

Attn Denis Mahoney
Independent Pricing Tribunal and Regulatory Tribunal
P.O **Box** Q290
Queen Victoria Building
P. O. **Box** 1230
Sydney 1230

6th June2003

I enclose a press clipping from a local newspaper the "Week- Ender Penrith " dated the 30.5.2003
The article mentions the " West Bus " Move zone " and that IPART was benchmarking private and
Government bus services

I would like to make the following points **as** to why the Penrith West Bus company is providing a
restrictive bus service

Listed below are the last bus departures of a normal bus **run** before the " Move zone " timetable
operates

From St Mary's through Werrington to Penrith -
Departures are Mon to Friday . 6.50pm. Saturday 5.55pm. Sunday 5.15 pm

Penrith through Werrington to St Mary's -
Mon to Friday 6.35 pm . Saturday 5.40pm . Sunday 5.40pm

The "Move zone" operates that it will pick up passengers from Penrith station and take them to
the nearest bus stop closest to their home

If you are in the St Mary's area and desire to travel to Mt Druitt in the " Move zone" time
period, you have to catch a train from St Mary's to Mt Druitt and then a West Bus will take you
to the closest bus stop to your home address

However if you are in the Werrington Shopping Centre Etc. which is half way round the normal bus
route you are unable to obtain a bus service to your home during the Move zone timetable period

However West Bus Penrith Base have advise that if you contact the company during business hours
and advise that you want to be picked up they will send a bus to pick you up at the bus stop

However this procedure raises the uncertainty if a bus will **turn** up and at what time it will arrive to
take you home

During daylight saving time when it is still daylight at 8pm and there is more activity at night time
having a normal bus service ceasing **as** early 5.15pm is inconvenient

I use the bus service on a return basis at least five times a week.
Also with an aging population having such a restrictive bus service is under servicing the population

I wish that we could have the luxury of a Government bus service servicing the area

With Regards

Noel O' Donnell

by Rebecca Gracie

Transport submissions sought

Penrith City Council are asking the Independent Pricing and Regulatory Tribunal (IPART) to benchmark the services provided by private operators in Penrith against services provided by the State during their review of public transport fares.

Penrith Council held a public transport forum to discuss the current submission to IPART to raise public transport fares for private buses and ferries. The public has also been invited to lodge submissions to IPART on the issues paper they have released, by June 16. Workshops are set down for June 26 to review privately run public transport.

Council believes the NSW Government are contrary to their Action for Transport 2010 and Action for Air initiatives in wanting a rise in public transport fares, as this won't encourage public transport use.

In the Penrith area, there are inequities in the current public transport concessions on bus services compared to services run by the NSW Government in the metropolitan areas. This is particularly of concern for seniors/pensioners do not have access to the \$1.10 per day Pensioner Excursion Ticket that covers all state-run public transport.

Penrith residents also pay higher fares for Westbus use than those using State Transit Authority (STA) buses, and Westbus users do not have the flexibility of multi-mode public transport outside their local area.

"For the price we have to pay, it is just not good enough," said Councillor Cathy O'Toole.

Councillors were also concerned about the lack of concessions for university students over 30, who are not eligible for student concessions.

"A further issue is tertiary education concessions as if you are over 30, you are not able to get concessions," said Councillor Claire O'Neill.

Councillor David Bradbury also raised concerns about apprentices not getting transport concessions.

"We need to push for concessions for apprentices," he urged.

Many people have also raised concerns about Westbus' Movezone service as Blue Mountains express train patrons have to wait for the next hourly Movezone service due to their trains arriving just after the previous bus service has left the station. Therefore, commuters have a long wait at the train station, raising security concerns, which is also a problem for people who wait at bus stops

for uncertain periods of time to catch a Movezone service or to pick someone up from a service.

Young people have also been detrimentally affected by the Movezone initiative, according to Council, as they have to plan their night's activities ahead as services have to be booked during business hours.

Councillor Jim Aitken also claims there are inequities in school bus services in the Penrith area with only dedicated school buses picking up students, although they could be stopping further from houses than other buses, that are not designated school services. Further, bus operators are still getting the school bus subsidy even if students aren't traveling on the services.

"Even though kids don't travel on the buses, they [bus operators] are being paid for it," said Councillor Pat Sheehy.

Schools have made submissions to the Public Transport Forum on this issue.

"Schools have been invited to make submissions and they have responded well," said a Council spokesman.

Council believes Penrith commuters on Westbus and Pearce services do not receive the same level of government subsidies as are provided by the STA and the social inequity has been intensified by the Movezone service.

Taxi services in the Penrith area have also been identified by Council as being inequitable compared to services in other areas with passengers having to negotiate fares with trips across the Nepean River being more expensive.

Gill Burrows, Westbus Marketing Manager and Andrew Glass, Westbus Planning Manager (front), Deputy Mayor Jackie Greenow and Ross Elson, Transport Co-ordination Authority discussed local transport at the recent Public Transport Forum.



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