

Rick Banyard

20th October 2007

Chairperson  
IPART  
PO Box Q290  
QVB Post Office  
Sydney

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### **Bus Fare Increase and Cost index Submission**

I note that IPART is examining a Fare Increase for buses operated by State Transit. I also note that an inquiry is underway for the cost index used to determine operating costs of buses.

FIRSTLY.

I have previously lodged a submission for the Cost Index.

I ask that that submission also be considered when determining the fare increase as I believe most of my points are also relevant.

SECONDLY

I wish to advise that I strongly oppose a fare increase for STA buses and further I support the call for a reduction in the fares of the buses and ferry operated by Newcastle Buses and Ferries.

I put forward that the gross inefficiency in the operation and conduct of the service is wasteful, environmentally unacceptable and fails to meet the needs of the Newcastle people.

The attached information shows that buses using Hunter St between Newcastle Station and Museum waste \$1200 per day or about \$350,000 per year.

The buses operated by Newcastle buses are grossly oversized and commonly operate with zero passengers. Passenger numbers rarely are above 10.

The purchase of new large buses at a cost of about \$400,000 each is a further example of gross extravagance. The funds should have been used to purchase mini buses (matched to the requirements of Newcastle) which have a lower capital cost and operational savings.

The Night Owl services to commence on November 2 illustrate that routes are inadequate and in need of a major review. A memo to the Member for Newcastle is attached and provides some detailed comment.

Fare increase are not a method of funding inefficiency and waste. Declining passenger numbers and rising costs can not be justification for a fare increase

when Newcastle Buses and Ferries management has not adequately addressed the issues.

I note the application from the Ministry of Transport has provided no supporting information in the application provided to IPART justifying a rise in Newcastle fares for either the buses or ferry.

I also sent a request direct to the Ministry of Transport and to date have not received a response. I can assume that they have no justification information.

The timetables operated by Newcastle buses would seem to require that buses travel at excessive speeds and have need to accelerate rapidly after every stop. The air conditioned buses have wide opening doors that allow the cold (or warm) air to drain out of the bus. Oversize buses not matched to passenger needs is also the norm. New model buses have greatly increased horsepower (now 340hp), weight (now 16 tonnes) to meet the unnecessary needs. These and other similar factors raise the operating costs, increase vehicle noise and emissions.

Many bus stops do not have seats, very few lighting, timetables at bus stops are rare and many bus stops are very unsafe. These characteristics are certainly not conducive to a fare increase.

I have seen and heard in the Newcastle Media that Throsby Community Forum has made application to IPART for a fare reduction of 25%. I fully support their application as I believe it is based on sound logic and reasoning.

In conclusion

- I point out that inefficiency and poor management decisions can not be part of the formula used to determine the cost of operating buses.
- Vehicles of inappropriate size, unsound routes and poor timetable are not justifications of fare increases or a basis for determining operating costs.
- The operation of grossly oversized diesel buses driven at excessive speed with constant rapid acceleration is very fuel inefficient and highly environmentally unfriendly.

A fare increase should be rejected and in Newcastle's case a fare reduction should be determined.

Rick Banyard.

**An integral part of my submission is the following attachments and must be included in all reproductions of my submission.**

Memo To Jodi McKay Member for Newcastle

From Rick Banyard

21<sup>st</sup> October 2007

Hi Jodi,

On the 19<sup>th</sup> The Premier announced Newcastle Night Owl Services for Newcastle. He said that commencing Friday 2 November, Newcastle Buses will be trialling extra late night services on weekends so that visitors to the CBD will have improved access to bus services to take them home in the early hours of the morning. The extra late night services will be trialled for a six month period, and patronage will be monitored to determine the level of community support.

I suggest that some of the service changes announced impact negatively on the CBD. Terminating the 310 at Charlestown reduces transport options.

The media release states “A new Route 444 will operate as a loop service departing Newcastle from West Leagues Club and covering areas of Merewether, Adamstown, Kotara, New Lambton and Lambton before returning to West Leagues.”

