Tennant Creek Transport Project
Jonathan Pilbrow
(On behalf of) NTCOSS
& Georgina Bracken
TCT Inc
NTCOSS Transport Policy & Advocacy

• Survey of NGOs
• Regional Transport Forums (incl. T/Creek)
• Pre Budget Submissions
• NTCOSS Conferences
• Media Work
NTCOSS Transport Policy & Advocacy

Transport a high priority issue

Link between transport - life outcomes

Access to:
Health, education and training, shopping, banking, cultural activities
NTOCSS Transport Policy & Advocacy

Issues for Tennant Creek

Mothers/children - access to shopping

Returning home from hospital

Limited options – seniors/people with disability

Rural & remote transport issues – medical appointments

Organisations’ staff providing transport
Tennant Creek Key Demographics

Socially disadvantage: in bottom 10% in SEIFA 
(Socio-Economic Indexes for Areas)

Unemployment - very high

Labour Force - low participation rate (55%)

Population - High proportion of Aboriginal people (57%)

Greyhound Bus/Bush Bus
Tennant Creek Key Demographics

Town Living Areas – Town Outskirts

Young pop’n but older pop’n growing

Aboriginal Languages spoken (35% of pop’n)

Jobs: Aboriginal Org’s/Gov/Stations/Mining

Household car ownership – low rate
(17.4% of households w/o a car)
NTCOSS Conference 2011

Keynote Presentation on Community Transport

David Denmark- Principal, Transport Planning and Management
NTCOSS Conference, May 2011

Recommendation by Conference Delegates

“Funding be sought for a trial of a community transport project – with Tennant Creek and Katherine proposed as locations.”
Project Formation – Transport in Tennant Creek

Funding Applications 2011-12

Funding base built: 2012
Local/NT agencies/Sidney Myer Fund/NTG

NTCOSS Support – ongoing
Funding Success

- Getting the right funding fit

- Department of Lands and Planning
- Department of Transport

ABN 75 274 949 866
Funding Success

Local Tennant Creek Organisations & NT Organisations

Tennant Creek
women's refuge

NTCOSS

CatholicCare NT

Central Australian Aboriginal Family Legal Unit
ABORIGINAL CORPORATION

BRADAAG
Barkly Region Alcohol & Drug Abuse Advisory Group

Anyinginyi Health Aboriginal Corporation

Individual Donor
- David Denmark Project Officer on board April 2012

Aim of Project:
Research a sustainable community Transport system for Tennant Creek.
Tennant Creek Transport Project
Consultations on need and available resources
Consultations with other transport services on need and available resources
Report: ‘Transport and Mobility in Tennant Creek and the Barkly December 2012’
The Report covered:
Profile – Tennant Creek and surrounding areas
Challenges to improving mobility

No public bus & limited taxi service

Impacts on Town:
- Ability to attend health services
- Reduced mobility for people with disability
- Impact on ability to access to shopping/food
- Agency resources diverted from core business
Local Committee Formed (Aug 2012)

Incorporated Body Formed (Sept 2012)
Tennant Creek Transport Project

Website Created

http://www.tennantcreektransport.org/
LESSONS LEARNED

- Local Buy-in

- 2000 hours contributed
  (including 1000+ hours voluntary)

- True cost of the project to establish Town Bus Service: $250,000
A champion for your cause

- **Champion**: ‘An ardent defender or supporter of a cause or another person’

- **Patrick Moriarty** - Our Community Director of Training & Development

[Image of Patrick Moriarty]
A champion for your cause

GiveNow.com.au
Give more, give smarter, give better, give now!

Town Bus Service
Tennant Creek Transport Inc.
http://www.tennantcreektransport.org
Email: tennant@tennantcreek.org

TC Transport was formed by a group of residents to address the lack of public transport in Tennant Creek.

There is no transport and only one taxi which provides intermittent service.

We have borrowed a small bus and are trialling a fixed service bus route which provides transport for anyone at a small cost to get from the edges of town and the local Indigenous urban living areas in to the service centre of town.

