

Blue Mountains Commuter & Transport Users Assoc.Inc

Ref: IPART Inquiry Bus Fare 08

To Mr James Cox.
Chief Executive Officer
Independent Pricing and Regulatory Tribunal
1 Market Street
Sydney NSW

Dear Sir.

I wish to thank you for the opportunity to comment on the issue of the Bus Fare Inquiry I submit the following for the Inquiry to address the issues as presented.

1. Executive Summary

- The Association agrees with the increase of 5.45% of the single fare.
- The Sydney Travel Pass is not available in Blue Mountains and therefore is unable to comment on the fare but the Association seeks the introduction of this ticket to Blue Mountains LGA.
- The Association agrees with the Tway changes, as all ticketing should be standard across the bus system.

Page 7 Ministry of Transport Submission to IPART

The Association has observed that patronage on most services consists of very small numbers below 10 and mostly Pensioner Excursion Ticket holders There is larger patronage at certain stations with services to the villages off the Highway

Page 9 Ministry of Transport Submission to IPART

The introduction for an interim discounted fare for Private Bus Passengers the Association request this ticketing proposal be introduced in the Blue Mountains LGA. i.e 20% reduction relative to a single fare.

Page 12 Submission by Department re Cost Recovery

The challenges the of providing bus service on the Mountains is recognised with the challenges that makes the cost recovery very difficult

- The topography of the Mountains is a challenge as is a corridor through the Mountains with spurs to the outer areas
- Inability to provide a loop service that would allow a more flexible service.
- There is preference for rail travel but there could be an opportunity for supplementary services to rail services along the Corridor
- The Community living near the Highway may support bus travel but times of travel are longer than rail services.
- The fare structure on the buses would have to the same as the CityRail Fares. and with access to the same ticket products that are available from Emu Plains
- The pressure demonstrates the preference for the car to the railway station in lieu of the bus for commuter Car Parks The flexibility of the car i.e time of travel is selected by the Commuter in both the forward and return.

Over 2

(2)

Cost Recovery contd

- There are services that are used at major stations but not all Mountain Stations there has been effort to supply these services but the extra cost of bus fare and the convenience of the car have a distinct advantage. Cost recovery by the Bus Company even to 30% would be a challenge

Page 16 Public Transport Information & Priority Systems PTIPS

The Association supports this system, as it would be a distinct advantage for the following reasons.

1. Access off the Highway is a major concern especially where traffic lights are not available at many locations on the Highway including school bus services
2. The use of PTIPS would assist when accidents close the Highway PTIPS may be able to transfer the bus service the alternate roads on the Mountains.

3. Service Improvements.

1. Integrated Network .

The Association is working with the Blue Mountains Bus Company to extend bus services to the Penrith LGA to access Hospitals, TAFE, Western Sydney University and Retail area

These services would be direct services that alleviate the bus, rail, bus interchange. This is a difficulty as we are trying to introduce cross regional in another contract area.

The Blue Mountains Bus Company was able to purchase two bus companies that were servicing the Blue Mountains before the Bus Review this placed the Company in a very advantageous position for the new contract arrangements.

2. Improved Accessibility and Amenity.

The Blue Mountains Bus Company with the support of the Association have been addressing the Accessibility process by having major stations equipped with lifts and ramps e.g. Blaxland, Springwood, Katoomba We are seeking Lawson Station to be an Easy Access Station.

3. The Bus Company has purchased low floor buses and has introduced a new Timetable that provides 25% of services with low floor buses This programme Increase over time.

4. The Blue Mountains City Council with the local bus company is prioritising bus stops that need a gutter to allow the use of low floor mechanisms

3. Fare Harmonisation has been introduced

4. Prepay Only Services No advantage at this stage.

5. Better Passenger Information.

The Bus Company distributed revised timetables at bus stops and railway stations

(3)

Better Passenger Information.

6. The Bus Company is investigating the inclusion in the bus timetable rail connection times, this relies CityRail timetable programme

Public Transport Considerations & Choice

Upgrading and the Reliability of the Rail system is a major concern to the Community hence the reliance on the car for individual transport hence the predominance of the car in any survey that is taken in the Outer West.

Widening of the Great Western Highway has presented challenges to the provision of bus services:

- Safe access to bus stops on both sides of the Highway.
- Bus stops on the Highway at Railway Station precincts that give safe access both sides of the Highway.
- The Association is concerned with the growth of freight on trucks especially with high capacity trucks e.g B Doubles.

These comments may be outside the fare structure but they all affect the use of bus services either directly or indirectly.

Electronic Integrated Ticketing.

The Association raised many aspects of the Tcard that was cancelled especially with the imposed costs that were indicated in various presentations. The Association will be extremely interested in the model the T card will use. It was quite obvious that the number of tickets that are in use at present are an overkill and the Association will therefore seek a simple system under the new ticketing

i.e **Easy to Use Easy to Manage**

Integrated Network Plans

The Association and the Bus Company would welcome a similar approach to Blue Mountains Sector.

Preparing for Next Generation Customer Information and Trip Planning.

The Association and no doubt the Blue Mountains Bus Company. Blue Mountains City Council and others will welcome this initiative A consultation process on this initiative will be most welcomed.

The Association is suggesting that to allow for Easy Access at Bus Stops do we call the precinct Bus Stations?

It is noted the Bus Company has a Super Ten Ticket for example Super Ten Ticket cost 15 sections is \$38.40 single journey would be \$48.00 dollars

The Association submits this for consideration by the Inquiry.

Paul Trevaskis Hon Sect