West's Leagues club is at Lambton not in the Newcastle CBD. The 3:10 and 4:10 services on both days may be advantageous however will also provide transport into the CBD from other drinking venues.

The details of route 444 do not appear on the STA website.

The table below shows the existing and new services.

### Bus Services up Hunter Street

Friday Night

Between 10pm and 6 am

Times at

Museum

New services in BOLD

Friday Night				Saturday Night			
Between 10pm and 6 am				Between 10pm and 6 am			
Times at Museum				Times at Museum			
New services in BOLD				New services in BOLD			
350 Swansea	230 Wallsend	101 Glendale	100 Wallsend	350 Swansea	230 Wallsend	101 Glendale	100 Wallsend
	22:16	22:55		22:27 23:32	22:44	22:58	
0:24	0:29	0:24		:24	0:29	0:24	
1:24			1:25	1:24			1:25
2:24	2:29		2:26	2:24	2:29		2:25
3:44			3:26	3:44			3:25
<b>4:25</b>			<b>4:25</b>		<b>4:19</b>	<b>4:39</b>	
				<b>5:19</b>			

The new services do not seem logical or responsible despite the stated aim of “take them home in the early hours of the morning”.

The table is assembled from the published timetables of Newcastle Buses and shows the services **between 10pm and 6am**

Every one of the new services is well after the 3am restricted entry policy.

Noise to tail down Hunter St on Friday night is not an efficient bus service. It is a gross waste of money that could be used elsewhere.

It could be argued that the new services are aimed at bringing more drinkers to the city and holding the patrons in the city longer.

The lack of buses between 10pm and 2am should be of major alarm. Surely the aim should be to move people out of the city earlier.

I also note smoking, eating or drinking is **NOT permitted** on any of State Transit buses.

I am not sure if people under the influence of alcohol and drugs are permitted on the buses.

From enquiries I have made there seems to have been no community consultation. There is no evidence that the new services have been matched to a needs analysis.

It is my understanding that the current services are very poorly patronised.

The media release indicates that there are no strategies planned to encourage bus use.

I trust you will take my thoughts on board.

Rick

Copy to  
John Tate Mayor NCC  
Throsby Community Forum

----- Original Message -----

**From:**  
**To:** [mail@transport.nsw.gov.au](mailto:mail@transport.nsw.gov.au)  
**Cc:** ;  
**Sent:** Saturday, October 06, 2007 7:22 PM  
**Subject:** Ministry of Transport re fare increase 3 10 07

Rick Banyard

Ministry of Transport  
Level 21, 227 Elizabeth Street,  
SYDNEY NSW 2000  
[mail@transport.nsw.gov.au](mailto:mail@transport.nsw.gov.au)

Dear Sir,

### **Re IPART Fare Increase Submission**

Section 1.1 of you IPART application seeks a fare increase for Sydney and Newcastle buses of 6%.

Section 1.1 lists the arguments in support of the Sydney Fare increase however has no basis for the fare increase in Newcastle. Can you please provide me with your justification for seeking a fare increase in Newcastle?

I also not there is no justification given for the fare rise for the Stockton Ferry. I would be pleased to hear your reasons.

Could you please also define a “trip” as it applies to your submission?

I would also be keen to know why the Ministry of Transport is applying for the fare rise? Why is it not the STA?

Your prompt reply would be appreciated as I wish to apply your responses to my submission to IPART.

For speed and efficiency I encourage your response via email.

Rick Banyard

Memo to Jodi McKay Member for Newcastle  
From Rick Banyard

3/10/07

Hi Jodi,

I have been doing some more on the operation of the Newcastle Buses and have come up with some very interesting but concerning information.

From my observations it is apparent that large numbers of buses travel up and down Hunter Street from Newcastle Station to Museum mostly almost empty. These buses are frequently one behind the other.

