potential ways forward.

## Recommendations and Action Plan

Recommendations and an associated Action Plan have been prepared to guide the ongoing work required to continue the exploration of the issues and the potential solutions to improve transport in the Tasman region (Appendix Three).

Recommendations:

- Keep the Tasman community informed and continue to ensure this is a community-led process.
- Use the Tasman Transport Service Delivery Framework to better understand current transport service providers and the service they offer.
  - Determine whether existing transport service providers have any flexibility to adapt their current service models (for example, through funding, contract, or service licence agreements).

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<sup>1</sup> A taxonomy is a way to name, describe and organise issues that have common characteristics.

- Explore potential to increase current transport options.
  - For example, could the Tassielink bus service be re-routed to provide more regular services to Sorell via a Tasman loop? This service could terminate in Sorell with passengers then able to access the regular Metro bus service to Hobart.
- Explore potential to provide additional modes of transport. For example:
  - maintain the Tassielink bus service as it currently exists and introduce a new bus service that travels between Nubeena and Sorell via the Tasman loop.
  - create opportunities for private business (taxi, Uber), social enterprise or ride-share options for other ad hoc travel needs and local travel at night.
- Ensure residents are aware of their transport options and how to access them.
  - Ensure all people 65 years and over are aware they need to register with My Aged Care to access transport and other services
  - Ensure people are aware of how to register with My Aged Care.
  - Ensure adults 64 years and younger are aware of eligibility criteria for current transport services and how to access them.
- Explore opportunities to improve transport infrastructure including bus stops, roads and bike tracks.

# Introduction

The benefits and tyranny of distance for people living in rural communities have been well described. People enjoy living in the Tasman because of the lifestyle benefits such as proximity to nature, living in a closeknit community and lower cost of living whereas the challenges may include distance to tertiary healthcare, education and employment opportunities, limited transport options, economic disadvantage, loneliness and isolation.

There are over 2,600 people living in the Tasman and during summer and holiday periods, the population swells to over 10,000. The four main township areas in the Tasman are: Murdunna, Nubeena/ White Beach, Eaglehawk Neck/ Taranna and Port Arthur ([Tasman-Peninsula-Discussion-Paper.pdf](#)).

The way people travel is closely related to their socio-demographic characteristics, for example age, gender, ethnicity, occupation, educational attainment, income, living arrangements and family life. The ability of a population to access services and employment is strongly influenced by access to transport. Access to private transport (owning a car) is influenced by age, household type (eg the number of adults), access to public transport, distance to shops, services, employment and education and household income (ABS, 2021).

Choice of mode of transport can vary by the purpose for which it is required, for example travel to work, school, shopping, medical specialist, or to visit a friend. The mode of transport dictates the total travel time, the distance able to be travelled, personal comfort and security, the reliability of getting to the destination on time, the frequency of travel, and the cost. For example, a car is fast, comfortable, and convenient but more expensive than catching the bus.

Other factors that influence travel include: personal attributes such as mobility, how well someone can access and use technology; and perceptions and attitudes towards different travel options, including environmental sustainability ([Centre for London, 2023](#); [Maduwanthi et al, 2015](#); [Ali et al 2023](#)).

Different factors have been found to influence each generations' travel characteristics. Millennials (born between 1980 and 2000) are less likely to drive, more likely to travel shorter distances, delay obtaining their driver's licence, and use more public transport and non-motorised forms of transport, whereas Baby Boomers (born between 1945 and 1964) and older adults are more likely to drive a car ([Jamal and Newbold, 2020](#)).

Other factors involved in the transport choices people make include the travel environment, physical infrastructure; personal values and attitudes (for example, identifying as a 'car person' or a 'cyclist'); social norms and behaviours; and habit.

## Rural Transport Service Delivery Framework

In 2018, the Bureau of Infrastructure, Transport and Regional Economics (BITRE) published a framework for access that can be applied to rural transport service delivery ([What is Access? | Bureau of Infrastructure and Transport Research Economics](#)) (Table 1).

The framework is underpinned by principles including:

- Access to transport is relevant to both consumers and service providers and needs to take both perspectives into consideration.
- Access to transport can be understood in terms of ‘dimensions’ to describe the ways in which consumers access and service providers provide transport services.
- The dimensions of access are interrelated and influence each other with consumers and service providers often making trade-offs.

*Table 1. BITRE Framework of Dimensions of Access.*

<b>Dimension</b>	<b>Consumers</b>	<b>Service Providers</b>
Time (duration of wait times and scheduling)	The availability and time taken to access a service.	The timing of a service and the operating hours.
Space (distance between the consumer and the service or service provider, for example time it takes to get to the service, money spent on the transport provided, indirect costs eg physical costs such as the comfort of the journey)	The travel and travel costs of consuming the service	The location of the service
Price (monetary cost of the service which is influenced by supply and demand, profitability, fuel and labour costs)	Expectation of prices and ability to pay	The price set by the service provider
Quantity (non-market services are often regulated in terms of quantity eg through waiting lists and quotas)	The amount of the service available to consume	The quantity of the service produced by the service provider
Quality (refers to the standard of service produced in terms of what the service actually delivers relative to what it should deliver)	The extent to which the service directly satisfies consumers’ needs	The degree to which the service directly satisfies consumers’ needs and meets government and industry standards
Acceptability (refers to a continuum where the circumstances are both subjective and objective eg a person may not be able to use a service for physical, mental or social reasons or someone may deem a service unacceptable because they are not satisfied with the service)	The degree to which a service is adapted to allow a consumer to benefit from a service	The degree to which the service provider responds to the varied consumer needs to allow them to benefit from a service
Information (information enables knowledge relating to the existence, nature and cost of the service, who is eligible, how to negotiate any restrictions, ways to make access easier, ‘soft’ knowledge of how to use it effectively eg filling in forms correctly)	The consumer’s knowledge of the nature and availability of services	The dissemination of information about the services available and their features
Awareness (relates to consumer being aware of their needs, preferences, socioeconomic status, current and future health needs, their current and future financial prospects, their behaviour and psychology and any other relevant social or psychological factors that may apply to them)	The consumer’s understanding of their own needs and the knowledge of how to satisfy them	The provider’s understanding of consumer’s needs and how to satisfy them

This framework can be applied to the current transport options available in the Tasman. Information from the Tasman Community Transport Survey, Workshops transport service provider websites has been included in Frameworks for the two most commonly accessed transport services, Tassielink bus and Community Transport Services Tasmania (CTST) (see



Appendix Two). These Frameworks can continue to be added to, and new Frameworks developed with other interested service providers. Consumer views have been completed using survey data and workshop insights. Information for the transport services has been gleaned from publicly available information on websites. Further work is required to more fully understand the service provider perspective, for example passenger demand, usage, profitability, contract and licencing requirements.

#### *Demographics, Tasman Council Area – Population Highlights from the 2021 Census*

People living in the Tasman are older, have more medical conditions, and are more socioeconomically disadvantaged compared to Tasmania as a whole (see Appendix Four).

- The estimated resident population was 2,686 in 2023.
- The median age is 57 years. This means 50% of the population are aged over 57 years. This is 15 years older than the median age for Tasmania (42 years), and 20 years older than the median age for Australia (38 years).
- One third of the population in the Tasman (32.5%) are aged 65 years and older.
- 6.4% of the population identify as Aboriginal or Torres Strait Islander, higher than Tasmania (5.4%).
- 43.1% of the population report one or more health conditions, a higher rate than in Tasmania (37.5%).
  - The top two conditions reported were arthritis (18%) and mental health conditions (13%). These rates are higher than those reported for Tasmania as a whole (12% with arthritis and 11.5% with a mental health condition). Both these conditions can affect people's ability to travel.
- Using the index of Relative Socio-economic Advantage and Disadvantage (IRSAD), the Tasman is in the most socioeconomically disadvantaged group.
- The median weekly household income was lower than Tasmania (\$902 compared to \$1,368).
- There was a higher unemployment rate (6.6% compared to 5.9% in Tasmania).
- More people live alone (33% compared to 28% in Tasmania).

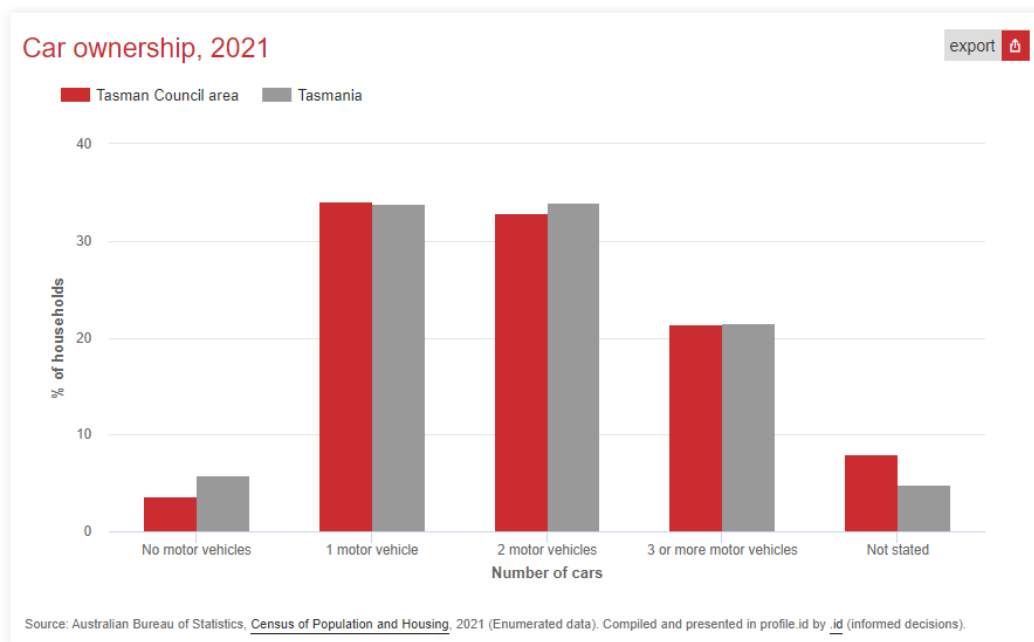
Regardless of these official statistics, it is important to acknowledge that this community is strong, resilient and solutions focused.

The distance from Nubeena to Hobart is 97.2 km (1 hour, 28 minutes) and the distance from Dunalley to Hobart is 55.5 km (55 minutes) and it is a challenging road to drive.

The majority (88.5%) of households in the Tasman Council area in 2021 owned at least one car, while 3.6% did not. Overall, 34.1% of the households owned one car; 32.9% owned two cars; and 21.4% owned three cars or more. These figures are fairly consistent with Tasmania (see Figure 1 below).

