



Lawrence Bus Service

65 Richmond Street, Lawrence NSW 2460
T (02)66477279 **F** (02)66477144
M 0418 2077760 **E:** fiveks@bigpond.com

18th September 2012

Bridget Akers
Legal Section
Australian Human Rights Commission
GPO Box 5218
SYDNEY NSW 2001.

Dear Ms Akers,

Re: DDA Exemption

In reply to your email of the 10th September 2012 the information you requested is as follows.

The number of services is correct as per your email. The 2001 bus doing the Lawrence – Grafton Route 384 and the 2010 bus the Lawrence – Maclean Route 385.

Alternative route to Maclean from Lawrence without using Bluff Point Ferry is via Grafton an **additional** 65 kilometres each way or 260 kilometres per day.(2 return trips on the school run). I hope you are not suggesting that as an alternative because it clearly involves far too many hours for children to be on a bus when the current journey is a total of 15 kilometres each way.

Route 384 to Grafton does not use Bluff Point Ferry but the bus **must** be capable of doing so for maintenance, scheduled servicing and operational requirements. E.g. If the bus on the Maclean route suffered a breakdown, the other bus (on the Grafton route) would be required to cross the ferry to collect the passengers and complete their journey to Lawrence. To have one of our buses not able to use the ferry would strand those passengers on the other side of the river.

Compliance with the DDA standards could most reasonably be met under our Bus Replacement plan where a new vehicle is due to replace the existing Grafton bus in early 2016. Alternatively, I have been considering but have not yet investigated the possible purchase of a new or used accessible mini bus to use on the route services.

Modification of an existing bus to meet the ‘Transport Standards’ (fitment of a wheel chair lifter) would cost approximately \$40,000.00 according to our body builder. Modifications made to our current buses, to enable them to cross the ferry entails improved front and rear clearances, air bag suspensions with separate front and rear height control devices and extra heavy duty skid bars front and rear that are capable of supporting the weight of the bus. We have never previously priced these improvements separately as they have always been an essential requirement of our operation but our estimation of cost is up to \$10,000.00 per bus.

It would not be possible to modify our bus routes to make use of better roads or footpaths because there are no better roads or footpaths. There are only 2 routes through the village, Richmond St and Havelock - High Streets and we are obliged to use both of these to properly service all passengers.

Please find attached photos of some of our normal street views.

Hoping this information meets with your approval. Please contact me at your convenience should you require any further assistance.

Yours Faithfully,

Peter Kelsall
Lawrence Bus Service