

William Craig

for Campbelltown and Districts Commuter Assoc.

29/04/02

The Chairperson,  
LPART

**Private Buses, Fare Review**

Dear Sir/Madam,

It is in our interests to comment on the operations of private buses, especially in the Western Suburbs of Sydney. The minimum quality service provided by bus operators is relatively expensive to users, slow and not appealing to many except the few that **do** not have a car.

In your issues paper on pricing for taxis, ferries and private buses,

- **Section 2.2**, the passenger levels of private vs. STA, I do not agree. If this included school children as well, it might be so. But considering that only **8%** of people go to WORK by public transport in the West of Sydney, and trains carry **5%**, this means 3% of people go to work by bus and taxi. Is the TDC correct? Some peak buses arriving and departing from Campbelltown have as little as 6 or 8 people on them!
- **Section 3.2**, the PTA is restrictive. This is creating "monopoly" areas. Any incursion by another operator dropping off or picking up passengers is only permitted by the monopoly operator. Often, not even the same bus stop can be used by this "hosted" operator and must create their own. The minimum service charter and operating "guidelines" are laid out in the PTA.
- **Fares are cheaper for the STA as 5.2 displays.** Western bus travellers must also travel longer distances due to fewer rail lines – there is no other option for them without buying and using a car. Their travel patterns are not necessarily to travel to the CBD. The traveller that uses a bus to a rail station most probably will be travelling to the Sydney CBD. This incurs a cost of double that of merely travelling by rail. It is interesting to note that around 70% of jobs are west of Lidcombe. Most industrial and many commercial centres are not located near a rail line. Fare discounting is limited to only a couple of private operators. These are the ones with electronic purse systems.
- **Travel on private buses is relatively expensive.** An example for you.
  - Bradbury to Camden South is around 25 kilometres, \$6.30 per trip, \$63 per week and includes a change of bus.
  - Compared with a new car of 6.5 litres/100Km, purchase/running cost of \$100 per week and fuel/week would be \$13.50.
  - The example travel time is around 1 hour compared with 13 minutes by car.
  - It would be a lot longer except travel this way is in the contra peak.
  - The car allows other journeys as well, especially after bus operations go off peak or stop altogether.
- **Most people don't use buses.** They have 3 to 5 cars per family. Buses are for the poorer people or those that don't have a car. They get charged top dollar. The bus company must make a profit and keep its shareholders happy.

**Reflections.**

- More cars, more roads, more pollution.

- Buses get caught in other road traffic and proceed at the same pace.
- Buses go on circuitous routes to arrive at their destination.
- Travel time is slower. For example, 1 hour in the above example, **13** minutes by car.

Private operators are not service oriented. Although they are a supplier of transport, in most cases shareholders are more important than customers. There is a large market but there is no incentive to capture any more. This would mean extra buses needed to be purchased which means fewer dividends to the shareholders. It is pretty obvious that if these operators did not get the fees in the form of a yearly ticket for carrying school children, many of their marginal operations would not be in service. This is a form of subsidy. Yet these operators say that they do better than public operations (STA) because they can run at a profit!

Until recently, my 3 children received 2 bus passes each because they had to travel on 2 operators' buses. This was \$900 each pass times 6 to travel on Monday afternoon **only** from school. Their mother is a teacher at their school and Monday afternoon is the school meeting time for teachers. For this reason, bus operators often get fees for not carrying children, which adds to the enormous public liability and should be addressed as fee for service.

The reality is that poor bus operations in the West of Sydney add to the social impact. This is summarised as:

- \$5000 per year per person **on cars (driver)**.
- Under **16** and over 60 are **left out of the Australian dream – social inequity**.
- Isolation and loneliness is rife amongst the socially poor.
- Large transport arteries separate towns and parts of the city.
- Suburban sprawl is encouraged.
- Food producing land is consumed on the outer rim and is relocated further afield, which adds transport costs to the final product and more freight movements as well.
- Energy consumption is excessive (around 20,000 tonnes per day for Sydney).
- Pollution is excessive.
- Roads kill and maim more than a medium sized war.
- Public space deteriorates or disappears. This can be seen in the **M5** East construction and the proposed **M6** or Windsor Road or Sunnyholt Road.
- We are experiencing a crisis of mobility because of choked roads.

A lot of this is because

- Private operators will not allow others in to take their share of possible patrons as laid out in the PTA
- Private operators will not provide sufficient transport for the masses. This can be seen where travelling commuters and school children coincide in the morning peak.
- Minimum numbers of users mean maximum fares under the guidelines of the PTA and permitted by IPART
- Because they are private, shareholders and profits are the major interest.
- It is only because of legislation or government action that these operators have been influenced to begin to upgrade their operations.

I have been nominated to present this submission. We hope you will find this information useful in your determinations.

Yours sincerely



WORLD ENVIRONMENT DAY



**BUMPER TO BUMPER:** Transport planners say Sydney will have Los Angeles-type gridlock in 15 years if traffic continues to grow at its present rate.