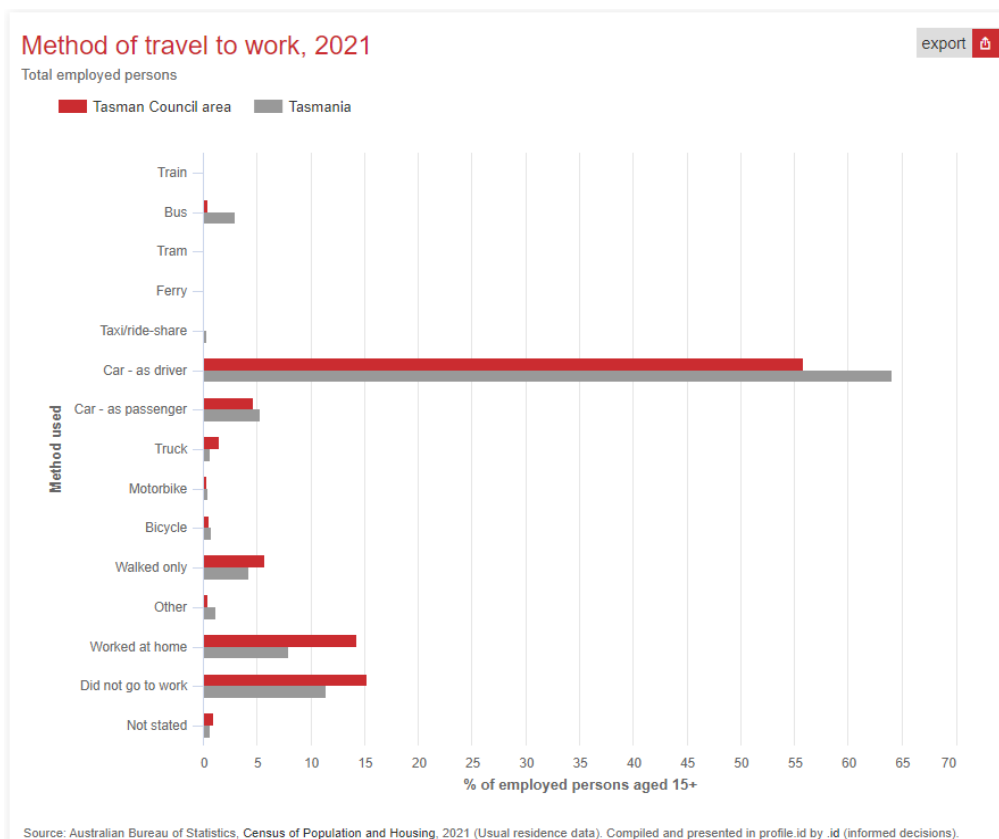
Travel by car is often preferred as it offers the benefits of speed, convenience, comfort, and carrying capacity for shopping bags and mobility aids. Cars also provide the freedom of movement to travel straight to and from destinations.





*Figure 1. Car Ownership, 2021, Tasman compared to Tasmania*

Commuting statistics for the Tasman reveal the main modes of transport to work (see Figure 2); 60.5% of people travelled to work in a private car. In comparison to the rest of Tasmania, people living in the Tasman were much less likely to take public transport (0.4%) and more likely to walk or ride a bike (6.3%). How people travel to work is influenced by the availability of affordable and effective public transport options, the number of motor vehicles available to the household and the distance travelled to work (ABS, 2021).



*Figure 2. Method of travel to work, 2021, Tasman compared to Tasmania*

## Community Transport Survey

The survey was initiated by Tasman Voice for Health (TVH), a place-based and consumer-led volunteer group advocating for improved health and wellbeing in the Tasman Municipality, supported by Health Consumers Tasmania (HCT). TVH had heard for a long time from the community about the health-related issues with transport. Working collaboratively with the Tasman Council and supported by a Healthy Together Grant, they decided to engage the community in the exploration of this issue.

Community Transport Services Tasmania (CTST) had previously undertaken place-based transport problem solving initiatives with the Dorset and Huon regions, supported by Health Consumers Tasmania. Each community contributed their knowledge and experience to the Tasman initiative through HCT networks. CTST, who had invaluable experience in service provision and previous management of the survey in these areas contributed to the development of the survey in the Tasman initiative.

Tasman Voice for Health and Tasman Council were committed to keeping the Tasman community informed and at the forefront of the work. Tasman Council supported this by resourcing the Jeder Institute to mentor the Transport Working Group to further learn about the community-led approach. Together, they wanted the complexities of regional transport issues to be captured. TVH sought the research assistance of Dr Faline Howes to analyse the data, share expert knowledge and coordinate the report.

The target audience for the survey were residents living in the Tasman. The survey consisted of eight questions, two questions required binary yes/no answers with the option to provide a comment and five questions were multiple choice. The final question was open-ended.

People were invited to complete the survey either on-line via Survey Monkey or using a paper version. Paper surveys and QR codes were located in key areas across the Tasman including in the Tasman pharmacy, Tasman Medical Practice, Tasman Multi-Purpose Service, Neighbourhood Houses, Murdunna Roadhouse, and Port Arthur General Store.

The survey was open from September to November 2025. The survey was actively promoted, distributed and collected by TVH working group volunteers. With local knowledge, these group members ensured its reach into different parts of the community. The survey was promoted regularly through Facebook, with multiple reminders.

Responses from paper surveys were entered verbatim into Survey Monkey by Debra Mill.

Data in Survey Monkey was exported to MS Excel for analysis. An iterative, thematic analysis was undertaken by Faline Howes.

## Findings from the Community Transport Survey

### *Who answered the survey?*

224 people completed the survey. This is approximately 10% of those aged 15 years and older living in the Tasman (2021, ABS).

- 87 (39%) responses were completed online via Survey Monkey and
- 137 (61%) responses were submitted via the paper survey.

Almost two thirds (65%) of respondents were aged 56 years and older, with almost half (47%) aged between 56 and 75 years. This is fairly representative of the population residing in the

Tasman, although it is acknowledged that the views of younger people may not be adequately captured.

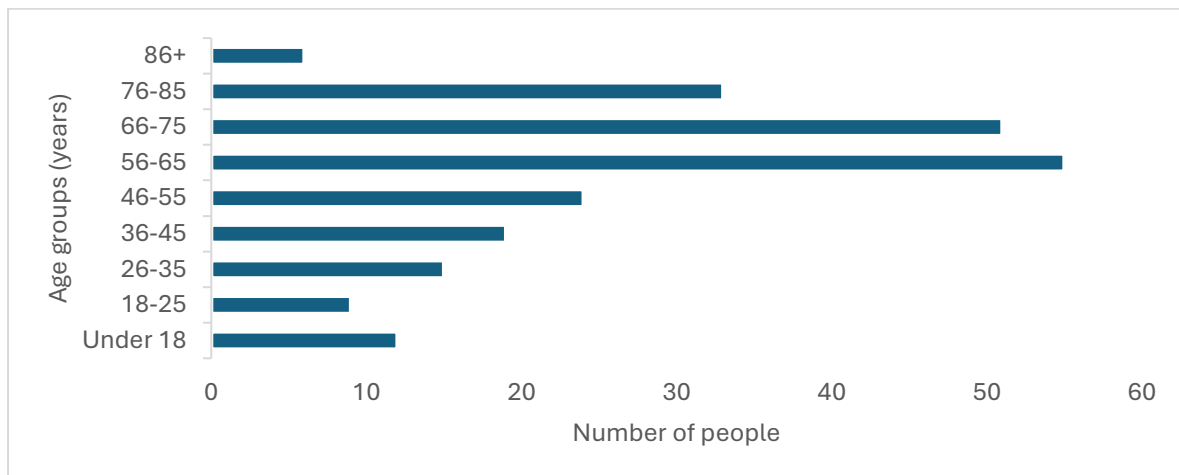


Figure 3. Age of Survey respondents

People were asked: Does transport in the Tasman region ever stop you from doing anything important in your personal, work or community life?

224 people responded to this question, and 156/224 (70%) of respondents answered “yes”.

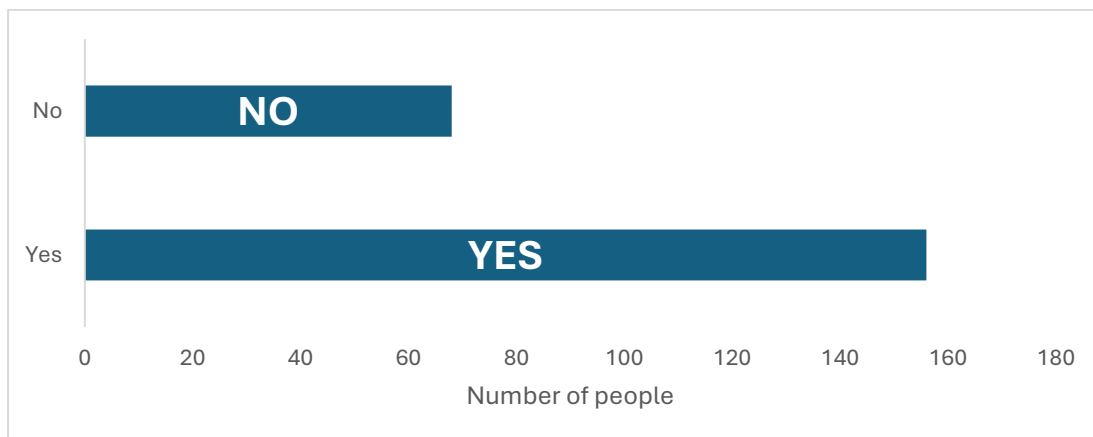


Figure 4. Response to ‘Does transport in the Tasman region ever stop you from doing anything important in your personal, work or community life?’

161 people provided a comment.

Many described the current public transport options as inconvenient due to infrequent scheduling; very early departure and late arrival home times; having to spend long hours in Hobart or Sorell, particularly when unwell, and with limited finances; and the inability to travel locally, especially at night. Affordability was also mentioned as a barrier.

Responses could be broadly grouped into two main categories:

1. Those who do not drive and
2. Those who do drive but would like alternative options to be available.

### People who do not drive

This included people who did not own a car and those who could not drive a car at different times for various reasons.

*“Everyday life is impacted on the Tasman by minimum or no transport. It effects all facets of life. Medical, shopping, social, veterinary.”*

The three main impacts for people who do not drive:

<b>Being able to attend medical and health-related appointments</b>	<b>Access to other services, particularly in Sorell and Hobart</b>	<b>Access to cultural and social events, including attending local activities and events, and visiting friends and family.</b>
<i>“X-Ray, scans, specialist appointments”.</i>  <i>“Sometimes I need to cancel or reschedule a hospital appointment due to no transport”</i>	<i>“All major resources and institutions are in either Sorell or Hobart”</i>  <i>“Getting to the library, and hairdresser”</i>	<i>“Catching up with friends”</i>  <i>“There are community groups I would like to be a part of, but I cannot commit as I can’t attend meetings or events.”</i>

Other impacts included:

<b>Employment and educational opportunities</b>	<b>Ability to go shopping</b>	<b>A few people also mentioned difficulty travelling to the airport and reduced opportunities to participate in sport and fitness</b>
<i>“I can only look for employment in walking distance”</i>  <i>“It has stopped me and my children from accessing schooling...”</i>	<i>“Very difficult to buy everyday items with small children and no car”</i>	<i>“It would be great to have safe transport to Sorell and back for kids/teens for sports”</i>

A lack of transport options left some people feeling isolated and lonely, unable to connect with others:

*“I could catch up with friends a bit more, but I don’t. The drive is tiring, and I am getting old”*

*“I am still able to drive but to attend events at night... I would like to go, prefer being driven. I don’t go now.”*

Some mentioned alternative ways they travelled. These included relying on friends, family or neighbours, walking long distances, and one mentioned having to 'hitch a ride'.

*"I have to wait for friends to visit to get lifts."*

Affordability was also a concern:

*"I used my service provider to take me to Hobart. They charged me \$100. I'm a pensioner and can't afford that amount of money. I will have to risk taking my car next time due to the cost."*

### People who do drive

Despite having a car, there was a group who wanted to ensure there would be more transport options available to them in the future, when they could no longer drive.

*"...It's something I'd be interested in future years, different work circumstances."*

Some stated they would still like to be able to access alternative transport options, for reasons including safety and cost.

*"My husband had Parkinson's and driving home from Hobart was too far and fatiguing, so we moved away."*

*"The cost of fuel prevents me from travelling too much"*

People also described the practicalities of having their car serviced and those wanting to travel at night, for example to go out for dinner or attend a social gathering involving alcohol.

