

SOUTH PENRITH RESIDENTS ACTION GROUP  
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27<sup>th</sup> February 2009

The Secretary  
Senate Standing Committee on Rural & Regional Affairs and Transport  
P.O. Box 6100  
PARLIAMENT HOUSE  
CANBERRA ACT 2600

[Rrat.sen@aph.gov.au](mailto:Rrat.sen@aph.gov.au)

Dear Secretary

Re: Inquiry into the investment of Commonwealth and State funds in public passenger transport infrastructure and services.

South Penrith Resident Action group consists of individuals who advocate for the interests of public transport users in Penrith area. Our aim is to improve access to transport for the most socially excluded and transport disadvantaged people in Penrith

We welcome the opportunity to have input into this very important issue and look forward to hopefully one day Local – State and Federal Governments working together to improve public transport in every area of Australia.

We would like to submit responses to the following terms of reference of the inquiry.

**(a) An audit of the state of public passenger transport in Australia**

People living in the Penrith area feel that they are not a high priority for investment of public transport systems, even though Penrith has been recognized as a regional city and population has increased due to more affordable housing there has been no real increase in investment of adequate transport systems especially the bus network

The current Bus network is considered a Tier two system- All routes head to a train station one of the issues with Penrith being regarded as a tier two system there are areas in Penrith that do not have accessible night time or weekend services. The lack of access to these services causes isolation especially for people who can not access car transport.

The other impact of having no adequate access forces people to rely on cars this then puts pressure on the car park spaces around the local train stations.

It is also extremely difficult for residents to reach suburban work places via the public transport system, if you do not work in a suburb on the train line you are forced to travel by car which causes congestion on the M4.

**(d) Measures by which the Commonwealth Government could facilitate improvement in public passenger transport services and infrastructure:**

Change the priority of bus use, when considering transport improvements. By increasing the use of Bus routes and frequency of services it can work well and if the buses are available you can have the services up and running a lot quicker than building light rail or train lines.

We believe that if there were more options available to move large numbers of people from central points in the outer suburbs of Penrith i.e.: Glenmore Park – Cranebrook - Werrington with direct connection to Penrith train station people would better utilize the existing services.

Allow small bus companies to assist in community transport systems by expanding and develop routes and services to ferry people around suburbs especially people who are isolated and can not utilize the existing transport systems this will improve existing service levels and assist in reducing the reliance on already stretched Community Transport systems and car parking spaces.

Increase funding for Community Transport systems such as Greater Community Transport programs whose main focus should be on services for the frail aged. People with disabilities.

**(f) The role of Commonwealth Government legislation, taxation, subsidies policies and other mechanisms that either discourage or encourage public passenger transport:**

Cash back scheme for public transport fares used to travel to and from work on main train and bus lines. It could operate similar to the current cash back Toll system in NSW for travel on the M4 and M5.

We believe this scheme could fit within existing frameworks it would be a great incentive for people to use the public transport systems.

Thank you for the opportunity of providing a submission to this inquiry.