I decided to evaluate if my thoughts were correct or if there was a valid reason to justify this gross waste.

I was horrified at what I found.

1. There are 273 bus trips per day from Newcastle Station to Museum. (I assume the return journey also has 273 trips). This is a daily capacity of 15,015 passengers one way or 30,030 return!
2. I found the frequency to be as follows:-

<b>Frequency</b>		
<b>Time</b>		<b>Number</b>
0.00	1.00	3
1.00	2.00	3
2.00	3.00	3
3.00	4.00	4
4.00	5.00	0
5.00	6.00	0
6.00	7.00	9
7.00	8.00	20
8.00	9.00	15
9.00	10.00	19
10.00	11.00	19
11.00	12.00	18
12.00	13.00	18
13.00	14.00	19
14.00	15.00	17
15.00	16.00	21
16.00	17.00	23
17.00	18.00	19
18.00	19.00	13
19.00	20.00	10
20.00	21.00	9
21.00	22.00	8
22.00	23.00	3
23.00	24.00	0
	<b>Total</b>	<b>273</b>
<b>Avg Bus Capacity</b>		<b>55</b>
		<b>per week day</b>
		<b>people</b>

Passenger  
Capacity 15015 per week day

You will note there are no buses between 10.55pm and 12.24am.

This frequency is for arrivals at Museum from Newcastle Station via Hunter Street and does not include private buses (about 20 services) school specials or other specials.

3. I found the departure times that were not conducive to passenger's memory. For example I list the Jesmond Service.

103

Jesmond  
6:49  
7:34  
8:25  
9:25  
10:29  
11:28  
12:25  
13:26  
14.22

The attached chart shows the other services.

4. I found that the time table caused buses to drive up Hunter St one behind the other. As an example following is the schedule from 12 noon to 12.30. There are 10 buses in 30 minutes with 5 within 4 minutes.

230	Wallsend	12:03
100	Wallsend	12:05
322	Belmont	12:11
222	Wallsend	12:11
226	Charlestown	12:13
235	Wallsend	12:14
350	Swansea	12:15
111	Charlestown	12:20
103	Jesmond	12:25
336	Belmont	12:30

Attached is the full listing of the times at Museum for all 273 services.

5. There is an urgent need to review the size of bus stops in Hunter St. The bus timetables show there is no need for any bus stops to have space for more than one bus at a time. The location and size of the bus stops prevent very valuable car parks. This reduces revenue to Newcastle City Council and reduces economic activity of our city.
6. The buses surveyed pollute Hunter St with about 800litres of Diesel fumes each day.

7. The capacity of the service provided is about 15,000 people per week day for the 2.6km journey. The daily cost for the 710 kms travelled is, using the operating cost from the annual report of about \$5 per km, \$3,550 per day.

Total	273	per week day
Avg Bus Capacity Passenger	55	people
Capacity	15015	per week day
Distance	2.6	kms
Kilometers per day	709.8	kms
Cost per km to run	\$5.00	(from Annual Statement)
Cost per day	\$3,549.00	

8. In the course of observing the buses in operation it was noted that passenger numbers were extremely low. It was rare to observe a bus with more than 10 passengers and it was common to see totally empty buses.

It was also of concern to see a considerable number of buses travelling whilst “not in service”. These must be adding considerably to the cost.

Jodi, clearly there is need for a major rearrangement of bus services between Newcastle Station and Museum. I suggest the key points of the rearrangements should be

- Target cost reduction of \$1200 per day or \$ 350,000 per year.
- Establishing Wood St as a terminus for all services with all buses entering from Hunter St and departing via King St..
- Operating a city loop bus service from Museum with a high frequency at regular intervals (preferably using smaller buses).
- Reducing all bus stops to one bus capacity.
- Encouraging the private services to be an integral part of the transport provision.

The cost saving from arresting the gross Hunter St waste should be used to provide better services from Museum to other parts of the Newcastle area. The private buses should also be utilised to provide express services with limited stops.

