

**Blue Mountains Commuter & Transport Users Assoc.**  
**Ref Private Buses 1.**  
**Date. 23/4/02**

Dr. T ~~Parry~~.  
Chairman.  
IPART.

Dear Sir.

The Executive of the Association wishes to offer to IPART the following submission to PART based on the feed back from members of the Association and the Executive participation in the Blue Mountains Integrated Transport Forum which I ~~am chair~~.

Private Buses.

- The members have indicated that there are higher fares on the private buses that what is offered on State Rail and Transit Authority, which is illustrated by the following,
  - **The** train fare at the time was \$30.00 weekly to the Sydney CBD **but** the private bus weekly **fare to** the local station on the Mountains was \$9.00 for a 2Km approx trip. The use of the car was preferable **as** the bus **did** not operate after 6.00 PM approx. The cost **of** the commuter car park space varied from \$12,000 to \$20,000 depending on ground level of multistorey.
  - The next factor that reflects the non-use of Private Buses is the lack of concessions available the bus fare from Katoomba to Mt. Vic for one way for a concession holder is \$2.90 where the rail fare is \$2.00, which can be use on a multiple trip basis. The Association has **an** opinion if concessions were subsidised then greater use **of** private buses by pensioners, which may see **an** increase in services that would attract more full **fare** patrons, and in the Mountains case **buses** may be **used to supplement the** train services on the Mountains. **A** bus costing \$270,000 approx would reduce the need to supply a 2-car passenger train costing \$4,000,000
  - The proposition that Integrated Ticketing will improve the ticketing system but on the surface this system appears to be an electronic purse and it appears most existing systems will stay with cash still being used. and any reduction of fares because of the new system is illusory.

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(3).

- Another factor that is of importance is the Contract System that splits the area of destinations into three eg. There are two Bus Contracts for the Mountains and one in Penrith consequently to travel to two areas means two bus fares, which is very very different to the Transit Authority area of operation. To get to the Nepean Hospital from the lower Mountains we have to use two buses from different Companies with two fare structures

#### Taxi Fares.

In our younger days it was common the hear " Don't worry I will grab a cab " in my own case rather that get the wife to come to the station I would get a taxi, but as the fares rose I would walk or request the wife to come and get me even if I had to wait till she could come and get me.

There appears the need for some clarification of costs, we understand the pressures on the Industry for the changes in requirements etc. but a review would be timely looking at use and fare structure etc.

Society appears to have forgotten that the taxi is another form of public transport that if used properly may reduce the number of cars on the roads, where is the publicity from the Taxi industry that advertisers their services.

Recently I endeavoured to get a taxi in Blaxland Area to the Station at 5.00 am but the service commences at 5.30 PM for valid reasons of the Taxi company.

May we suggest the taxi industry come into the Public Arena and come up with some lateral thinking in their approach to services as the have a role to play in Public Transport Services more than they appear to be doing? There must be a greater share of the public transport market.

I submit this for due consideration

Yours sincerely

Paul Trevaskis