Our population is 60% Indigenous and extremely disadvantaged.

Providing transport allows people to access a range of services, attend vital health appointments, and access the supermarket, chemist etc. and get home with essential supplies.

We urgently need donations to continue to provide and build on this vital service to the community.

$4470 raised so far!
Contact Details

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Tennant Creek Transport Inc. is a community based, not-for-profit organisation started by local residents of the Barkly region in August 2012.

It is incorporated under the NT Associations Act and has an Australian Business Number, holds Deductible Gift Recipient Status and is a Public Benevolent Institution under Australian Tax Office Rules.
The Board of Tennant Creek Transport meets on a monthly basis and organisation has a website at tennantcreektransport.org

We are a small group of Volunteers who have had to play a very hands on role in the development of the Service as we simply couldn’t afford to start the service any other way.
WHO WE ARE

We have collectively:
Liaised with Government departments,
Created Policies and procedures,
Recruited drivers and provided administrative support,
Organised and sometimes carried out maintenance & repairs,
counted floats, banked monies, processed pays,
Washed the vehicle,
Stenciled temporary bus stops,
Driven and timed loops around the town,
Looked at stop locations,
Printed tickets, and
Submitted funding applications (15) & managed our finances
Put in a submission to the NT Commercial Passenger Vehicle Industry Review.
The NT Department of Transport provided us with draft specifications for the operating licence for our current service. This followed extensive communications with the Department concerning the type of service that we saw as a necessary first step in trying to address the lack of transport in Tennant Creek.

The service has been accredited as a “Motor Omnibus” service. It now runs to a timetable on a regular route with defined bus stops, but has the flexibility to stop closer to the home of any person who has a mobility difficulty, as long as they are on the route.
Drivers needed to be recruited and trained and have the appropriate ‘clean’ drivers licences, Criminal history Checks, Medical Checks and pass an “H” endorsement to be able to operate our bus service. We also required the drivers to have an Ochre Card clearance.

These processes take time and all need to be current. We found there was a huge time lapse and difficulty in obtaining all these things and it was frustrating both for us and the potential drivers. It is still not an easy or quick process – with the added obstacle of all the paperwork having to be processed in Darwin or Alice Springs.
We started with 2 drivers but have only been able to support one Indigenous driver full time until recently. We have several members and volunteers who have now attained H endorsement. They are able to provide special charter services for events and afterhours activities.

We are now training and recruiting more potential drivers.
Steps

- Project Consultant - Charlie Richardson – March – July 2014
- Town Bus Project: **Purpose to** establish a public transport service in Tennant Creek - priority to enable people from town living areas to access Food Barn, Gov services/commercial businesses in and around the Main St
- This included
- Consultation with Government and others
- Identify suitable vehicles and drivers
- Establish operational arrangements for the operation of the service
- Establish the financial viability of the minibus operation
- Trial Service
Steps

- The bus service is open to any member of the public, but its route is designed to make it easy and convenient for people living in the Community Living Areas to get to Tennant Creek’s only supermarket, to Centrelink, to other services in the main street and to the hospital and to the clinics.

- The service will also help people keep in touch with and visit relatives and friends living at the opposite end of town.
The service began on Thursday the 24th of July 2014. The service is licensed as a fixed Route Bus Service.

At this time the service was considered as a trial Service – we had very little financial reserves and very little experience in the field – with the exception of one board member David Denmark. But we wanted to give it a go.
The new bus service was officially launched on the 1st of August 2014 in front of a large gathering of residents and service providers.
After some months – we simply ran out of money and were on the verge of closing the service when…..

We received news that:

- The Department of Transport would subsidise our service until June 30\textsuperscript{th} 2015

That we had been successful in gaining a number of small grants that would allow us to: Build our capacity, promote our service and extend our hours of service. We are extremely grateful for this support

- **NGO Business Support** – Department of Business small grant
  1. Governance – Planning and documentation
  2. Policies and Procedure
  3. Marketing Plan
Building our capacity.....