*"If my vehicle is being serviced or repaired, I must rely on friends and family to ferry me around."*

*"Going to events or out to dinner so I could have a couple of drinks."*

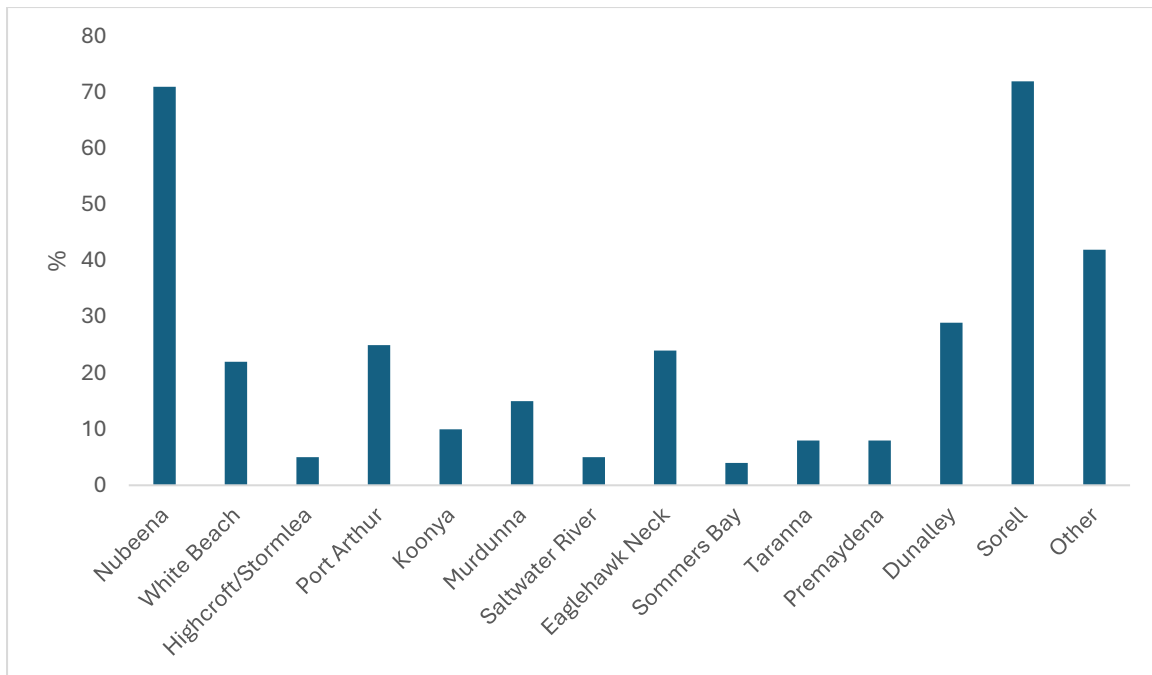
People were asked: Where would you most likely need to travel (please select all start and end locations that apply)?

223 people responded. Just over 70% of people indicated Sorell and Nubeena were the places they would most likely need to travel to and from.

*"My family only has one car... I am frequently unable to attend events, and it limits my work options. There are community groups I would like to be a part of, but I cannot commit as I can't attend meetings or events"*

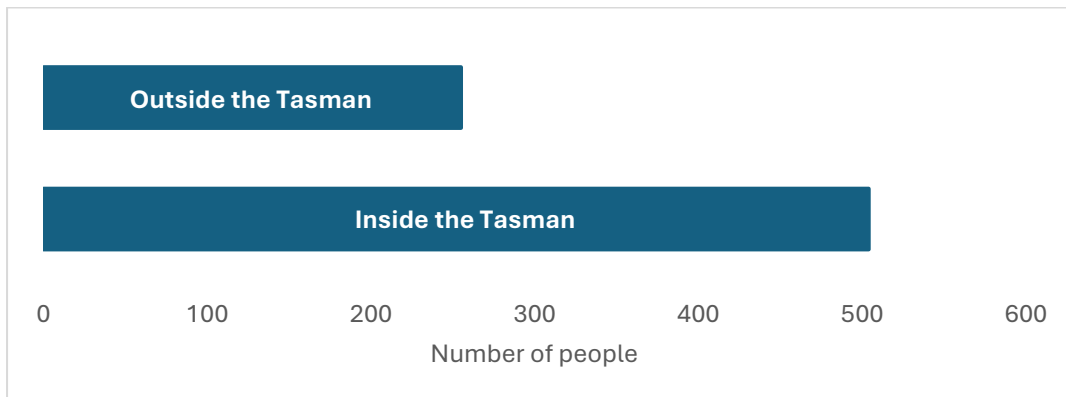
*"it (transport) has stopped me and my children from accessing schooling, job opportunities and services which are closer to the city".*

*"We have guests not booking because they can't get here, or they can't get round to visit attractions."*



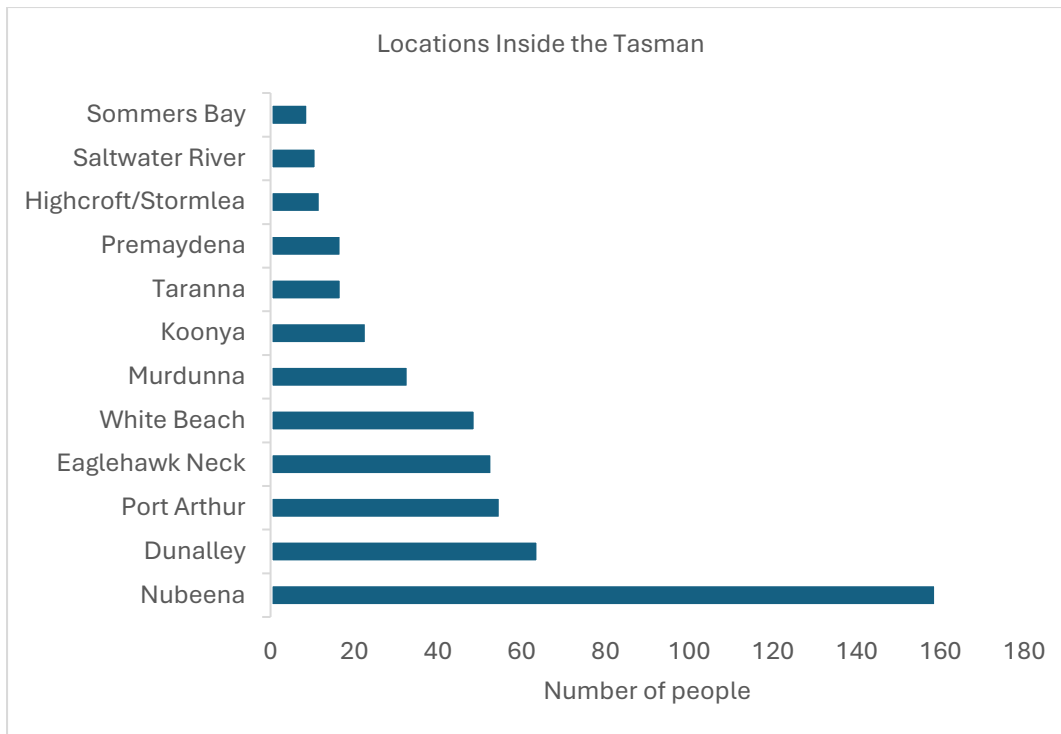
*Figure 5. Travel locations by town*

Although it could not be discerned exactly where people wanted to start and end their journey, because multiple locations were chosen, these results indicate that there was a desire to be able to travel between locations within the Tasman. Two thirds (66%) of respondents chose local towns as either their start or end locations and 34% chose locations beyond Dunalley.



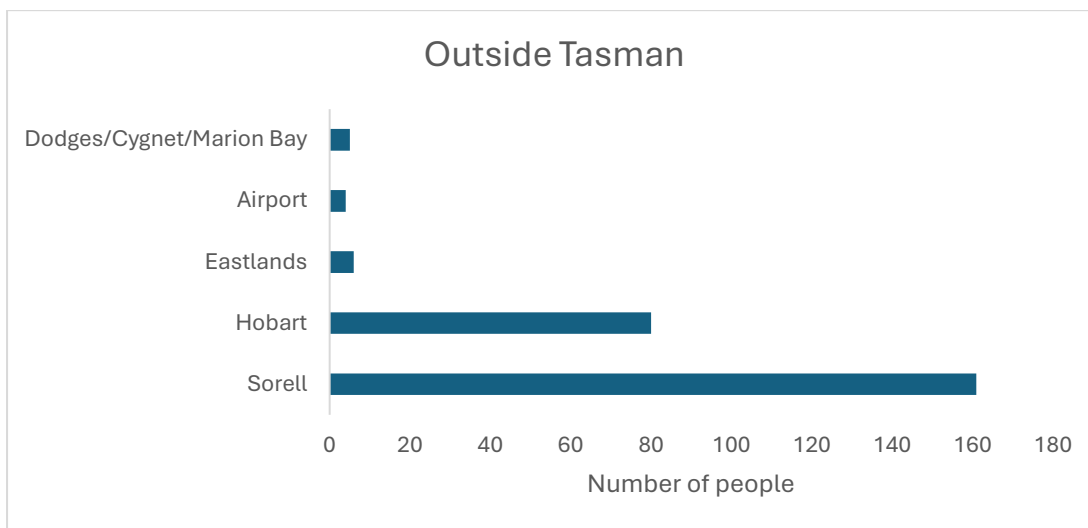
*Figure 6. Travel locations by geography*

The most popular locations to start and end travel within the Tasman were Nubeena, followed by Dunalley, Port Arthur, Eaglehawk Neck and White Beach.



*Figure 7. Travel locations within the Tasman*

Just over one third (34%) of respondents indicated that they would most likely need to travel to locations outside the Tasman, the most popular being Sorell, followed by Hobart.



*Figure 8. Travel locations beyond the Tasman*

Residents in the Tasman wanted more flexibility to be able to travel within the Tasman as well outside to Sorell and Hobart.

People were asked: How often would you use transport services?

223 people responded:

- One third (33%) stated they would use the service weekly,



- 21% of people said fortnightly and
- 19% stated occasionally or when required for an appointment for example.

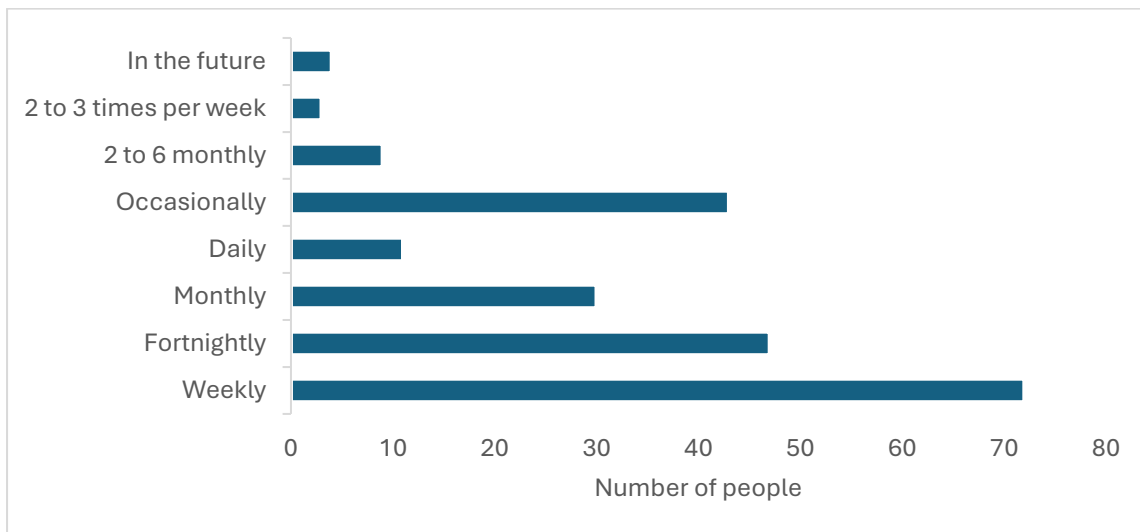


Figure 9. Frequency of required use

People were asked: If you had access to a shared community vehicle with a driver, would you use it?

224 people responded. The majority 169/225 (75%) of people stated yes.

