

**Submission
No 2**

**ACCESS TO TRANSPORT FOR SENIORS AND
DISADVANTAGED PEOPLE IN RURAL AND REGIONAL
NSW**

Name: Ms Sarina Sharp

Date Received: 16 June 2016

My name is Sarina Sharp and last year I organised the first petition which was signed by the residents of Tottenham and Albert who wanted a regular bus link to Dubbo. After it was received by the Minister for Transport, I was contacted by Megan Prowse from Transport NSW late last year and we arranged for a public meeting to be held in Tottenham in February 2016 to discuss the issue of public transport with the community. Mr Terry Lee-Williams from Transport NSW attended and chaired that meeting and that first meeting was followed by a second one held in April. Again, officers from Transport NSW attended and it was announced that Lachlan Shire Council was 'in partnership' with Transport NSW and would work together towards a viable solution for this town. At that meeting Mr George Plume from Transport NSW advised that Tottenham would be used as a "guinea pig" town, whereby transport solutions reached for this town would then be applied as a template to other towns with similar transport problems. The Tottenham Welfare Council now represents the town's interests in regard to this matter and it, in collaboration with Transport NSW will be running a survey on July 2, 2016 at the Tottenham Memorial Hall to gauge public interest in a regular public transport service. As the instigator of this crusade for better rural public transport, I have had a lot of time to consider which options would best suit this town and I believe that the best solution for Tottenham and towns of a similar size in rural NSW is the use of two wide-body mini buses with specific purposes: one to be used for medical appointments and special group trips and the other to be used as a regular weekly bus service to both Parkes and Dubbo, using a set timetable and designated bus stops. - the buses to connect with alternate destinations once a fortnight (viz Dubbo one week and Parkes the other), ensuring that both services make a timely connection with Countrylink trains and flights. As we are over 140kms from Dubbo or Parkes the local school buses cannot be used for these services as they would not get back in time to do the school runs and as we have a rapidly aging population, vehicles which offer safe disability access and egress are essential. The school buses do not offer this safety and neither does the existing community car which is far too small to do the job effectively. This is why new, specialised transport vehicles in the form of mini-buses need to be allocated to do the job. Thankyou for taking time to read this submission.

Attached are the results from a quick survey made of 37 residents which was completed a few weeks ago. This information contained in it may be of some use to your enquiry, even though a more thorough survey is being conducted in a couple of weeks' time. That new survey is being conducted by Transport NSW with the help of volunteers from the Tottenham Welfare Council on election day.

TOTTENHAM BUS SURVEY

RESULTS SO FAR.....

The following results are as at 12pm on Monday, May 9, 2015:

So far 37 forms have been returned - 32 from Tottenham and 5 from Albert.

14 Males and 23 Females took part.

5 people identified as Aboriginal.

The majority of people who took part were over 60 with 26 taking part.

22 of those were on the pension.

35 have driving licences, five being restricted.

Mobility aids are required by 4 people.

Six people said they found it difficult to drive long distances.

26 people said they could no longer afford to keep a car on the road.

Six people said they use their car as a taxi service for their kids.

Most people surveyed would prefer to pay \$20 for a return trip.

Most people said they would be travelling with someone else in their family on the bus.

The poll was split between wanting a weekly or monthly service, 50/50.

Most did not mind which day they travelled.

The majority preferred to travel at 8.00am returning at 3.30pm (or having at least five hours at their end destination.)

Most preferred to use a designated bus stop.

Most preferred travel to Dubbo, closely followed by Parkes. The other destinations were not popular.

People prefer to book locally and would prefer the bus timetable be posted on the notice board.

The majority would use it to connect with both rail and air links.

Most would do shopping.

Most would visit various prof. services, including medical.

Most would use it to visit a Govt agency and Govt sponsored shows.

Most would use it to enjoy the theatre or exhibitions.

Using the bus for family reunions and visiting people in hospital was also very popular.

Clubbing was preferred by half the people as was avoiding drink driving. Lunches scored very highly.

Nearly everyone would like to see the bus used for excursions as well.

And they would like to see the Admin of the bus stay local and a job be created for a part time bus driver.

Most saw the advantages in using a bus over using their own vehicle.