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Q 1&2

Public Transport is, and always has been, a public service. I was not aware that the assumed 'social compact' between constituents and Government had been, or is intended to be, changed. It part of what we pay charges and other fees for. It should not need to be self-funded or user-pays. Public Transport benefits all by reducing road use and offers improved health outcome with reduced emissions etc. And any cuts to services/staff etc are short sighted.

If State Government cannot pay for required services they should make the Federal Government pay, as, it is Federals who are driving mass immigration and subsuming the profits via taxation.

Public Transport also need to remain State owned, so as to provide jobs and income to State Government rather than profit to private overseas concerns. A perfect example our poles and wires. We owned the system only to see it sold off for private profit, and ever since have gouged again at the power meter.

Q3 and 5

All modes should be one price – set by distance. Increases should be gradual.

Q6

All modes should have peak and off peak – and should remain as they are now.

Q10

Concession costs should not be increased. Many older people not working would find increases difficult to absorb. With rental prices and social isolation an issue for many on pensions and fixed incomes, increases could in theory have too many bad flow-on effects such as increasing isolation.

Q 11.12 and 13. On demand.

Don't use it, however, reports of its' cost to the public purse clearly shows that a more cost effective method needs to be found. It would certainly be an advantage to people with limited mobility and/or transport options. Have IPART sought the input and views of the many local community run 'Transport' organisations that operate across Sydney? With appropriate funding perhaps these community volunteer groups could offer more/different services.