

Subject: RE: submission on the third DSAPT Review

Good afternoon,

My answers / comments to the four questions below are:

1. While living in rural Victoria the physical access to coaches have improved slightly. However, many coaches can only carry one wheelchair / scooter and the mobility aid must be comply with size current standards. For many people their required mobility aid can restrict them from accessing transport options. In regards to airlines – no more than two people who use wheelchairs / scooters can fly together. In 2019 I am flying from Sydney to Melbourne but, according to procedures / requirements, I am not allowed to fly on the same flight as friends who also use mobility aids.

On the whole access to information has improved. I am concerned that we're becoming too reliant on information technology to enable passengers to access such items as timetables and maps. As a rural resident - quite often the NBN is 'down' so readable hard copies of timetables has been essential.

With the increasing numbers of public transport users it would be very beneficial have fully automotive ramps on all trains. Why should people with disability who use mobility aids be herded into the one carriage because the ramp must be manually put down / up by the train driver or the conductor (Vline)?

2. There is current talk about ways to encourage people to move to regional / rural areas. But to be supportive, high quality infrastructure must be in place. If done correctly there should be a reduction of vehicle use, reducing the use of fuel and carbon output and making public transport financially viable.
3. There is a gap in community transport and the DSAPT recommendations must ensure the current fleet is accessible to all members of the community.
4. Ride-sharing is not an option where I currently reside and unless the vehicle can transport a mobility aid it is available for a select few.