I note the Newcastle bus fleet continues to decline. I understand the fleet is now down to 168.

I also note that two ( 4928 and 4929) of the “new Euro 5 Volvos” with a build date of July 2007 are on loan to Newcastle for training purposes however there is no indication of delivery dates for the “brand spanking new buses”.

When will the community consultation begin for the review?

I would certainly like to be involved.

I trust this information will be of value to you.

Rick  
4<sup>th</sup> October 2007



# STA Buses that travel from Newcastle Station to Museum Weekdays

Excludes Specials

Times Shown at Museum

A number of Private Buses also travel along Hunter Street.

363	349	350	351	334	317	226	322	111	101	108	100	103	222	230	231	235
Belmont	Swansea	Swansea	Swansea	Glendale	Belmont	Charlestown	Belmont	Charlestown	Glendale	Jesmond	wallsend	Jesmond	Wallsend	Wallsend	Wallsend	Wallsend
6:24	7:37	6:24	16:42	6:33	6:59	6:40	6:41	7:43	6:13	15:40	7:29	6:49	9:11	6:13	7:02	7:21
7:19	8:01	7:19	17:32	7:24	7:45	7:10	7:12	9:21	7:06	16:38	8:05	7:34	10:13	7:58	7:51	8:46
7:50	8:52	7:42		7:39	8:15	7:40	7:43	10:20	8:15	17:27	9:05	8:25	11:11	9:03	8:51	9:14
8:41	9:53	8:22		8:36	9:14	8:03	8:11	11:20	8:46	18:19	10:05	9:25	12:11	9:33	9:51	10:14
9:16	10:52	9:26		9:36	9:44	8:23	9:17	12:20	9:45	19:13	11:05	10:29	13:01	10:03	10:51	11:16
9:52	11:56	10:25		10:36	10:44	9:08	10:11	13:20	10:45		12:05	11:28	14:11	10:33	11:51	12:14
10:16	12:51	11:21		11:36	11:44	9:39	11:11	14:32	11:45		13:05	12:25	15:24	11:03	12:52	13:14
10:47	13:51	12:15		12:36	12:44	10:12	12:11	15:23	12:45		14:03	13:26	16:26	11:33	13:53	14:14
11:17	14:58	13:21		13:36	13:38	10:43	13:14	16:38	13:42		15:05	14:22	16:56	12:03	14:43	15:26
11:47	15:52	14:21		14:25	14:19	11:13	14:11	17:27	14:45		15:23		17:48	12:34	15:47	16:16
12:30	16:58	15:21		15:11	15:04	11:43	15:21		16:02		16:05			13:03	16:21	17:23
12:47	18:05	16:21		15:52	15:30	12:13	16:11		16:46		17:07			13:33	16:54	17:49
13:15	18:51	17:22		16:16	15:46	12:43	17:16		17:51		1:25			13:58	17:52	19:08
13:47	19:48	18:23		16:46	16:24	13:13	18:01		18:50		2:26			14:33	18:35	
14:32		19:22		17:16	16:49	13:43	19:01		19:56		3:26			15:31		
14:56		20:18		17:46	17:25	14:13	20:03		20:54					15:51		
15:22		21:18			18:04	14:52	20:58		21:54					16:33		
15:47		20:20			19:15	15:11	21:58		22:55					17:19		
16:22		21:18			20:11	15:38	3:34		0:24					18:07		
16:47		0:24			21:10	16:16								18:45		
17:17		1:24				16:42								19:35		
17:57		2:24				17:12								20:35		
18:37		3:44				17:42								21:16		
19:39						18:20								22:16		
20:39						18:43								0:29		
21:44						19:42								2:29		
22:44						20:42										
1:31						21:42										
3:29																