- **FRRR Grant**
  1. Promotion of Service & Promotion materials
  2. Bus audio – to increase awareness of Service

- **Australian Ethical Grant**
  1. Early Morning Service to get people to work
  2. provide an additional 15 hrs per week employment for an Aboriginal bus driver over 6 months
Other Grants

Other Grants Have been submitted for Vehicle infrastructure (Buses) Specifically with disability lifters and access for wheelchairs to ensure equity of access to our service for all.

Since the original funding submissions to get the project started in 2011, there have been around 15 additional funding submissions written – around half have been successful

Give Now Donation Website
Ticket sale arrangements are in place and the “Food Barn” – our only Supermarket - is the main outlet for the purchase of pre-paid and multi-ride tickets.

Barkly Regional Arts agreed to lease us their bus for the trial service. TCT had to provide suitable insurance and get the MO plates for the bus.

When we ran out of money BRA waivered the lease fees. We have been able to provide free charter using volunteer drivers for special events in return for this support. The Bus has required significant repairs and maintenance which TCT has managed to organize and pay for.
We have now incorporated the BRA logo on the bus in recognition of their support and have provided free charter for BRA events and the Desert Harmony Festival.

BRA have also now provided some office space – a place for a desk and internet access at a very minimal cost.

The Traditional Credit Union opened its first office in Tennant Creek recently. They have assisted us by subsidizing our fuel bills and in return we carry their logo on the bus.
Prospect NT – BP Complex has also supported our Service and allowed us an account for fuel which is currently being paid by the TCU.

We will incorporate a bus stop on the Prospect NT premises and have been offered ongoing support by this organization.

Many other local organisations have supported this new service – in kind or by purchasing pre paid tickets for staff and clients.
Our First Bus – we coloured it up by hand to make it stand out!
**Tennant Creek Town Bus Service Timetable**

The service operates Tuesday to Friday from 9 am to 12 noon and 1 pm to 4 pm

<table>
<thead>
<tr>
<th>Northern Loop</th>
<th>Southern Loop</th>
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<tbody>
<tr>
<td>00 on the hour Foodbarn</td>
<td>24 past the hour Food Barn depart</td>
</tr>
<tr>
<td>03 past the hour Mulga</td>
<td>26 past the hour Swimming Pool</td>
</tr>
<tr>
<td>05 past the hour Wuppa</td>
<td>27 past the hour Staunton Street/Griggs Street</td>
</tr>
<tr>
<td>07 past the hour Tingkcarli</td>
<td>28 past the hour Training Centre</td>
</tr>
<tr>
<td>09 past the hour High School</td>
<td>30 past the hour Kargaru</td>
</tr>
<tr>
<td>11 past the hour Pulka Pulka Kari</td>
<td>34 past the hour Meyers Street</td>
</tr>
<tr>
<td>15 past the hour Anyinginyi Clinic</td>
<td>35 past the hour Weaber Rd/Kathleen St</td>
</tr>
<tr>
<td>18 past the hour GP Clinic</td>
<td>38 past the hour Village</td>
</tr>
<tr>
<td>19 past the hour Hospital</td>
<td>41 past the hour Blueberry Hill</td>
</tr>
<tr>
<td>21 past the hour Food Barn arrive</td>
<td>45 past the hour Anyinginyi Clinic</td>
</tr>
<tr>
<td></td>
<td>46 past the hour GP Clinic</td>
</tr>
<tr>
<td></td>
<td>47 past the hour Hospital</td>
</tr>
<tr>
<td></td>
<td>50 past the hour Food Barn</td>
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</table>
Passenger Numbers

Boardings per week Aug 2014-Jan 2015 up to 140 per week
Weekly Fare Income ranges from $120 per week in July 2014 up to $550 per week by Jan 2015
Fare Income

Actual Fare Income vs Estimated Fare Income Oct 2014 - Jan 2015

Chart 6. Actual fare income compared to estimated fare income

David Denmark - TCT Transport Planner - January 2015
Committee-Hands on and getting dirty!

