


ACT Legislative Assembly
Committee Inquiry into Action Buses
GPO Box 1020,
Canberra,
ACT 2601

| | |
|--------------------------------------------------------------------------------------------------------------------------------------|----|
|  A.C.T. LEGISLATIVE ASSEMBLY COMMITTEE OFFICE | |
| SUBMISSION NUMBER | 28 |
| DATE AUTH'D FOR PUBLICATION | |

Vic. F.H Bayliss,
4/ 2 Wyselaskie Circuit,
Kambah,
ACT 2902.

ph. 6296 6593.



Dear Committee Members,

I ask that you consider the following submission concerning a number of points regarding Action Buses, *and that you allow me the opportunity to discuss these matters with you in person, so that I might clarify any points which you might raise concerning them.*

Firstly, I wish you to know that my thoughts on this matter are influenced by the fact that I happen to be an Australian Age Pensioner. Also, that I have experience of directing medium sized businesses in years gone by, during which, I usually found that it paid handsome dividends to look for the simple and easy to understand ideas for any operation, as they usually have a good chance of succeeding. This leads me to suggest that the executive staff of Action Buses should 'think outside the square'. We need people who don't play 'follow the leader'; people who have vision. These people need to be more than lateral thinkers: they need to have the ability, the courage, and the desire, to think differently! Such people should have the ability to come up with ideas that would work; would be easily understood and also be cost effective. In my humble opinion, I believe that in this day and age we tend to over- plan. With this in mind, I would therefore offer the following ideas, that I feel are well worth exploring.

1) Perhaps the most important point to be raised concerns the frequency of buses on any route. Here I should like to make some personal observations concerning the route that I use most frequently, the 62 route. Several years ago this service ran every *20 minutes*. It was then cut back to a *30 minute* service. Then, further cut back to a *40 minute* service. It now has a frequency of *60 minutes* !! This has the following effects. a) If the bus runs early (as frequently happens - and anything up to 6 minutes!) one has to wait one whole hour for the next bus. ie; it effectively then becomes a 2 hourly service. b) A lengthy wait has the effect of persuading car owners to simply use there cars, rather than put up with a prolonged wait. We should be encouraging more use of buses - not less, in order to cut down on pollution.

2) Bring in measures to enforce drivers to keep to the timetables. It should be borne in mind that it would be far better for buses to run a couple of minutes late, rather than early, whilst on the run. For often time can be made up near to the end of a run. Award harsh penalties to drivers who make a habit of running early!

3) Use *Mini Buses* (8 - 12 seats) on most feeder routes outside of peak hours. Again, I can draw upon personal experience here. During evening travel I have frequently been the only passenger in buses on several routes. Cutting back services during the evenings is not the answer. By utilising Mini - Buses, the frequency could be improved, which in turn may increase the number of passengers during these times. Successive Action CEOs have argued with me that the use of Mini - Buses would not result in any savings in costs. *This argument simply does not hold water.* Mini-Buses would be far cheaper to purchase; far cheaper to service; spare parts would cost far less; and would be easier and cheaper to clean. The only area in which a Mini - Bus would be as costly as a large bus, would be in the cost of it's driver ! There would also be the savings made because of the extended life span of the

larger buses, which would not be on the roads as much, thus extending their life span. Another advantage that would offer itself with Mini Buses, would be the possibilities for private hire, for functions of various sorts, for small groups of people, who would not even consider hiring a bus with a large capacity.

4) Feeder Buses. This also is another area where Mini Buses could prove to be most effective. They could be used in relatively small areas to pick up passengers, transferring them on to what I shall call express routes. These Express routes could run from (e.g.) Tuggeranong to Belconnen, via Drakeford Drive, Tuggeranong Parkway, Wm. Howell Drive, Bindubi St, Belconnen Way and Benjamin Way. Another Express route could be from Tuggeranong to Gungahlin, via Athllon Drive, Woden Interchange, Yamba Glen, Adelaide Ave, Civic Interchange, Northbourne Ave, Ellenborough Mouat, Barton Highway and Gungahlin Drive. Over time, other Express routes would need to be developed, but I feel that these two should be the 'starters'. The feeder buses would not run to a set timetable, but would be 'frequent' and possibly circular in routes, crossing over the main highways, with the express routes bisecting them.

5) Offer Age Pensioners a \$1 Pensioner ticket that can be used all day ! This will increase the number of people of pension age who use buses. It will also result in more pensioners getting out and about and participating in things within our society, for it will free up the time that they have.

6) Make connection times at interchanges more convenient. A difficult task, but one that should be given much more consideration, particularly where east/west travel is concerned.

7) Encourage the sale of books of tickets in retail shops. Offer discount incentives. This idea, if taken up sufficiently, would prove to be a time saver for the drivers, with the resultant journey time being cut. Which in turn would encourage more people to use buses. There is, indeed, a case for considering the cessation of ticket sales from buses, with all tickets being supplied by retailers, with further savings in journey times.

8) I feel that a team of advisors, all of whom would be people who rely entirely upon public transport for work, pleasure, shopping, appointments and so forth, should be appointed to advise Action Executives on all appropriate matters that relate to the use (in broad terms) of Action Buses. Said advisors should be drawn from various walks of life, in particular to represent Age pensioners, the disabled, parents, non car owners, and those who use buses exclusively for travel to and from work. Meetings should be held at regular, sensible intervals, when exchanging views could be of immense use.

I believe that the most important measures urgently needed to improve the use, and success of, Action buses are; A) Increase the frequency of buses on most routes. B) Improve the reliability of services, particularly with regard to keeping to scheduled times. C) Bring on the Mini Buses, in conjunction with the proposed express routes. D) Create the team of advisors now.

I Submit,
Yours faithfully,


V.H. Bayliss

MAY 14th 2007.