## Buses that travel from Newcastle Station to Museum via Hunter St

### Monday to Friday excluding specials

350	Swansea	0:24
101	Glendale	0:24
230	Wallsend	0:29
350	Swansea	1:24
100	Wallsend	1:25
336	Belmont	1:31
350	Swansea	2:24
100	Wallsend	2:26
230	Wallsend	2:29
100	Wallsend	3:26
336	Belmont	3:29
322	Belmont	3:34
350	Swansea	3:44
101	Glendale	6:13
230	Wallsend	6:13
336	Belmont	6:24
350	Swansea	6:24
334	Glendale	6:33
226	Charlestown	6:40
322	Belmont	6:41
103	Jesmond	6:49
317	Belmont	6:59
231	Wallsend	7:02
101	Glendale	7:06
226	Charlestown	7:10
322	Belmont	7:12
336	Belmont	7:19
350	Swansea	7:19
235	Wallsend	7:21
334	Glendale	7:24
100	Wallsend	7:29
103	Jesmond	7:34
349	Swansea	7:37
334	Glendale	7:39
226	Charlestown	7:40
350	Swansea	7:42
322	Belmont	7:43
111	Charlestown	7:43
317	Belmont	7:45
336	Belmont	7:50
231	Wallsend	7:51
230	Wallsend	7:58
349	Swansea	8:01
226	Charlestown	8:03
100	Wallsend	8:05
322	Belmont	8:11
317	Belmont	8:15
101	Glendale	8:15
350	Swansea	8:22
226	Charlestown	8:23

103	Jesmond	8:25
334	Glendale	8:36
336	Belmont	8:41
101	Glendale	8:46
235	Wallsend	8:46
231	Wallsend	8:51
349	Swansea	8:52
230	Wallsend	9:03
100	Wallsend	9:05
226	Charlestown	9:08
222	Wallsend	9:11
317	Belmont	9:14
235	Wallsend	9:14
336	Belmont	9:16
322	Belmont	9:17
111	Charlestown	9:21
103	Jesmond	9:25
350	Swansea	9:26
230	Wallsend	9:33
334	Glendale	9:36
226	Charlestown	9:39
317	Belmont	9:44
101	Glendale	9:45
231	Wallsend	9:51
336	Belmont	9:52
349	Swansea	9:53
230	Wallsend	10:03
100	Wallsend	10:05
322	Belmont	10:11
226	Charlestown	10:12
222	Wallsend	10:13
235	Wallsend	10:14
336	Belmont	10:16
111	Charlestown	10:20
350	Swansea	10:25
103	Jesmond	10:29
230	Wallsend	10:33
334	Glendale	10:36
226	Charlestown	10:43
317	Belmont	10:44
101	Glendale	10:45
336	Belmont	10:47
231	Wallsend	10:51
349	Swansea	10:52
230	Wallsend	11:03
100	Wallsend	11:05
322	Belmont	11:11
222	Wallsend	11:11
226	Charlestown	11:13
235	Wallsend	11:16
336	Belmont	11:17
111	Charlestown	11:20
350	Swansea	11:21
103	Jesmond	11:28

230	Wallsend	11:33
334	Glendale	11:36
226	Charlestown	11:43
317	Belmont	11:44
101	Glendale	11:45
336	Belmont	11:47
231	Wallsend	11:51
349	Swansea	11:56
230	Wallsend	12:03
100	Wallsend	12:05
322	Belmont	12:11
222	Wallsend	12:11
226	Charlestown	12:13
235	Wallsend	12:14
350	Swansea	12:15
111	Charlestown	12:20
103	Jesmond	12:25
336	Belmont	12:30
230	Wallsend	12:34
334	Glendale	12:36
226	Charlestown	12:43
317	Belmont	12:44
101	Glendale	12:45
336	Belmont	12:47
349	Swansea	12:51
231	Wallsend	12:52
222	Wallsend	13:01
230	Wallsend	13:03
100	Wallsend	13:05
226	Charlestown	13:13
322	Belmont	13:14
235	Wallsend	13:14
336	Belmont	13:15
111	Charlestown	13:20
350	Swansea	13:21
103	Jesmond	13:26
230	Wallsend	13:33
334	Glendale	13:36
317	Belmont	13:38
101	Glendale	13:42
226	Charlestown	13:43
336	Belmont	13:47
349	Swansea	13:51
231	Wallsend	13:53
230	Wallsend	13:58
100	Wallsend	14:03
322	Belmont	14:11
222	Wallsend	14:11
226	Charlestown	14:13
235	Wallsend	14:14
317	Belmont	14:19
350	Swansea	14:21
103	Jesmond	14:22
334	Glendale	14:25

