

- 1 Yes. Efficient and effective services encouraging more use of public transport. Particularly by individuals who are willing to pay a fair fare.
- 2 No. It is too long between rises. The fare increase is more drastic when the fares rise by 8.4% rather than say 2%.
- 3 I would say yes. It allows the operator more certainty. Encourages capital investment within the term of the contract.
- 4 No. Too much governance discourages investment in small to medium enterprises. There is a social and community benefit to the local services that could be lost if government departments make across the board determinations. Much like the capital cities deciding what will happen in the regional and rural areas without actually living the reality.
- 5 No. Businesses need to run without being over governed. If the idea is to tell operators what to do, then we need to go back to or go to having State Transit run all the public transport across the state. That would be inefficient then. Businesses are in business to make a profit. If they do their job well, then they employ other people, if they don't do their job well, then they go out of business.
- 6 The localised nature of the bus service encourages people to support each other. Many individuals relish the journey and catch up with their fellow bus passengers.
- 7 Yes. If you wish to encourage more full fare paying passengers, you need to consider the overall cost of a journey to them. Someone travelling for work or study could have to travel from one town to the next, not suburb. Conceivably a journey of up to 50kms each way. I acknowledge that in the larger cities people are travelling these distances, but it is possible to find work more easily closer to home in a large city than in a regional or rural area.
- 8 Yes. If someone is travelling for work or study from one town to another, then a cap on the total fare payable would help encourage more travellers.
- 9 Yes. Daily or a return fare for 70% of the cost of two single fares. Currently people willing pay one way and attempt to get a return lift with a friend or relative. If a return fare for two journeys could be used that would be beneficial. Some workers travel to the next town and stay one or two nights to lessen the cost of the travelling. Operators are better placed to understand these local issues, but may need a push to implement any changes.
- 10 Aren't they already? Will the implementation of the Opal Card NSW wide facilitate this? Of course they need to be.
- 11 Yes and they have taken it up with gusto when the bus service is available.
- 12 Yes. The population as we age are more likely to access superannuation benefits and so we need to pay that little bit more to fund the services we will be likely to use, if it that is only eventually due to mobility or senility issues.
- 13 I have no experience in this area, so no opinion to offer.
- 14 Define finely yes, we are one country NOT one state.