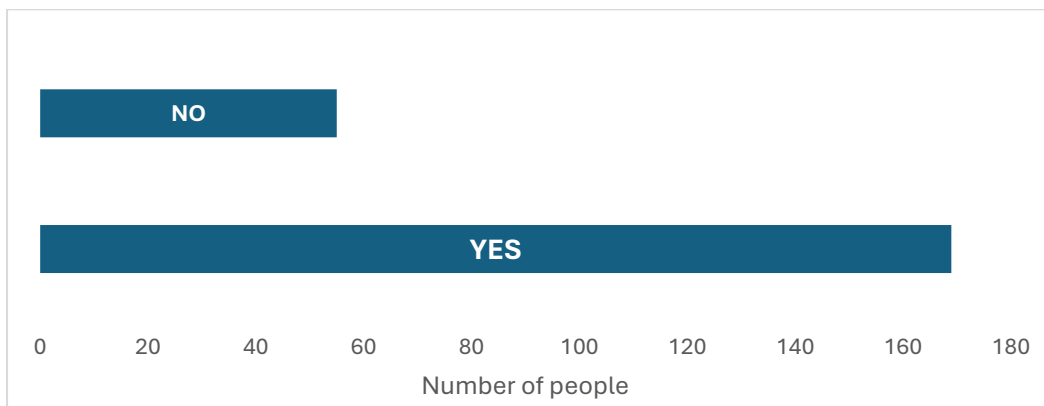


Figure 10. Use of shared community vehicle and driver

If people stated no, they were given the opportunity to explain. 52 people provided a response.

- Almost half stated 'no' because they already had access to a car.
- About one quarter stated they would still like this as an option or could see they may need it in the future.

Some stated use of a shared community vehicle with a driver would be conditional on factors such as safety (for example, the 'trustworthiness' of the driver and the vehicle), and cost and some described a preference for public transport options such as a bus or ferry.

*"Providing the driver was well qualified and reliable."*

*"Couldn't afford it!"*

People were asked: What type of activities would you require the vehicle and driver for?

222 people responded. The top three responses were medical appointments, shopping and social events.

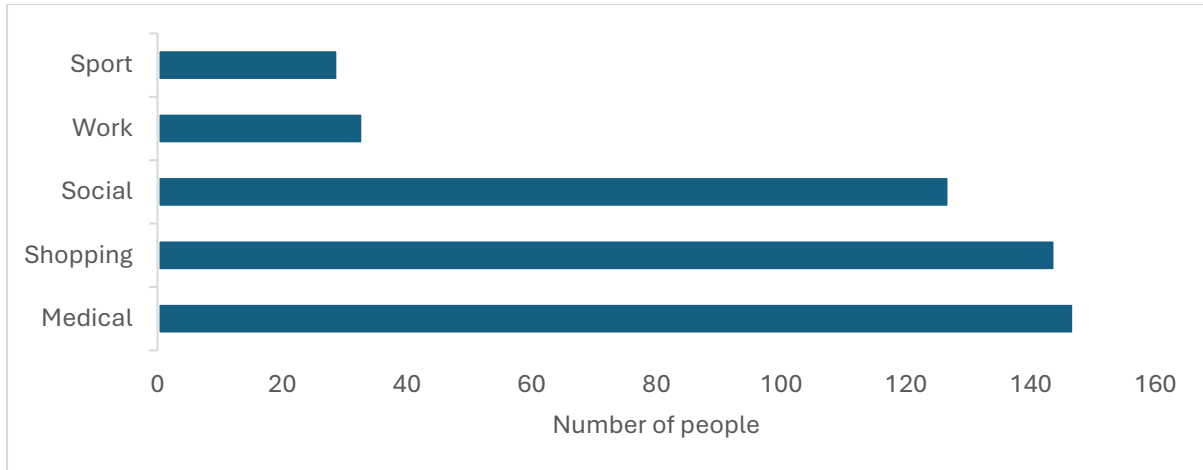


Figure 11. Activities for shared community vehicle use

People were asked: What special access needs do you have?

223 people responded. The majority (82%) stated they did not have special access needs.

Some (15%) mentioned mobility aids and 5% stated needs to accommodate small children.

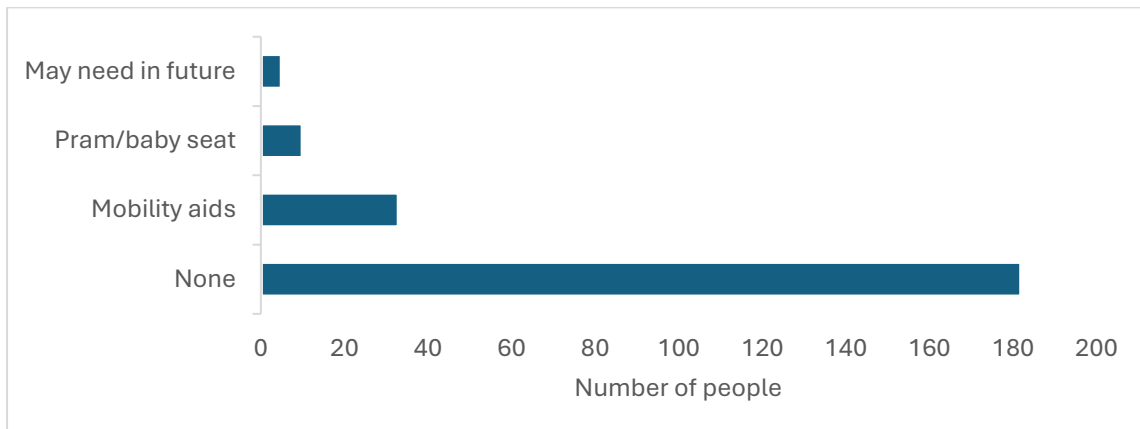


Figure 12. Access requirements

People were asked: Is there anything else you would like to share with us to improve transport?

93 people responded to this question. Themes were similar to those expressed in response to the question: does transport in the Tasman region ever stop you from doing anything important in your personal, work or community life?

- People living in the Tasman would like more frequent and regularly scheduled convenient transport options to be available.

- There was a need identified for both travelling as a group and the need for transport options to travel alone.
- Needs were identified for both scheduled and ad hoc travel.
- It was clear that transport options need to be available to all residents in the Tasman. Specific groups were also identified. These included:
  - adolescents, older persons,
  - families, carers,
  - low-income earners,
  - those seeking educational and employment opportunities,
  - those living in residential aged care,
  - those with health issues and specific needs,
  - tourists and tourism operators, local businesses, and
  - those who want to visit family and friends in the Tasman.

*“I have provided many lifts on a weekly basis for many years, sometimes for shopping, drop off for car servicing or meetings... once people lose their independence by not being able to drive, it is very isolating”.*

#### Suggestions to improve transport:

People described the need for more regular bus services, maintaining low-cost bus fares, and a daily bus circuit within the Tasman.

*“A peninsula only minibus circuit with multiple trips per day would greatly assist residents and visitors”*

A small number mentioned other alternatives such as: uber, taxi, ride-share arrangements, private carpooling, community cars/ utes/ electric vehicles, easier access (reduced bureaucracy) to the community bus for private use, road upgrades, bike tracks and a ferry service.

## Tasman Transport Talks: Community Workshops

Two community workshops were held on Saturday, 22 March in two community locations: Nubeena in the morning (10.30am-12.30pm) and Eaglehawk Neck in the afternoon (2.00pm-4.00pm). The aim of the workshops was to present the survey findings and provide the opportunity for people to reflect and share ideas and solutions.

To gain maximum attention, signs in the shape of a passenger bus (cover image) were located at key points around the Municipality with a QR code linked to a flyer on the Tasman Connect Website. Paper flyers were distributed around all community noticeboards.

The workshops were co-designed with the TVH Transport Working Group and the Jeder Institute, consisting of three TVH volunteers and Tasman Council. The graphs in this report were tailored for learning and discussion with the general public. Key survey comments were placed around the walls demonstrating nuances within the data.

A total of 29 people attended the Nubeena and Eaglehawk Neck sessions. This included Tasman Voice for Health members, community members, Councillors, and some service providers. There were representatives from each area of the Tasman Municipality.

## Community Workshop Results

Results have been combined from both workshops. People were encouraged to provide verbal feedback and to write ideas on sticky notes during the sessions. Ideas from comments made during the presentations and the 43 written sticky post-it notes have been grouped together by themes below.

### *Suggested Transport Solutions*

#### *Collaborate with service providers*

- Twelve comments related to working with service providers to come up with solutions. Two service providers who were present stated they were willing to meet and discuss.
- Three comments suggested providing a bus connection to the already existing regular (hourly) bus service from Sorell to Hobart.
- Other comments related to discussing options with existing school services and tourist operators.

#### *Build a community transport network*

- Six comments related to establishing a community network system where people can let others know where they are traveling to assist those who need transport. Online software was suggested to formalise a ride-share or carpooling network.
- One suggested developing a social enterprise for transport and one queried the use of a Neighbourhood house bus.
- Ride-share had been trialled in the Tasman previously but was not successful.

### *Information needs*

- Six comments suggested a need for raising community awareness and knowledge of current services, for example through an annual newsletter or Tasman Connect; and how to use My Aged Care.
- One service provider highlighted the eligibility for people aged 18 to 65 years who are isolated or have a chronic medical condition can access transport for medical, social and shopping reasons by calling the Tasmanian Community Care Referral Service 1300 769 699.

### *Comments on Tassielink bus stops*

- Four people commented on the need for bus stops at Koonya, Saltwater River and White Beach; the desire for the current bus to be able to stop closer to where someone needs to get on/off and the need for more parking close to bus stops eg in Taranna.
- It was identified that there was no shelter provided at the Port Arthur bus stop. People were encouraged to wait across the road from the bus stop under the awning of the Port Arthur store. The seating at this bus stop is not close to the actual stop.

### *Safety was a concern*

- Two comments related to tourist safety walking along White Beach Road with suitcases and the lack of affordable transport at night raised concerns about drink drivers and road safety.

### *Medical and health-related*

- Two comments related to barriers rural residents faced when given early appointments at the RHH.

Other ideas included wellbeing checks for older people to help direct them to services; consider the option to co-exist in housing to enable providing housing and support for those who need it; improving roads to allow people to cycle the Peninsula loop.

The workshops strengthened the idea that it was important to map current transport providers and their eligibility criteria against the needs and wants of residents as described in the survey to ascertain where the perceived and demonstrated gaps are. This fits within the dimension of 'quality' in the Tasman Transport Service Delivery Framework (Appendix Two).



Debra Mill presenting survey findings at Tasman Transport Talks: Eaglehawk Neck Community Workshop.

## Post workshops

- The Tasman Community Transport survey was re-analysed to better align with identified transport service age groups and
- Survey data was provided by the Tasman Council from the Youth Advisory Committee

## Analysis of the Tasman Community Transport survey by Service Age Groups

The 2021 Census of Population and Housing provides service age groups as described in the first column of Table 2 below. Due to small numbers, for the purposes of this report, service age groups have been simplified to aged less than 18 years, 18 to 54 year olds, 46 to 65 year olds and people aged 66 years and older.