336	Belmont	14:32
111	Charlestown	14:32
230	Wallsend	14:33
231	Wallsend	14:43
101	Glendale	14:45
226	Charlestown	14:52
336	Belmont	14:56
349	Swansea	14:58
317	Belmont	15:04
100	Wallsend	15:05
334	Glendale	15:11
226	Charlestown	15:11
322	Belmont	15:21
350	Swansea	15:21
336	Belmont	15:22
111	Charlestown	15:23
100	Wallsend	15:23
222	Wallsend	15:24
235	Wallsend	15:26
317	Belmont	15:30
230	Wallsend	15:31
226	Charlestown	15:38
108	Jesmond	15:40
317	Belmont	15:46
336	Belmont	15:47
231	Wallsend	15:47
230	Wallsend	15:51
349	Swansea	15:52
334	Glendale	15:52
101	Glendale	16:02
100	Wallsend	16:05
322	Belmont	16:11
334	Glendale	16:16
226	Charlestown	16:16
235	Wallsend	16:16
350	Swansea	16:21
231	Wallsend	16:21
336	Belmont	16:22
317	Belmont	16:24
222	Wallsend	16:26
230	Wallsend	16:33
111	Charlestown	16:38
108	Jesmond	16:38
226	Charlestown	16:42
351	Swansea	16:42
334	Glendale	16:46
101	Glendale	16:46
336	Belmont	16:47
317	Belmont	16:49
231	Wallsend	16:54
222	Wallsend	16:56
349	Swansea	16:58
100	Wallsend	17:07
226	Charlestown	17:12

334	Glendale	17:16
322	Belmont	17:16
336	Belmont	17:17
230	Wallsend	17:19
350	Swansea	17:22
235	Wallsend	17:23
317	Belmont	17:25
111	Charlestown	17:27
108	Jesmond	17:27
351	Swansea	17:32
226	Charlestown	17:42
334	Glendale	17:46
222	Wallsend	17:48
235	Wallsend	17:49
101	Glendale	17:51
231	Wallsend	17:52
336	Belmont	17:57
322	Belmont	18:01
317	Belmont	18:04
349	Swansea	18:05
230	Wallsend	18:07
108	Jesmond	18:19
226	Charlestown	18:20
350	Swansea	18:23
231	Wallsend	18:35
336	Belmont	18:37
226	Charlestown	18:43
230	Wallsend	18:45
101	Glendale	18:50
349	Swansea	18:51
322	Belmont	19:01
235	Wallsend	19:08
108	Jesmond	19:13
317	Belmont	19:15
350	Swansea	19:22
230	Wallsend	19:35
336	Belmont	19:39
226	Charlestown	19:42
349	Swansea	19:48
101	Glendale	19:56
322	Belmont	20:03
317	Belmont	20:11
350	Swansea	20:18
350	Swansea	20:20
230	Wallsend	20:35
336	Belmont	20:39
226	Charlestown	20:42
101	Glendale	20:54
322	Belmont	20:58
317	Belmont	21:10
230	Wallsend	21:16
350	Swansea	21:18
350	Swansea	21:18
226	Charlestown	21:42

336	Belmont	21:44
101	Glendale	21:54
322	Belmont	21:58
230	Wallsend	22:16
336	Belmont	22:44
101	Glendale	22:55