

TUROSS HEAD PROGRESS ASSOCIATION INCORPORATED
ABN 36038514293 Reg NoY1183828

The following submission wishes to place before the enquiry the recent experience of the Tuross Head community in its attempts to get a local transport service. Tuross Head is a coastal village in the Eurobodalla Shire of NSW. It is approximately 340kms south from Sydney and 180kms east of Canberra. The access to these cities is via the Pacific and Kings Highways. Rex Air has a daily service to Sydney from Moruya the shire centre and the second largest town. There are no trains to the NSW south coast beyond Nowra. Tuross Head is 20kms from Moruya and has no linking bus service. This is the deficiency that needs to be addressed.

There is no doctor in the village and the closest medical and hospital facilities are at Moruya. The local population ranges from 2000 to 6000 in the holiday season. The full time residents have a large proportion of senior people. The bus services that leave Tuross Head every day are as follows:

- Daily school service am and pm to Moruya and Bodalla
- A service to Canberra from the village via Moruya and Batemans Bay
- A service to Parramatta via Moruya, Batemans Bay and the Kangaroo Valley
- A community bus service for the frail and aged once weekly

The deficiencies that are encountered in these facilities are:

Access to the school bus for regular and senior passengers is at the discretion of the bus operator. No senior or pensioner concessions apply even if access was granted and the service naturally is tailored to the school time requirements.

Buses to Canberra and Parramatta cannot set down in Moruya as this is less than 30kms from Tuross Head. There are fare discounts but no pensioner service fares of the \$2.50 form that apply in other areas.

The community bus service has only recently been increased to a weekly run and this service could be folded into a regular daily service and for those who required personal assistance because of special needs could be aided in that environment rather than on the community bus.

A recent initiative in the red card has been announced. This would apply to a service on the highway and would permit travellers to go to Nowra and join the train. This however would be a rather pointless benefit in an attempt to get to Moruya on a once a day highway service.

It will be patently obvious that there are some serious incongruities when it is possible to travel from the Tuross Head highway turn off point to Newcastle for \$2.50 for a journey in one day and it is not possible to commute to Moruya for all the immediate requirements of community living.

The whole range of services is fraught with complexities and inconsistencies and any reconsideration should be guided by the wider principles of community benefits and cost sharing. The narrow view is most adequately demonstrated in the short-sighted approach that bedevilled the attempt to introduce the smart card ticketing system to the metropolitan transport service.

In the wider context public transport has benefits that transcend the need to get from one point to another. Not only is there a better economic use of resources, but there is less reliance on the private use of motor cars, with the associated impact on pollution. People not only the aged are more independent and can access services and facilities in a wider area. This meshes in with the concentration that exists for medicine, education, employment and leisure. The need to get to these places should be seen as an associated cost. Consequently transport is essential to justify policy decisions that centralises hospital, schools etc and subsidies for access are justified to reduce discrimination for the aged, the disabled, the unemployed and those that are generally denied the scope of services in metropolitan and large provincial centres.

Attached is a survey that was conducted in 2008 to gauge the communities' support for a bus service. It was also provided to the local bus operators as indicated in a copy of the letter addressed to them for response.

Should the enquiry require any further information or points to this submission please contact the undersigned.

E T (Ted) Williams
Secretary

ANALYSIS OF COMMUNITY TRANSPORT SURVEY TUROSS HEAD NSW 2008

- 1200 questionnaires were circulated to households in May 2008
- 206 questionnaires were completed and returned
- 380 residents were represented in the 206 household responses
- 355 residents confirmed they would use public transport if it were available and affordable
- Multiple / combined purposes for travelling to Moruya were indicated: Shopping 252, medical 233, sport/entertainment 102 other 62, work 34, education 25.
- 293 respondents indicated they would use the service to connect to Batemans Bay.
- The predominant age group of respondents was 60 to 79 (244) followed by 20 to 59 (76) 80 and over (46) and 16-19 (14).
- Females (192) outnumbered males (159) responding to the survey 29 declined to indicate their gender.