ARTICLE POINTING TO FUTURE ROAD DIFFICULTIES

# The road to chaos

By REBECCA THURLOW

**I**N 1992 a secret Roads and Traffic Authority report revealed Sydney was facing a 600 per cent increase in traffic congestion.

Australian cities are among the most car dependent in the world, second only to those in the US.

In the 20 years to 1991, car ownership in Sydney has increased 30pc to 1.3 cars per household, attributable to urban sprawl, dispersion of job locations, rising affluence and insufficient public transport, as well as Australians' love of their cars.

In 30 years the population of Sydney has grown 70pc and its area has more than doubled, but apart from two modest extensions, no new rail lines were added.

If trends continue, car ownership could increase from one car for every two adults to about one per adult by early next century, reflecting US trends.

Transport planners and academics have given Sydney 15

years in which to accelerate its investment in public transport and moderate traffic growth or risk a Los Angeles-style future of traffic gridlock, high road taxes and deteriorating air quality.

**6** In 20 years... car ownership in Sydney has increased 30pc **9**

This week, National Public Transport Week, environmental groups will focus community attention on the changes needed to make our cities better places to live in and reduce the production of greenhouse gases and air pollution.

On Wednesday, World Environment Day, the Australian Conservation Foundation (ACF) hosts its third annual Public Transport Derby

About 10 teams of five people will make their way to as many of 50 destinations across their city as they can in a limited time, using only public transport.

"It is an opportunity to show that public transport can get you to a lot of places, can be fun and is a reliable and practical way of travelling," said Peter Wright of the ACF.

He said the race was still in pilot form and that XCF hoped to get hundreds of members of the public involved next year.

The Environmental Protection Authority is urging the public to call their Pollution Line on 131 555 to report smoky vehicles - when exhaust smokes continue for more than 10 seconds.

Information Officer Sandra Guy said the Pollution Line received about 800 reports of smoky vehicles every month.

On Monday and Tuesday a conference on Health and Urban Air Quality in NSW will be held by NSW Health and the EPA at Parramatta Riverside Theatre. To register call (02) 876 3399.

To find out how you can take part in Public Transport Week activities, call Libby Diedrich at the Australian Conservation Foundation on (02) 247 4335.

90/91 Dept of Transport  
Annual Report

1 H 11

### CONSULTANTS

- Travers Morgan - Freight Bounty Report. Cost: \$82,302.00.
- National Survey Research - review of sleeper motorail and dining car services to northern NSW. Survey to establish demand for services. Cost: \$40,000.00.
- Gutteridge Haskins and Davey - Environmental Impact Statement (Parramatta River Ferry). Cost: \$94,599.30.
- Gutteridge Haskins and Davey - Chatswood Interchange. Cost: \$65,000.00.
- Travis Partner Pty Ltd - Gladesville Ferry Wharf. Cost: \$60,000.00.
- \* ■ Roger Graham and Associates - Implementation of the Passenger Transport Act 1990. Cost: \$127,400.00.

■ Andersen Consulting - Development of Information Technology Strategic Plan. Cost: \$52,500.00.

Total cost of consultancies over \$30,000 is \$521,801.30.

There were a further 81 consultancy engagements costing a total of \$712,417.92; none of these individually exceeded \$30,000. The Department engaged individuals on a contract basis to undertake work amounting to \$72,318.67.

### COMMITTEES

Committees chaired by the Department of Transport

#### ■ AIRPORT LINK STEERING COMMITTEE

Chair - Ron Brown

Acting Deputy Director-General - Department of Transport

- John Walker - Department of Transport
- Donna Rygate (Executive Officer) - Department of Transport
- John Pash - Premier's Department
- Barry Garnham - City Rail
- Bruce Nicholls - State Development
- Jeff Bateson - NSW Treasury
- Sue Holliday - Department of Planning
- Brian McCarthy - Office of Public Management

#### ■ HERITAGE TRAINS STEERING COMMITTEE

Heritage Trains Insurance Working Party

- Bill Duffield - Sedgwick James
- John Walker - Department of Transport
- Gareth Grainger - State Rail Authority
- Cathy Dove - Department of Transport
- Heritage Trains Accreditation Working Party
- Andrew Killingsworth - Rail Transport Museum
- Professor Giastromburo - 3801
- Erwin Bunton - WorkCover Authority
- Cathy Dove - Department of Transport
- Terry Hutton - State Rail Authority

GOVERNMENT CONTRIBUTION TO BUS CHAOS

TELEGRAPH MIRROR 2-9-91

# Bus services turning into 'monopolies'

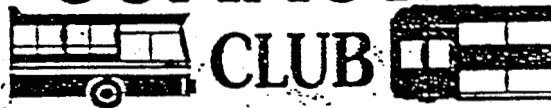
SYDNEY'S bus passengers have been taken for a ride according to a leading academic, who has aired his gripes in a 30-page book on our bus services.

Dr Tony Sorensen, a senior lecturer in Planning at the University of New England, said private bus operations had turned into highly regulated monopolies, which often ran unreliable services.

