

**Submission  
No 30**

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

**Name:** Name Suppressed

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Reviewed Submission:

I am poor, or a miser, so I consider my public transport options, unpaid, being a member of the public, from Brisbane to Sydney, via the Coffs Coast...

Why I have to tell this committee my findings beats me because they are paid and can pay PhD transportation researchers to tell them how ridiculous (worthy of ridicule) the public transport system between Brisbane and Sydney is!!!

So, exasperation aside, I am poor or a miser and I want to make my way from Brisbane to Sydney via the Coffs Coast on public transport...

I can catch a train from Brisbane to Grafton at odd hours - not ones that work in well with 'work hours' - it seems the schedule is designed for the unemployed. I then face the disjuncture of having to get off the train in Grafton and onto a bus to Coffs Harbour. As far as I have made out, this bus does not stop at all of the little Coffs Harbour villages strewn along about 30km of coastline north of Coffs Harbour itself? How impractical for those that live in such a village as they then have to rely on another likely 'out of sync' regional bus to get to where they actually want to go, if the 'link bus' even takes them to a bus stop serviced by such busses. Having caught such a bus, worst case scenario, some travellers have to backtrack about half of the trip from Grafton to Coffs Harbour to get back to Red Rock. If, by the time I get to Coffs Harbour, I am fed up with the train, and bus, there is no public transport link I know of other than an expensive cab, to get me to the airport from the Coffs Harbour bus or train station/s and, in any case, the bus probably arrives at a time out of sync with the only two to three flights a day from Coffs Harbour...GRRR

BIG QUESTION ONE: Why don't the regional bus and train schedules work in with business hours?

BIG QUESTION TWO: Why can't I catch the train all the way to every major regional center en route from Brisbane to Coffs Harbour?

BIG QUESTION THREE: Why doesn't the Grafton - Coffs Harbour 'link bus' for the train from Brisbane to Grafton do dropoffs at villages along the way to Coffs Harbour central?

BIG QUESTION FOUR: Why isn't there a synchronised public transport link between train stations and bus stations and airports in Coffs Harbour?

BIG QUESTION FIVE: Why aren't train, bus and flight schedules co-ordinated to work in well with one another to minimise unnecessary waiting times and costs?

BIG QUESTION SIX: Why is the cost of train tickets and bus tickets so unreasonably high for the employed - further (on top of the immense inconveniences highlighted above) discouraging the use of these modes of public transport - particularly since we have actually paid for this largely underutilized transport already in taxes, unlike the unemployed?

BIG QUESTION SEVEN: Why are Australians obsessed about sending big empty busses driving around often long and torturous routes?

MAYBE a solution to BQ6: Hub & spoke - and start with cars. Authorise first cars then, if demand dictates, mini-busses for public transport. Have transport travel hub to hub and then separate transport travel from hubs to spokes, saving taking a single large fuel guzzling vehicle to every spoke (and the people along with it), wasting A LOT OF TIME and fuel!!!

I am sick to the stomach of seeing big empty busses driving between Grafton and Coffs Harbour (and, as an aside, around Brisbane), knowing that we, the working people, are having to pay for this gross and blatant inefficiency and knowing further that in the case of Grafton - Coffs Harbour regional busses, the time schedules are not considerate of working folk and knowing exasperatingly also that we'd have to pay ten times what the unemployed pay if the bus was even useful to catch - to work, the airport.

If, on average, only three people catch a particular bus - allocate a car to that route. If seven, allocate a minibus etc. Match the vehicle to the average demand and save us unnecessary taxes.

Now why did I have to tell you this...that is BIG QUESTION ZERO...heaven help us because obviously the government are mired in our money...

Perhaps instead of all sitting around the table waiting for our less than perfectly researched submissions, because we never took the trip investigated because it seemed too time consuming, costly and dysfunctional...all of you should take a trip or two...on what we are provided with in the way of busses and trains...from Sydney to a Coffs village or two...for start and end of business...try to catch a plane in Coffs from the train, the bus...and go to Brissie too...all without a CAB CHARGE voucher...that is coal face research and it may cost ~\$200 and two days to achieve your travel and investigation plans by bus or train...instead of \$1000's and weeks if not months to figure out remotely what the issues may be...then again, just do what you would've done anyway, caught a plane...it costs about the same if not less than a bus or a train to the same region and is much quicker. When you get to the regional airport, hire a car, particularly if you will return to the airport and there are two

or more of you, because it will cost less than a cab or the series of cab and bus fares for two – if a bus is available to take you where you want to go when you want to go there. However, that would defeat the objective of the trip which is to see how silly (economically irrational), if not impossible, it would be to travel only on bus or train transportation in the first place!!!

The bottom line is that trains and busses will only compete with planes, cabs and hire cars if they are much more efficient and much less troublesome than they currently are AND if they cost a lot less than they currently do for working folk. UNTIL THEN, what would help us poor and / or miserly folk, is free or much more affordable parking at all transportation hubs AND down to the minute rego (vehicle registration). Then, if we frequently travelled a particular route, we could park our car at a transport hub without being slugged parking fees that are the same or higher than those at the Los Angeles international airport and without being slugged with a mandatory ~\$700 in rego to keep a car registered all year whereas only occasional use and thus registration is required.