Table 2. Service Age Groups - Tasman Council Area

Service age groups (years)	2021 Census - Tasman Number (%)	Tasman Community Transport Survey Respondents Number (%)
Babies and pre-schoolers (0-4)	72 (2.8%)	Aged under 18 years 12 (5%)
Primary school (5-11)	116 (4.5%)	
Secondary school (12-17)	151 (5.8%)	
Tertiary education, independence (18-24)	102 (3.9%)	Aged 18 to 45 years 43 (19%)
Young workforce (25-34)	175 (6.7%)	
Parents, homebuilders (35-49)	388 (14.9%)	
Older workers, pre-retirees (50-59)	434 (16.7%)	Aged 46 to 65 years 79 (35%)
Empty nesters, retirees (60-69)	610 (23.5%)	
Seniors (70-84)	491 (18.9%)	Aged 66 years and older 90 (40%)
Elderly (85 and over)	58 (2.2%)	
Total	2,597 (100%)	224 (100%)

*Does transport in the Tasman region ever stop you from doing anything important in your personal, work or community life?*

Age group	Under 18 years	18-45 years	46-65 years	66+ years
Number (%) responded Yes	9 (4%)	31 (14%)	57 (25%)	59 (26%)

*Themes: 161 comments were provided*

If yes, please comment or provide an example	
<b>Under 18 years</b>	<ul style="list-style-type: none"> <li>• Employment and social reasons where the most common reasons stated.</li> <li>• This age group cited the lack of frequency of the bus service as the main issue.</li> </ul>
<b>18-45 years</b>	<ul style="list-style-type: none"> <li>• Current public transport options were described as inconvenient.</li> <li>• The most common reasons for travel were social reasons including activities, medical and health-related appointments and for employment.</li> <li>• Sorell and Hobart were common destinations mentioned.</li> </ul>
<b>46-65 years</b>	<ul style="list-style-type: none"> <li>• Current public transport options were described as inconvenient, and people in this age group talked about not being able to or not wanting to drive, particularly at night, feeling too unwell to drive, and not always having access to a car.</li> <li>• Medical and health-related appointments was the most common need identified, followed closely by social reasons including events and activities. Shopping was another unmet need.</li> <li>• Sorell and Hobart were common destinations mentioned. The airport was mentioned by a small number as was cost.</li> </ul>
<b>66 years and older</b>	<ul style="list-style-type: none"> <li>• Most respondents in this age group could still drive but were thinking about their future needs or the times when they could not drive their car, for example at night due to medical reasons or wanting to drink alcohol safely.</li> <li>• Current public transport options were described as inconvenient, and the most common reasons for travel were medical and health-related appointments, social reasons including events and activities, followed by shopping. Sorell and Hobart were common destinations mentioned.</li> </ul>

*If you had access to a shared community vehicle with a driver, would you use it?*

Age group	Under 18 years	18-45 years	46-65 years	66+ years
Number (%) responded Yes	9 (4%)	35 (16%)	64 (29%)	61 (27%)

**If no, why not?**

*Themes: 52 responses*

<b>Under 18 years</b>	<ul style="list-style-type: none"> <li>Would travel with a friend, prefer bus.</li> </ul>
<b>18-45 years</b>	<ul style="list-style-type: none"> <li>Unlikely use it themselves, one mentioned perhaps for their children if appropriate.</li> </ul>
<b>46-65 years</b>	<ul style="list-style-type: none"> <li>Most felt that they did not require it yet but perhaps in the future.</li> <li>A couple of respondents had a preference for bus transport rather than a car.</li> </ul>
<b>66 years and older</b>	<ul style="list-style-type: none"> <li>Most stated they did not need it yet but maybe in the future.</li> <li>There was a group who either preferred independent travel or would need to be convinced of the safety of this as an option</li> </ul>

*Where would you most likely need to travel (please select all start and end locations that apply)*

	Under 18 years	18-45 years	46-65 years	66+ years
Nubeena	8	34	57	60
White Beach	4	13	18	14
Highcroft/ Stormlea	0	3	5	4
Port Arthur	6	13	22	14
Koonya	1	7	10	5
Murdunna	2	6	8	17
Saltwater River	1	3	5	2
Eaglehawk Neck	3	14	21	15
Sommers Bay	0	3	1	5
Taranna	1	4	8	4
Premaydena	1	3	10	4
Dunalley	2	19	20	23
Sorell	8	35	52	66
Hobart	5	10	28	36
Rosny	1	0	2	2
Other	1	1	5 (3 Airport)	4

*How often would you use it?*

	Under 18 years	18-45 years	46-65 years	66+ years
Daily	0	5	3	1
Weekly	5	15	28	24
Fortnightly	1	11	18	17
Monthly	2	4	13	11
Other	3 (eg sometimes, holidays)	8 (eg when needed)	17 (eg when needed, 2-3 monthly)	36 (eg as needed, rarely)



*Themes combining the information from the two tables above:*

<b>Where would you need to travel and how often?</b>	
<b>Under 18</b>	<ul style="list-style-type: none"> <li>Weekly travel to stops along the current bus route, namely Nubeena, Sorell, Port Arthur, Hobart and White Beach.</li> </ul>
<b>18-45 years</b>	<ul style="list-style-type: none"> <li>Weekly or fortnightly followed by ad hoc travel required to Nubeena, Sorell most commonly, but also Dunalley, Eaglehawk Neck, Port Arthur, and White Beach.</li> </ul>
<b>46-65 years</b>	<ul style="list-style-type: none"> <li>The most common response was weekly, followed by fortnightly or ad hoc travel required to Nubeena, Sorell most commonly, then Hobart, Port Arthur, Eaglehawk Neck and White Beach.</li> </ul>
<b>66 years and older</b>	<ul style="list-style-type: none"> <li>The greatest preference was for ad hoc or when required, followed by weekly and then fortnightly to Nubeena, Sorell most commonly, then Hobart, Dunalley, Murdunna, Eaglehawk Neck, Port Arthur, and White Beach.</li> </ul>

*What type of activities would you require the vehicle and driver for?*

	<b>Under 18</b>	<b>18-45 years</b>	<b>45-64 years</b>	<b>66+ years</b>
<b>Work</b>	6	15	10	0
<b>Sport</b>	0	12	6	5
<b>Social</b>	12	24	48	43
<b>Shopping</b>	4	23	52	64
<b>Medical</b>	0	18	54	75
<b>Other</b>	0	3	3	7

Age influenced how a shared community vehicle would be utilised. The desire for car travel changed as age increased. For younger age groups (<18 years), social reasons were the most common response followed by employment, and shopping needs. As age increased, the desire to travel by car to attend medical appointments became more evident. A similar pattern was seen for shopping, whilst the need for social reasons plateaued after age 45 years.

*What special access needs do you have?*

	<b>Under 18</b>	<b>18-45 years</b>	<b>45-65 years</b>	<b>66+ years</b>
<b>None</b>	11	31	71	67
<b>Wheelchair</b>	1	2	0	3
<b>Walker</b>	0	2	4	16
<b>Pram</b>	0	6	0	0
<b>Baby seat</b>	0	4	0	0
<b>Other</b>	0	5 (bike, walking stick, etc)	3 (unable to walk long distances, shopping bags)	3 (pets, close to destination, a hand getting in)

As expected, as age increased, the need for a mobility aid increased, whereas younger adults had more child-related access needs.

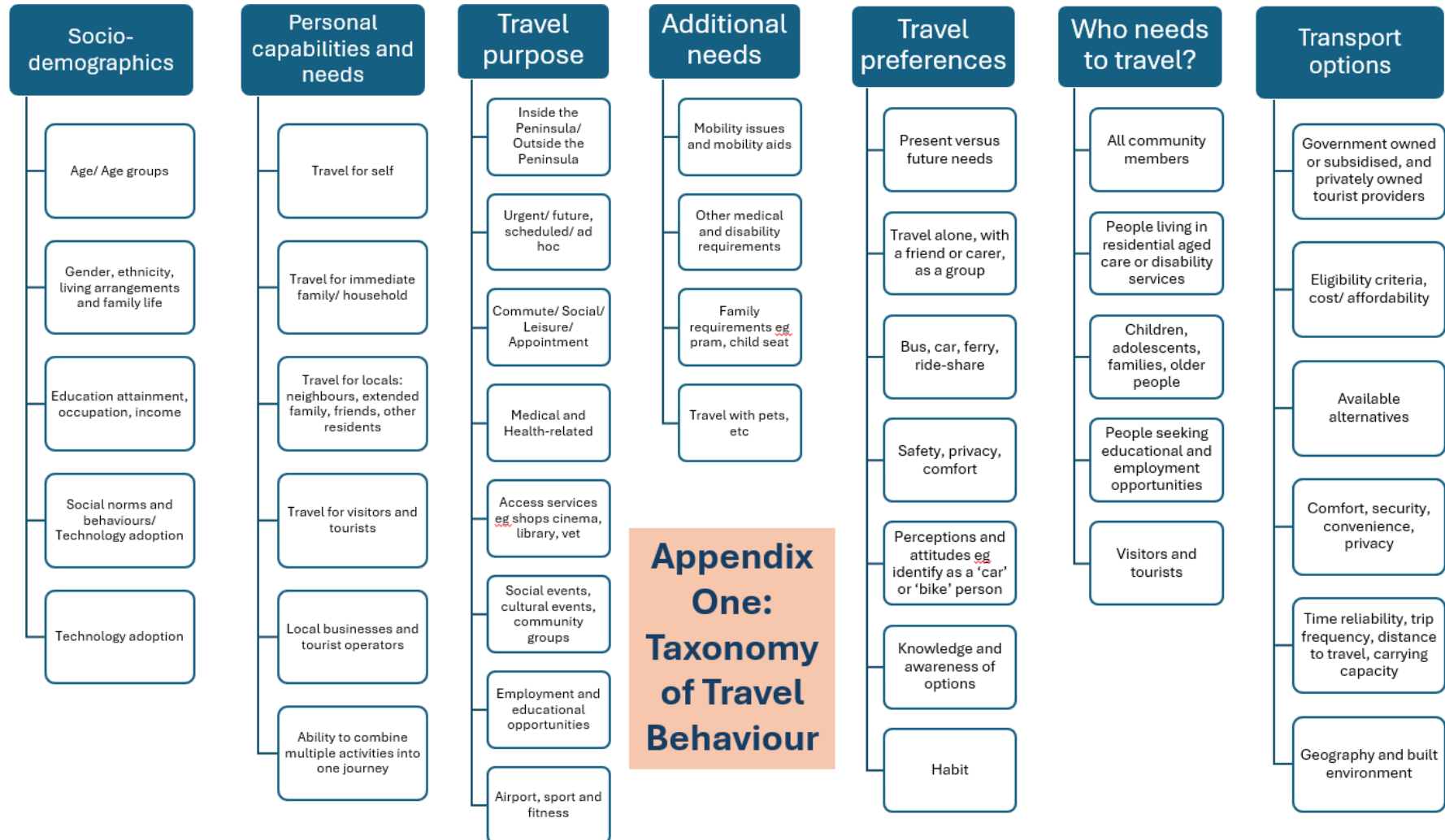
<b>Is there anything else you would like to share with us to improve transport?</b>	
<b>Under 18</b>	<ul style="list-style-type: none"> <li>One response – extra bus to and from Hobart each day</li> </ul>
<b>18-45 years</b>	<ul style="list-style-type: none"> <li>The comments from this age group related to ensuring the transport service would be regular and better meet the needs of youth/ adolescents.</li> </ul>
<b>46-65 years</b>	<ul style="list-style-type: none"> <li>Comments in this age group reflected a need for transport services to Hobart and also within the peninsula, focussing on frequency of the service.</li> </ul>

	<ul style="list-style-type: none"> <li>• The airport was mentioned a number of times, as was cost and meeting the needs of tourists.</li> <li>• Buses were a popular choice. Others mentioned private car-pooling, uber, taxi, ride-share, and ferry.</li> </ul>
<b>66 years and older</b>	<ul style="list-style-type: none"> <li>• The most common response related to having an extra bus scheduled with a later departing time.</li> <li>• Other suggestions included ferry, taxi, uber, community cars to rent, bike track, road upgrades.</li> </ul>

## Youth Advisory Committee Survey data

Adolescents in Years 7 to 10 participated in a session that was facilitated by the Youth Advisory Committee, chaired by a Councillor. Five open-ended questions were asked, three were relevant to transport:

<b>Question</b>	<b>Number of responses</b>	<b>Transport related themes</b>
<b>What changes would you like to see on the Peninsula for the community?</b>	59	The top responses were: more food options eg McDonalds (8); more buses/ more bus stops (7); road improvements (5) and better shops (5).
<b>What do you like about living on the Peninsula?</b>	76	The top three responses were the beach (17), nature (16), and how quiet it is (11).
<b>Are there any services in the Peninsula you would like to see available more often, for example bus services, sports etc?</b>	42	The top three responses were: more sports (12), later buses/ more buses to Hobart (10) and buses around the Peninsula (10)



## Appendix Two: A Tasman Transport Service Delivery Framework

### Tassielink

Needs further discussion with service provider to complete the Table.

