



Transport for NSW

Responses to Post-hearing questions

LEGAL AND SOCIAL ISSUES COMMITTEE

**Inquiry into the Use of School Buses in Rural and
Regional Victoria**

Hearing Date – Wednesday, 25 August 2021

QUESTIONS ON NOTICE

QUESTION: Page 26

1. Could you supply documentation that would give an overview of PTAL?

ANSWER: Please refer to the information provided at:

<https://opendata.transport.nsw.gov.au/dataset/ptal-public-transport-accessibility-level>

A document regarding the Public Transport Accessibility Level has also separately be provided to assist the Committee.

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2. Of the 60 000 trips a month of non-student travel, do you have any idea of the aggregated revenue associated with that number each year?

ANSWER:

Unfortunately, Transport for NSW is unable to extract this revenue information. The reporting method for contract management does not provide sufficient detail to identify whether it is generated from a school service or regular route service.

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3. How many of your buses and school buses are fitted with cameras or is there a requirement for cameras?

ANSWER: As at 30 August 2021, 46 per cent of school buses have CCTV. CCTV is a requirement for all new Category 3 and 4 buses, but not for smaller, Category 1 and 2 buses, though some operators also retrofit CCTV in those buses.

Public Transport Accessibility Level

December 2019

The Public Transport Accessibility Level (PTAL) Model calculates December 2019 public transport accessibility for every 2016 ABS Mesh Block in New South Wales. The TfNSW PTAL model is based on the Transport for London (TfL) PTAL. The full details of the TfL PTAL model can be found [here](#).

The PTAL model calculates an accessibility score (ptai) for every NSW Mesh Block and hour of day. The ptaí is based on walking distance and time to nearby public transport stops as well as frequency of service at each stop. The PTAL description (ptal) is then assigned based on the score. **Table 1** provides score intervals.

Table 1: PTAI intervals and PTAL Descriptions

ptai	ptal
NA	No Access
.01 - 5	1 - Very Poor
5.01 - 10.0	2 - Poor
10.01 - 15.0	3 - Moderate
15.01 - 20.0	4 - Good
20.01 - 25.0	5 - Very Good
25.01+	6 - Excellent

If a Mesh Block did not receive any score, the implication is that there is no public transport access for that Mesh Block for the given hour band. The full, original 2016 ABS Mesh Block layer is included and can be used to identify specific No Access polygons.

The first PTAL model input is the NSW General Transit Feed Specification (GTFS) data set. GTFS data provides public transport timetable and frequency information for every public transport stop, aka Transit Stop Number (TSN). Timetable information used in the PTAL model is based on available routes on Tuesday, 10 December 2019.

The second input is an origin/destination distance matrix, calculated along the pedestrian network from every Mesh Block to all surrounding public transport stops.

The following parameters are used to assign a ptaí score.

1. All Bus stops within 400m walking distance of a Mesh Block centroid.
2. All Train/Ferry/Light Rail stations within 800m walking distance of a Mesh Block centroid.
3. Any TSN within 400m (Bus) or 800m (Train/Ferry/Light Rail) straight line distance of a Mesh Block centroid
4. Any TSN located directly within a Mesh Block boundary.

Assumptions:

1. Tuesday represents a typical weekday travel day
2. School buses are excluded from the analysis
3. The shortest path to public transport spot is the optimal path