

Review of Rural & Regional Bus Fares

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To the Tribunal Members

I tender this submission for inclusion in its deliberations.

Alas, not on-line - just too expensive to provide & continually update the technology, compounded by the stress of hackers etc.

After study of the Isaac Papers, I am puzzled that IPART intends to implement travel fares based upon the needs and circumstances of the Metro Sydney and Newcastle circumstances.

Also, that its process fails to address the outmoded, ancient, inadequate un-synchronised services, particularly in the Inverell Shire and inter-shires operations.

Especially Trainlinks/coaches across these regions.

All of which was, in detail, submitted to the 2016 Enquiry which encouraged contributor solutions to enhance local region interservices.

Nothing has eventuated from this Enquiry.

So, I list the circumstances which prevent law abiding residents and travellers/tourists from freedom of movement through the Inverell Shire, within the Shire, its town limits and the CBD - a major service for this whole region.

TRAINLINK / COACH SERVICES

- 1) Inverell, Warialda to Tamworth rail station

One return journey per day - very early departures, very late return arrivals. NIL service TUESDAYS, WEEKENDS

- 2) Inverell, Jingha, Bundarra, Armidale rail station then CBD

Again very early starts & very late night returns.

TUESDAYS ONLY - could easily go to Armidale Airport.

### 3) Moree, Inverell, Glen Innes, Grafton

ON ALTERNATE DAYS ONLY - ONE WAY

Desperately needs RETURN SAME DAY for GREATER PASSENGER  
ACCESS & UTILISATION of TOWNS & VILLAGES ON ROUTE/BUSINESS HOURS.

Ideally one coach starts from Moree a.m., one coach  
starts from Grafton a.m. Utilises existing driver rest/meal  
break at Inverell.

### 4) Surrounding Towns & Villages

Very limited services, often restricted to "eligible client  
status only criteria eliminates travel of all other people.

NIL PUBLIC TRANSPORT OPTIONS -

WARIALDA, YETMAN, ASHFORD, BONSHAW, BUNDARRA, DELUNGRA, BINGARA  
EXTREMELY LIMITED.

Some instances, these Village/town local school bus operators  
provide limited services to the major SERVICE TOWN of INVERELL, after  
completion of their local school runs, then go to Inverell, but  
have to back at home base in time for the after school runs.

Thus, very limited time of about 3-4 hours in Inverell  
disadvantaged by the noon - 2pm lunch hour periods for  
some businesses and especially medical services, crematorium,  
CAT SCAN, court house, RTA; Hospital, aged care visits; sports  
cultural access, comprehensive public library/services etc.

Most of these small satellite locations & inbetween residents  
may only receive these types of community transport on a once  
a month, once a fortnight basis.

Often NIL during school holidays.

### 5) Inverell town and CBD (expanding) Bus Service limitations of routes and timetables have existed for donkeys years, are well documented.

For all of the above situations and locations, lack  
of synchronisation of interlocking services and timetables

have never been addressed by anyone, organisation, council nor bus contractor or Trainwink.

Therefore, all have NIL services outside of school timetables, nil 'early worker', nil before 9.30am & 5.30pm.

#### NIL WEEKEND SERVICES TO ANYWHERE

So, how on earth can any organisation, bureaucracy proceed to deliberate on 'equal terms' & set the fares in such regional/remote areas when all contracted services do not provide for the needs of people for all types?

It is no wonder that rural populations are in decline Inverell Shire is one that is showing a small steady increase.

TRAINWINK offers combined train/ coach travel.

However on the Inverell, Armidale coach to TAMWORTH RAIL, more often than not, the rail component is plagued with constant non-functions - eg - train malfunction, line maintenance, malfunction of heavy freight trains & derailments of same.

Implementation of emergency old town buses to transport stranded rail passengers takes hours, causing havoc to travellers appointments, often medical, medical diet eating times etc.

Another problem experienced - bus/ coach drivers do not keep count of passengers during the very short stop periods.

It is not unknown for a person to be left behind when forced to use a Stop Toilet (often badly lit). Number of toilets at some stops insufficient for the number of passengers.

So how can this IPART Tribunal impose travel costs based on the Metro Sydney & Newcastle circumstances?

I served on the Armidale Ministry Transport Committee from its 2004 inception through to its termination/ restructure.

Inverell has nil representation on the new Tamworth entity

Years etc

B. Moore - OAM.