Dimension	Consumers	Tassielink
Time (duration of wait times and scheduling)	<ul style="list-style-type: none"> <li>The bus only runs once per day each way to Sorell and Hobart via some towns in the Tasman.</li> <li>Departure time from Nubeena is very early, especially in winter with the stop in complete darkness.</li> <li>Long wait time for return trip, for example if someone has a specialists' appointment in Hobart</li> </ul>	<p>Mon – Fri Bus departs Nubeena at 6.00am and arrives Hobart City Hall at 8.10am. Departs Hobart City Hall at 3.45pm and arrives Nubeena at 5.45pm</p> <p>More details: <a href="#">Tassielink</a></p>
Space (distance between the consumer and the service or service provider, for example time it takes to get to the service, money spent on the transport provided, indirect costs eg physical costs such as the comfort of the journey)	<ul style="list-style-type: none"> <li>Reconsider the need for bus stops at Koonya, Saltwater River and White Beach;</li> <li>Ability to stop closer to where someone needs to get on/off and</li> <li>More parking close to bus stops eg in Taranna.</li> <li>No shelter provided at the Port Arthur bus stop. People were encouraged to wait across the road from the bus stop under the awning of the Port Arthur store.</li> <li>The seating at Port Arthur bus stop is not close the actual stop.</li> <li>Bus described as an old 'bone-shaker'</li> </ul>	<p>Route: Nubeena, Port Arthur, Taranna, Eaglehawk Neck, Murdunna, Dunalley, Boomer Bay, Copping, Forcett, Sorell, Midway Point, Rosny Park, Hobart Collins St, Hobart Town Hall</p> <p>More details: <a href="#">Tassielink</a></p>
Price (monetary cost of the service which is influenced by supply and demand, profitability, fuel and labour costs)	<ul style="list-style-type: none"> <li>Affordable – would like to be able to maintain the low-cost bus fares</li> <li>Flexibility to use cash or a Metro Green Card</li> </ul>	<p>Adult fare Nubeena to Hobart \$16.00, concession \$8.00</p> <p>More details: <a href="#">Tassielink</a></p>

Quantity (non-market services are often regulated in terms of quantity eg through waiting lists and quotas)	Community Transport Survey and workshops demonstrate the community need for more bus services.	
Quality (refers to the standard of service produced in terms of what the service actually delivers relative to what it should deliver)	Viewed as a great service, that is much needed and appreciated. Would like an additional service that connects to Sorell (and therefore to more regular bus services to Hobart) and a Tasman loop bus service.	
Acceptability (refers to a continuum where the circumstances are both subjective and objective eg a person may not be able to use a service for physical, mental or social reasons or someone may deem a service unacceptable because they are not satisfied with the service)	<ul style="list-style-type: none"> <li>• Difficult to use if limited mobility or use mobility aids</li> <li>• Difficult to use if have a pram, small children</li> <li>• Difficult if have other physical or mental health needs</li> </ul>	
Information (information enables knowledge relating to the existence, nature and cost of the service, who is eligible, how to negotiate any restrictions, ways to make access easier, 'soft' knowledge of how to use it effectively eg filling in forms correctly)	This did not appear to be a major issue – residents appear to have good awareness of this service.	<a href="#">Tassielink Transport – Tasman Connect</a>
Awareness (relates to consumer being aware of their needs, preferences, socioeconomic status, current and future health needs, their current and future financial prospects, their behaviour and psychology and any other relevant social or psychological factors that may apply to them)	This did not appear to be a major issue with many residents planning ahead for their future needs.	<a href="#">Tassielink</a>

## Community Transport Services Tasmania (CTST) service

**Needs further discussion with service provider to complete the Table.**

Dimension	Consumers	CTST
Time (duration of wait times and scheduling)	Booking appointments 3 days in advance can be difficult if the problem is more urgent.	Booking in advance guarantees the booking. If urgent care or transport is required, a different service may be required.

Space (distance between the consumer and the service or service provider, for example time it takes to get to the service, money spent on the transport provided, indirect costs eg physical costs such as the comfort of the journey)		Door-to-door transport. Statewide. Personal and group transport.
Price (monetary cost of the service which is influenced by supply and demand, profitability, fuel and labour costs)		Fees - <a href="#">CTST - We'll Get You Where You Need To Be.</a> Maximum fee \$66.00 if travel 240+km. 40 to 120km = \$18.90
Quantity (non-market services are often regulated in terms of quantity eg through waiting lists and quotas)		Increased demand may lead to increased resourcing
Quality (refers to the standard of service produced in terms of what the service actually delivers relative to what it should deliver)	Area Connect is not a timely service as the car is stored in Sorell overnight.	Area Connect provides transport to jobs and training
Acceptability (refers to a continuum where the circumstances are both subjective and objective eg a person may not be able to use a service for physical, mental or social reasons or someone may deem a service unacceptable because they are not satisfied with the service)	This did not appear to be a major issue	Wheelchair accessible Free travel for a carer Assistance with interpreters Transport for assistance animals
Information (information enables knowledge relating to the existence, nature and cost of the service, who is eligible, how to negotiate any restrictions, ways to make access easier, 'soft' knowledge of how to use it effectively eg filling in forms correctly)	<p>Some may not be aware of eligibility criteria. For example, people aged 18 to 65 years who are isolated or have a chronic medical condition are eligible for medical, social and shopping reasons. Call the Tasmanian Community Care Referral Service on 1300 769 699.</p> <p>Some may not be aware that one needs to register with My Aged Care (people aged 65 years and over, or over 50 years for Aboriginal and Torres Strait Islanders).</p> <p>Some may not be aware of Area Connect service</p>	RACF residents are not eligible for CTST as they have access to transport through a different funding source

Awareness (relates to consumer being aware of their needs, preferences, socioeconomic status, current and future health needs, their current and future financial prospects, their behaviour and psychology and any other relevant social or psychological factors that may apply to them)		
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## Appendix Three - Action plan

Action	Goal	Organisation responsible	Timeframe for Implementation		Status
			Start date	Completion date	
The role of Tasman Voice for Health is to work collaboratively with Tasman Council to keep people informed and ensure this is a community-led process.	<ul style="list-style-type: none"> <li>Keep the Tasman community informed and ensure this is a community-led process</li> </ul>	Tasman Voice for Health with Tasman Council			
Find or develop appropriate information on how to register with and use My Aged Care	<ul style="list-style-type: none"> <li>Ensure all people 65 years and over are aware they need to register for My Aged Care to access many transport and other services.</li> <li>Ensure they are aware of how to register for My Aged Care</li> </ul>	Tasman Voice for Health with Tasman Council and other community stakeholders			
Develop a communication strategy to support this. Suggestions included: <ul style="list-style-type: none"> <li>“How to use My Aged Care” instructions – online and paper versions.</li> <li>Consider special needs groups e.g. low literacy, English as a second language</li> </ul>					
Map current transport services against service age group needs	<ul style="list-style-type: none"> <li>Detail what services are meant to be provided in the Tasman compared to resident’s experiences of what is being provided</li> <li>Determine actual versus perceived gaps</li> </ul>	Tasman Council with Tasman Voice for Health			
Meet with Transport service providers to discuss options. Suggestions included: <ul style="list-style-type: none"> <li>A bus connection to the already existing regular bus service from Sorell to Hobart.</li> </ul>	<ul style="list-style-type: none"> <li>Determine whether existing transport service providers have any flexibility/ are able to adapt their current service models (funding, contracts, service licences)</li> </ul>	Tasman Council			

<ul style="list-style-type: none"> <li>• Re-route the Tassielink service so it can complete round trips from Nubeena to Sorell and complete a loop of the Tasman. People can be dropped in Sorell to link in with regular existing services to Hobart.</li> <li>• existing school bus services and</li> <li>• Existing tourist operators</li> <li>• Other private bus services</li> </ul>	(including barriers and enablers to this)				
Create a 'Transport Options in the Tasman' information pamphlet	<ul style="list-style-type: none"> <li>• Ensure residents are aware of their transport options and how to access them</li> </ul>	Tasman Voice for Health with Tasman Council			
Develop a communication strategy to support this. Suggestions included: <ul style="list-style-type: none"> <li>• The Tasman Connect Directory needs increased signage and a communications strategy.</li> <li>• Annual newsletter sent with Rates notice</li> <li>• Ensure people aged 18 to 65 years who are isolated or have a chronic medical condition know they are eligible for CTST transport for medical, social and shopping reasons. They need to call the Tasmanian Community Care Referral Service on 1300 769 699</li> <li>• Consider special needs groups eg low literacy, English as a second language</li> </ul>					
Explore other potential transport solutions. Suggestions included: <ul style="list-style-type: none"> <li>• A community network system to formalise a ride-share or carpooling network.</li> <li>• uber, and/ or taxi,</li> </ul>		Tasman Council			

<ul style="list-style-type: none"> <li>community cars/ utes/ electric vehicles,</li> <li>ferry service.</li> <li>social enterprise for transport</li> <li>easier access (reduced bureaucracy) to the community Neighbourhood house bus for private use</li> </ul>					
Meet with other regional communities who are facing similar issues	<ul style="list-style-type: none"> <li>Compare enablers, barriers, transport solutions trialled, and any lessons learned?</li> </ul>	Tasman Voice for Health with Health Consumers Tasmania			
Determine what has been trialled previously in the Tasman and the lessons learned <ul style="list-style-type: none"> <li>Previous ride-share service advertised through public service boards</li> <li>Extended route for bus was shortened due to lack of demand</li> </ul>	<ul style="list-style-type: none"> <li>What were the lessons learned?</li> </ul>	Tasman Voice for Health with Tasman Council			
Explore opportunities to improve bus stops. Suggestions included: <ul style="list-style-type: none"> <li>A need for bus stops at Koonya, Saltwater River and White Beach;</li> <li>the desire for the current bus to be able to stop closer to where someone needs to get on/off and the</li> <li>need for more parking close to bus stops eg in Taranna.</li> <li>It was identified that there was no shelter provided at the Port Arthur bus stop and</li> <li>a lack of seating at the Port Arthur bus stop.</li> </ul>		Tasman Council			
Road improvements. Suggestions included: <ul style="list-style-type: none"> <li>road upgrades e.g. potholes</li> </ul>		Tasman Council			

