

**Submission  
No 32**

## **INQUIRY INTO INTER-REGIONAL PUBLIC TRANSPORT**

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27 April 2012

The Chair  
State and Regional Development Committee  
Parliament House  
Macquarie Street  
SYDNEY NSW 2000

Dear Sir / Madam

**Mid- Western Regional Council Submission**  
**NSW Legislative Assembly State and Regional Development Committee**  
**Inquiry into Inter-Regional Public Transport**

Mid-Western Regional Council welcomes the opportunity to make a submission to the *Inquiry into Inter-Regional Public Transport*. Council considered a report on the 18 April 2012 and resolved to make the following submission.

Reference is made to the *NSW Long Term Transport Master Plan Discussion Paper*, and a number of inadequacies which have been noted within that document regarding the current frequency of services through the Central West Region (of which the Mid-Western Regional LGA is named as being a part), and the lack of cross-linkages within the existing route system.

CountryLink bus services provides public transport connections to and from the Mid-Western region, centred on Mudgee. Currently, there are only one or two daily departures from Mudgee to Sydney, and no direct CountryLink services from Mudgee to other important regional NSW centres.

The following examples illustrate the ineffectiveness of the existing inter-regional linkages;

- The 130 km, 100 minute car trip from Mudgee to Dubbo takes 7 hours by CountryLink coach and rail, which is routed via Lithgow.
- As incredible as it may seem, the CountryLink website states that a journey from Mudgee to Tamworth can take over 24 hours, including multiple changes via Lithgow and Central. By car, this same journey of 270 km takes no more than 4 hours.

Not only do these convoluted CountryLink trips expend considerable time, they can be very costly for passengers.

The provision of a greater number of regular, daily services to Sydney would be welcomed by Council and the local community. Council encourages a decentralised, inter- regional bus network comprising a number of transport hubs, such as Mudgee, Wellington, Dubbo, Orange etc., from which localised networks may operate to service the individual needs of each local government

area. Consideration should also be given to linkages between the towns of Mudgee, Gulgong, Rylstone and Kandos.

In conclusion, a co-ordinated, holistic approach of this sort is consistent with the *NSW Long Term Transport Master Plan Discussion Paper* which promotes the NSW Government's vision for transport as being an *integrated transport system*; one that will *ensure that different transport modes work together and that the interests of customers are put first*.

Should you have any queries in relation to this matter please contact Catherine Van Laeren on [REDACTED]

Yours faithfully

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CATHERINE VAN LAEREN  
GROUP MANAGER DEVELOPMENT AND COMMUNITY SERVICES