"It is about time the private bus service was deregulated," he said.

"We have recently witnessed airline deregulation in Australia, with some immediate price advantages to the consumer.

## COMMUTER



## CLUB

By JANE WORTHINGTON

"Long distance coaches have been deregulated for some time and it does not require too much imagination to see that a deregulated bus system could have the same benefits."

Dr Sorensen criticised the Transport Department's auctioning of exclusive franchises to bus companies.

"The whole system is very heavily regulated and each operator has his own territory on which competitors cannot encroach," he said.

Dr Sorensen said services in newly-developing regions of Sydney's fringes should be provided by numerous operators, with relatively free entry to the market.

If some areas did not attract bidders then the government could arrange subsidies, he said.

EFFECTIVE RESULT OF PTA.

G

Table 1: Sydney Public and Private Passenger Trips 1946-1981

ANNUAL PASSENGER TRIPS - SYDNEY REGION - 1946-81			
	Trips per Private Vehicle p.a.	Proportion of All Trips by Private vehicle %	Public Transport - Trips p.a.
1946-7	780	13	850 million
1960	1000	47	586 million
1971	1220	72	571 million
1981	2381	87	457 million

(Source: Spearitt P & DeMarco C - Planning Sydney's Future p 28 Alan & Unwin 1988)

Whilst the above figure shows that all public transport modes suffered declines it is noteworthy that a disproportionate decline occurred in the government bus/tram area paralleling the removal of trams in the period 1948-1961. This is shown in Table 2.

Table 2: Sydney Public Modal Passenger Trips 1947-1986

SYDNEY PUBLIC TRANSPORT USE						
Passenger Trips (millions) & Percentage to Base Year (1947)						
Year	Rail		Bus/Tram		Ferry	
	Trips	%	Trips	%	Trips	%
1947	245	100	496	100	32	100
1957	249	102	293	59	17	53
1966	242	99	232	47	13	41
1976	178	73	166	33	10	31
1986	216	88	175	35	18	56

(Source: Spearitt P & DeMarco C - Planning Sydney's Future p 135 Alan & Unwin 1988)

CAR USE RISE VS PUBLIC TRANSPORT DECLINE

FILE - MIRROR 12-10-95

# Bus cuts to affect

## 200,000

By BEN ENGLISH

UP to 200,000 pupils will have no public transport to school because of harsh Budget travel cuts, coach operators warned yesterday.

The Bus and Coach Association said the changes could force the cancellation of 2000 urban bus services.

Worst affected would be Sydney's west and south-western areas which are spread more widely than the inner-city.

The cancellations would mean tens of thousands of students who would remain eligible under the changes would still be shut out from free travel.

BCA spokesman Roger Graham said because each bus service cost \$50,000, the Government's aim to save \$100 million could result in 2000 route closures, if most parents chose not to pay for their children's fares.

Our figures show about 75 per cent of parents will opt not to pay the fares. On this basis operators would be forced to cut up to 2000 services."

Mr Graham said the withdrawal of children from the system would make services un-

sustainable even for eligible students. And he warned the decision to extend the distance criteria to 2km would affect 75,000 students - not the 50,000 the Government has claimed.

"They have failed to take into account the number of children affected by the flow-on of cancelled services," he said.

Opposition transport spokesman Michael Phohos said the new subsidy cap would hit every family in Sydney, Newcastle and the Murrumbidgee.

The Budget's own figures reveal the cost of the system will rise to \$500 by the time the scheme begins, he said.

Mr Phohos said an average two-child family would face a \$100 payment for bus passes from 1997 when State support will be limited to \$450 per pupil.

He also warned children would die as a result of the new regime. "Labor lied about the impact. This is the beginning of the end of the student travel scheme," he said.

5 DPM FOR THE  
PEOPLES COPY.

PRIVATE BUSES' OPERATIONS CANNOT PENETRATE  
SUBURBIA WITHOUT THE "SUBSIDY" FROM SCHOOL CHILD  
OPERATIONS.

## STATE TRANSIT AUTHORITY- BUS PERFORMANCE INDICATORS

YEAR	FLEET	PATRONAGE (MILLIONS)	KILOMETRES TRAVELLED (MILLIONS)	FARE BOX REVENUE (\$MILLIONS)	COSTS PER PASSENGER (\$)
1988	1564	203		127.48	1.88
1991	1441	198.5	58.9	142.6	1.80
1995	1478	193.4	61.4	159.7	1.58
1996	1557	203.3	65.7	179.8	1.60

## CITYRAIL PERFORMANCE INDICATORS

YEAR	PATRONAGE (MILLIONS)	KILOMETRES TRAVELLED (MILLIONS)	CARRIAGE UTILISATION (%)
1988	242.6	32.9	83
1991	243.8	33.3	83
1993	229.8	33.8	84
1995	249.6	34.6	84
1996	256.4	35.7	85
FORECAST END 96/97	266	36.2	88