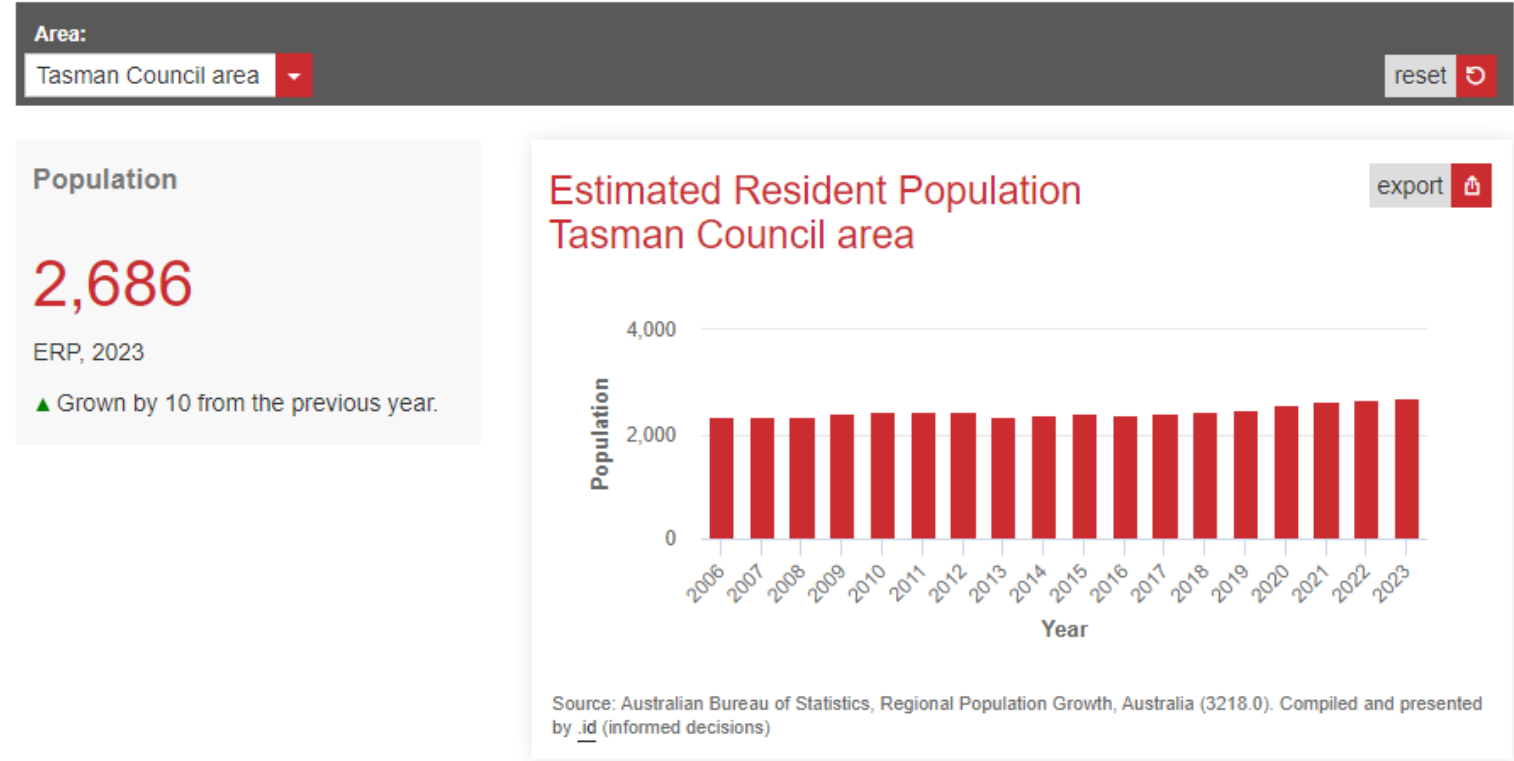
<ul style="list-style-type: none"> <li>• improving roads to allow people to cycle the Peninsula loop</li> <li>• Footpaths required along White Beach Road</li> <li>• Bike tracks</li> </ul>					
<ul style="list-style-type: none"> <li>• Wellbeing checks for older people to help direct them to services.</li> <li>• Consider the option to co-exist in housing to enable providing housing and support for those who need it</li> </ul>		Tasman Council with Tasman Voice for Health, Huon Regional Care, Tasman Pharmacy & Tasman Medical Practice			
Consider barriers for rural residents when attending outpatient appointments at the RHH.	Explore the ability to conduct more outpatient review consultations via telehealth	GPLO-South			

Appendix Four – Demographics of residents in the Tasman

Tasman Council area

Share Export

Population highlights



2021 data with change from 2016 unless otherwise stated.

◆ No significant change since previous Census (less than +/-0.5%) ▲ Increased since previous Census ▼ Decreased since previous Census

# Tasman Council area

[Share](#) [Export](#)

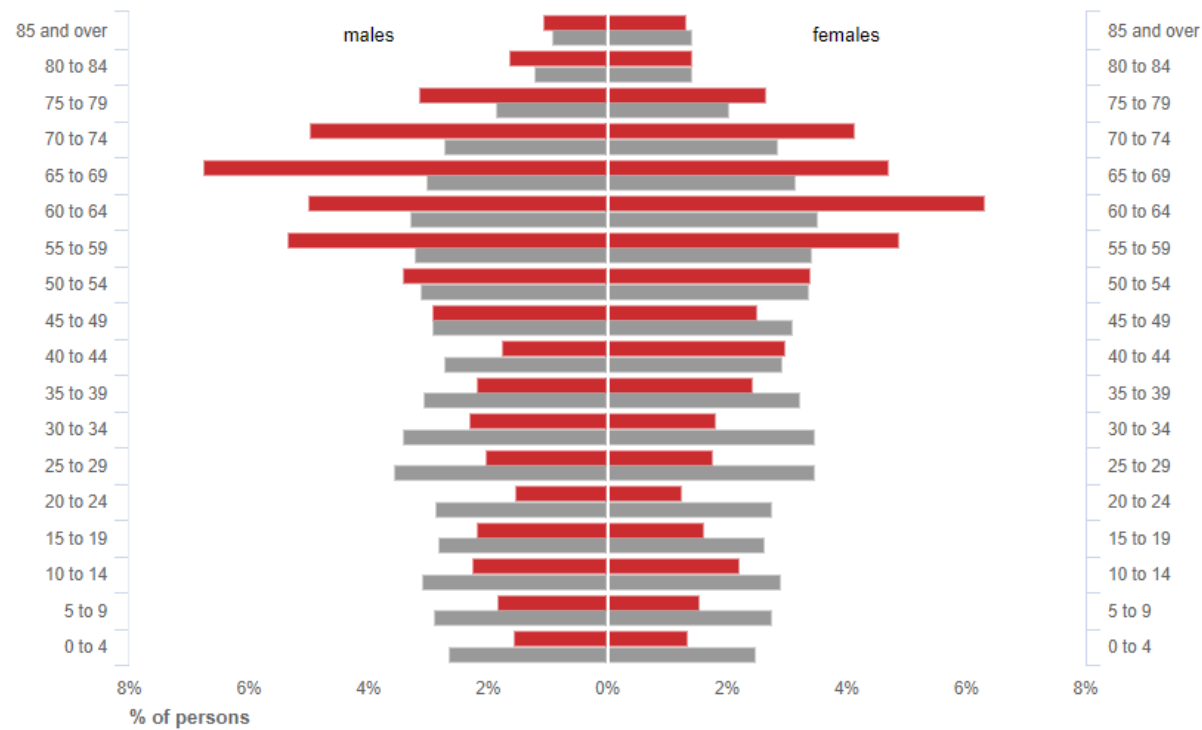
## Age-sex pyramid

Area:  Benchmark area:  [reset](#)

### Age-sex pyramid, 2021


[export](#)

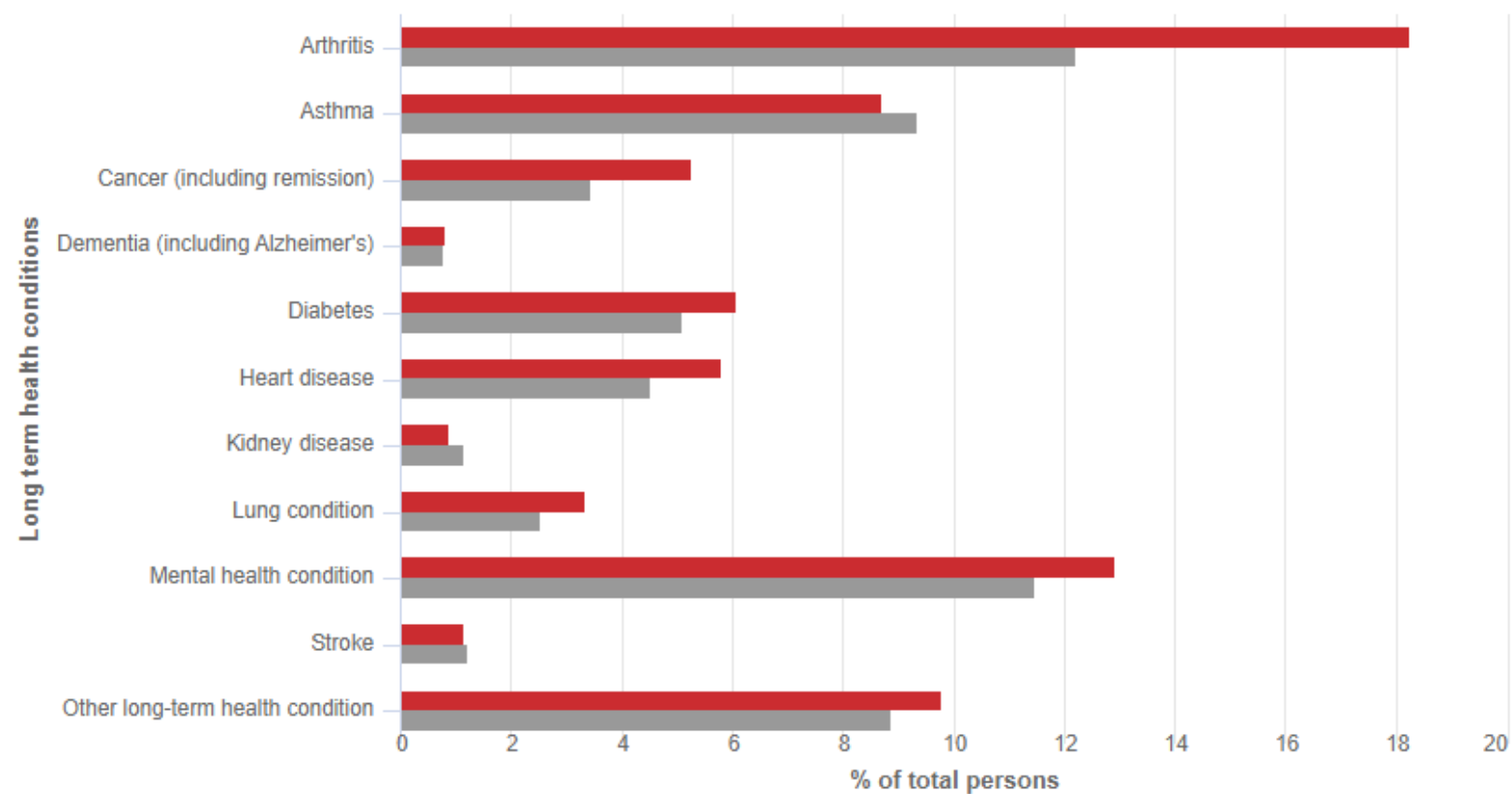
■ Tasman Council area ■ Tasmania



## Long term health conditions, all persons, 2021

export 

 Tasman Council area  Tasmania



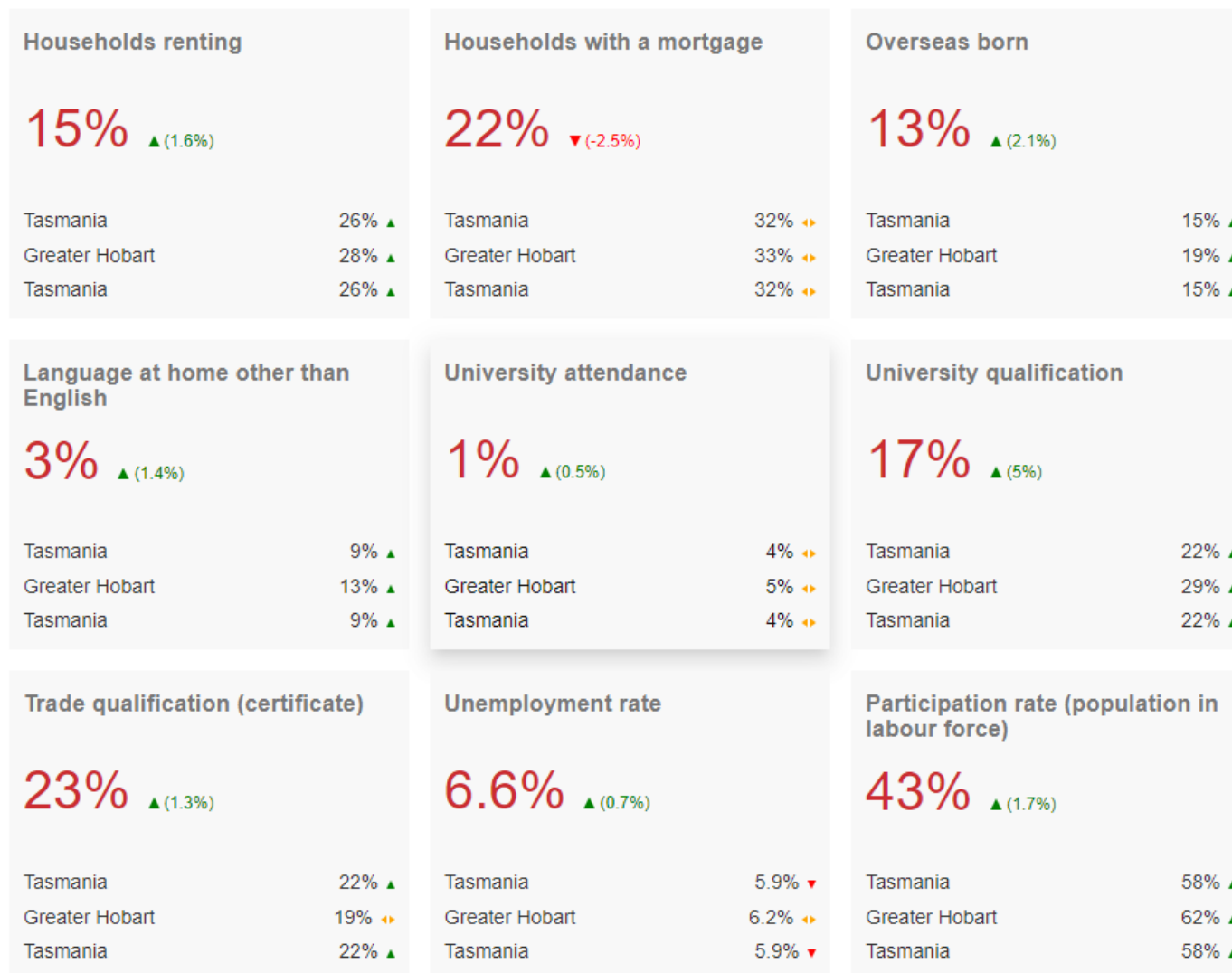
Source: Australian Bureau of Statistics, [Census of Population and Housing, 2021](#) (Usual residence data). Compiled and presented in profile.id by [.id](#) (informed decisions).

