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Date of submission: Monday, 13 November 2017

Submission: It is disappointing that IPART appears in the draft report to have largely ignored the inequity of rural regional fares compared to metropolitan fares, even though this was a significant issue in the discussion paper. It is reasonable to seek to limit public transport fares in metropolitan areas in order to attract users from cars to reduce congestion and improve accessibility. In rural and regional areas the important quality of public transport is access to services and involvement in society (social inclusion). It is true that most users of public transport in rural regional NSW pay a concession fare. However, there is a significant group in the community who would use public transport more often if fares were affordable and a more complete network of services available. Not everyone in regional NSW has easy access to a car. The most important group are those without good access to a car who live in small towns and villages a considerable distance from regional centres. Travel to these regional centres is critical for access to services and facilities. Many of these small communities do not have effective public transport to regional centres. However, should TfNSW be able to establish these services the distance based fare scale proposed by IPART (should it be charged) may make the cost of a day return trip by a non-concession user unaffordable. IPART appears unwilling to cap regional fares at the same level as metropolitan fares ie \$15.60 per day (under OPAL). So might IPART consider capping full fares for longer distance trips at say \$30 return to ensure that services established in more isolated areas are more affordable for non-concession users who without the service may not be able to travel. An alternative might be to set the fare for a return trip at the single trip level for travel over a certain distance.