

Author name: Anonymous

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Submission: Hi,

While the proposed integration of fares is very welcome, the proposed structure utterly fails the test of simplifying the fares, often a key rationale behind integration and is more difficult for customers to understand. It took me over an hour to decipher what the proposal meant for a few trips I often do. While I certainly do appreciate paying less, this system is more difficult to understand than the existing system. The best solution to this is full fare integration.

But since IPART is stubbornly unlikely to go down this route. (Mainly due to your unwillingness to radically change or abandon the idea of "social optimal" fares in making this one off review). Here are a few changes I would like and thoughts on the report.

1. Align bus etc. and peak rail fares so they match up to 25km/35km. The reduction of peak rail fares less than 3km is unlikely to do much harm as the average trip length on rail is very high. Off peak fares and calculation method (as in Box 2.2 of report) will remain as proposed.

2. Reduce Off peak ferry plus other modes will be capped at the proposed \$7.39. The increases beyond that to \$10.86 are really for peak rail fares.

3. I can understand the introduction of a new rail band over 65km to make sure the new straight line calculation doesn't disadvantage revenue but given how slow NSW train services are, I question the wisdom of this decision. Consider dropping the final 100km+ fare band and creating an 85km+ fare band, as an example.

4. The proposed 40% hike on paper tickets fails to take into account the possibility of new single use Opal cards. What fares does IPART propose on these tickets? Particularly as the rationale for penalising users of the parallel system is gone.

This is all I have for now and I look forward using the new system.