2021 data with change from 2016 unless otherwise stated.

↔ No significant change since previous Census (less than +/-0.5%) ▲ Increased since previous Census ▼ Decreased since previous Census

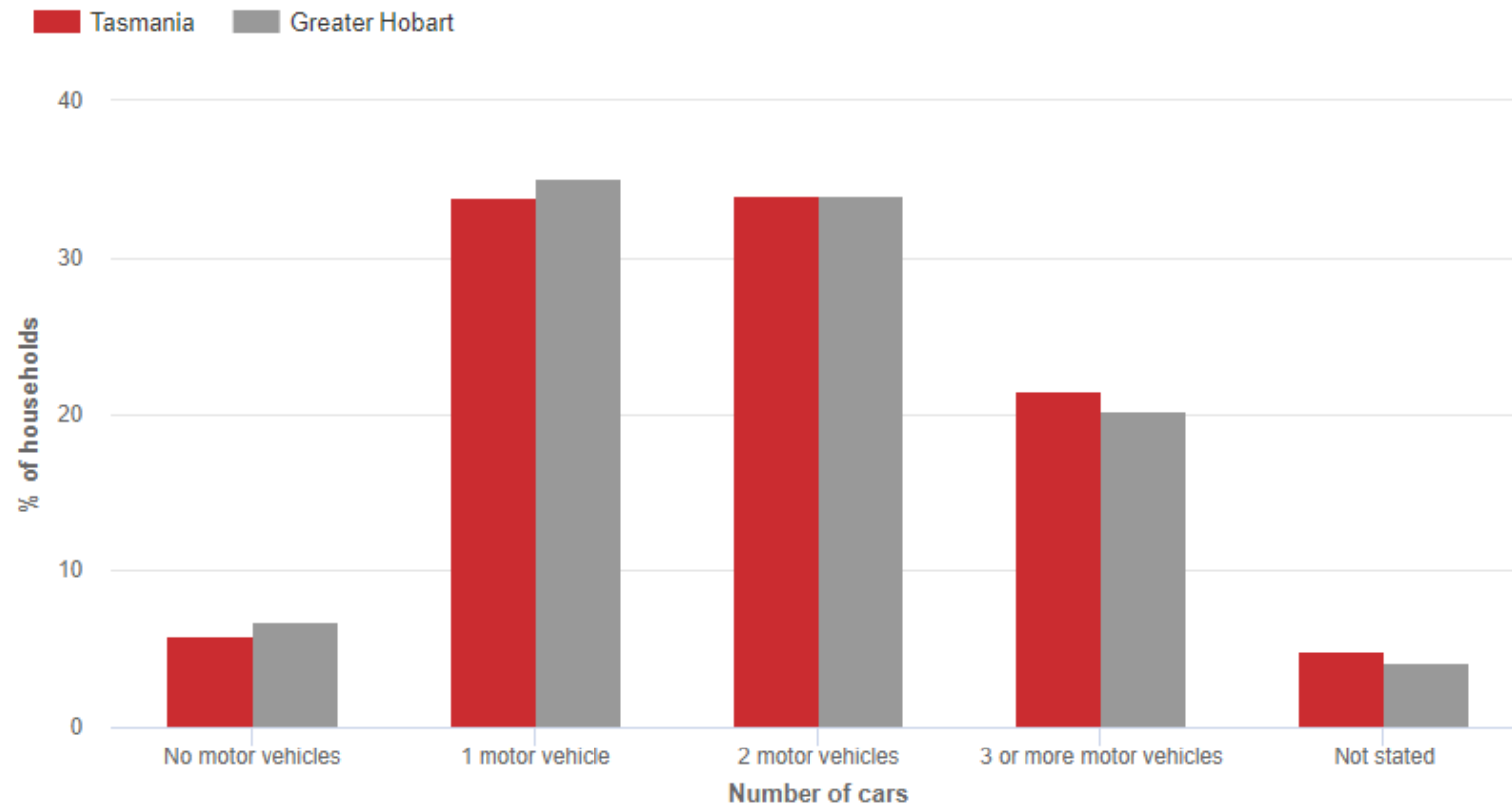
<b>Median age</b>  <b>57</b> ▲ (2)  Tasmania 42 ↔ Greater Hobart 39 ▼ Tasmania 42 ↔	<b>Aboriginal and Torres Strait Islander population</b>  <b>6.3%</b> ▲ (1.4%)  Tasmania 5.4% ▲ Greater Hobart 4.5% ▲ Tasmania 5.4% ▲	<b>Couples with children</b>  <b>14%</b> ▼ (-1.3%)  Tasmania 24% ↔ Greater Hobart 26% ↔ Tasmania 24% ↔
<b>Older couples without children</b>  <b>17%</b> ▲ (0.9%)  Tasmania 12% ▲ Greater Hobart 11% ▲ Tasmania 12% ▲	<b>Lone person households</b>  <b>33%</b> ▲ (3.3%)  Tasmania 28% ↔ Greater Hobart 27% ▼ Tasmania 28% ↔	<b>Medium and high density Housing</b>  <b>2%</b> ▲ (1%)  Tasmania 12% ↔ Greater Hobart 15% ▼ Tasmania 12% ↔
<b>Median weekly household income</b>  <b>\$902</b> ▲ (\$114)  Tasmania \$1,368 ▲ Greater Hobart \$1,600 ▲ Tasmania \$1,368 ▲	<b>Median weekly mortgage repayment</b>  <b>\$249</b> ▲ (\$39)  Tasmania \$302 ▲ Greater Hobart \$350 ▲ Tasmania \$302 ▲	<b>Median weekly rent</b>  <b>\$250</b> ▲ (\$55)  Tasmania \$290 ▲ Greater Hobart \$350 ▲ Tasmania \$290 ▲






## Car ownership, 2021

export 





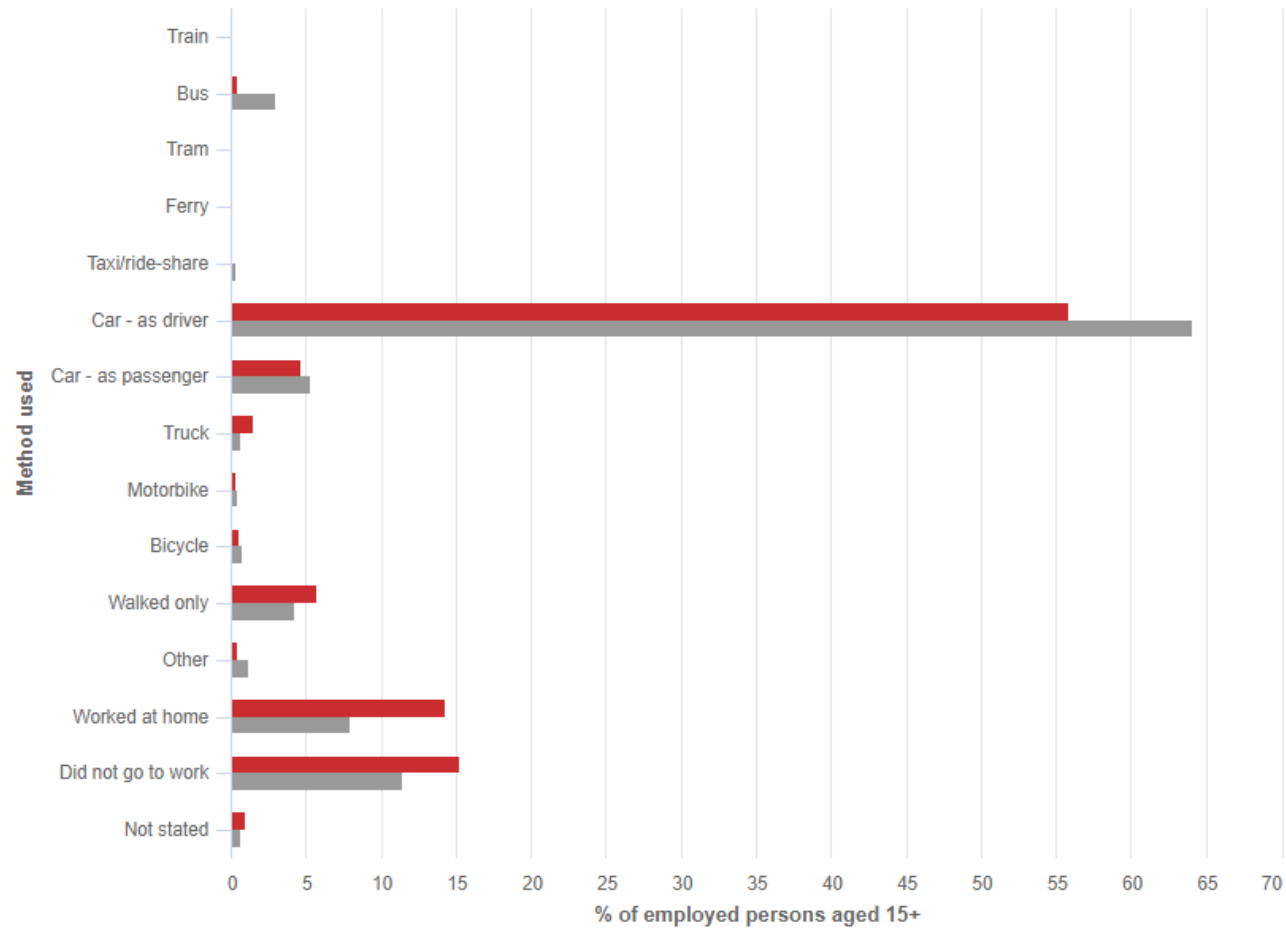
Source: Australian Bureau of Statistics, [Census of Population and Housing, 2021](#) (Enumerated data). Compiled and presented in profile.id by [.id](#) (informed decisions).

## Method of travel to work, 2021

export 

Total employed persons

 Tasman Council area  Tasmania



Source: Australian Bureau of Statistics, [Census of Population and Housing, 2021](#) (Usual residence data). Compiled and presented in profile.id by [.id](#) (informed decisions).