BUS STOP
We have met with the Tennant Creek Local Advisory Board (the local advisory group to the Barkly Regional Council), and the Barkly Regional Economic Development Committee to explain our project, and received the enthusiastic support of both. The Local Board voted to contribute $5,000 towards the development of the town bus service.

A meeting with the Barkly Regional Economic Development Committee also resulted in a separate meeting with the Chief Minister’s Tennant Creek representative, and an offer from him to assist us to overcome any bureaucratic obstacles that may occur with the Department of Transport.

Barkly Shire Council also nominated their Executive Director of Operations to assist with the project for three months in 2014.

There has been interest and assistance from a wide range of organisations and individuals.

Pre purchased tickets have been purchased and given to clients to encourage use of the service and to acquaint them with the service.
People’s ability to move around affects how and when they are able to access goods, services, social and recreational pursuits, training, employment and their ability to partake and contribute as members of a community. Those people who have no ready access to private transport or who cannot access public transport for whatever reason are considered to be transport disadvantaged.

The purpose of the association therefore is to provide a range of services that:

- Address transport disadvantage in the Barkly region in whatever form it takes including by the provision of passenger transport services;
- Assist people, who have no ready access to private transport, to access services and take part in activities of their choice;
- Encourage healthy, active transport options such as walking or cycling;
- Facilitate the development of suitable transport infrastructure such as transit centres or bus stops.
Where we are heading!

- Provision of transport services where this would bring about additional benefits to the community and transport disadvantaged people in particular;
- Coordination of passenger transport services in the region;
- Develop new transport services in the region;
- Coordinate and share community and government owned vehicles;
- Establish and maintain a driver pool.
- Establish a coordination or travel dispatch centre or centres in the region.
Where we are heading!

- Provide information about transport options to the community;
- Advocate for improved transport services;
- Develop an access plan for the region;
- Conduct consultations and other research in the region about transport disadvantage and ways to increase people’s mobility.
- The association will also seek funding and support from the community, the business sector, government and other agencies to assist in its work, and will charge fees for services where it is appropriate to do so.
The service has survived due to the goodwill of key supporters such as the Centrecorp Foundation, Barkly and in December 2014 the NT Department of Transport agreed to underwrite the service for the six months while the issue of a longer term subsidy is considered by the NT Government. This has now been extended by several months.

Funders

[Logos of Centrecorp, Traditional Credit Union, Anyinginyi Health Aboriginal Corporation, and Northern Territory Government Department of Transport]
The service has benefited from the goodwill of sponsors such as Barkly Arts, the Traditional Credit Union, the BP Garage and Red Cross.

Sponsors:
- Australian Red Cross
- BP Garage
- Barkly Regional Arts

Thank You.
In December 2014 the NT Department of Transport agreed to underwrite the service for the six months while the issue of a longer term subsidy is considered by the NT Government. This has now been extended by several months.
NTCOSS was so fortunate to engage a national expert in the field (David Denmark), and for him to move with his partner and their dog from the Gold Coast to Tennant Creek, where they resided for the 4 months of the initial project! David has an enormous expertise and his hands on knowledge about transport systems, transport mobility, insurance options, license regulations, incorporation and tax status for NGOs etc - which would take years for most of us to get our head around. Without his expertise, the project would not have got off the ground.

David has put in copious hours as committee member – and additional hours on top – sourcing funding opportunities, writing submissions – with never a complaint. With his unswerving belief that TCT can achieve sustainable transport services in Tennant Creek, and bringing with him a network of national connections - an invaluable resource to tap into – including being able to bring a contact up to Tennant for 4 months to help develop the service, he is indeed a champion for this cause – along with his partner Marella, who does a lot of behind the scenes bookwork and project support for TCT.

And finally thank you to Jonathan Pilbrow and NTCOSS for their ongoing support, encouragement and advice to the Committee of TC Transport.
There was no project
No agency
No bus

What was needed was a whole of community response to a community need...
...Now there is this!!

TCT’s Partners & Supporters
End