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Submission: I wish to address several points in the IPART review of Public Transport Fares in Sydney and Surrounds:

- By changing to straight line charging for rail, your report suggests significant savings for some rail passengers, citing a 26% savings from Cronulla to Town Hall
- What the above fails to mention is that fares from some areas will go up substantially, for example a 47.82% rise in weekly fares from Engadine to the CBD, from \$38.56 to \$57.00.
- It makes no sense to price rail journeys on a straight line basis, as the rail infrastructure is fixed, with corresponding fixed costs
- Your summary states: "Fares will continue to be different for rail, ferry and bus passengers ... This reflects the different costs of providing the services." – if it is recognised that the fare structure can be different for different modes of transport, then it also makes sense to price according to the infrastructure
- Charging for the 10 most expensive journeys per week instead of the current 8 overall journeys – if the intent is "to stop the rot" of people taking 8 cheap journeys early in the week, why not instead charge for the 8 dearest journeys and thus retain the savings that people enjoyed with Travel 10 and weekly/monthly/quarterly/yearly train fares? – the incentive should be to get people onto public transport for the whole week!
- Your summary states: "How we set prices – IPART's fare proposal package is based on setting socially-optimal fares at the level that provides the most benefit to both passengers and the community as a whole. It requires a balance between fares that are sufficiently attractive to encourage use of public transport, but are not so low as to put extra pressure on infrastructure."
 - Is the \$2.50 Sunday fare cap putting extra pressure on infrastructure? – I would argue that the trains are already running, and there may as well be people on them - paying a small fee, travelling around Sydney, boosting the economy!
- Moving seniors without a Pensioner or War Widow/ers Card from a Gold Opal Card to an Opal Concession Card (with the corresponding fare cap of \$9 per day) may entice more seniors back onto already congested roads. I am particularly concerned for ageing self-funded retirees, some who may be on restricted driving licenses. It seems particularly unfair to discourage their travel on public transport!

IPART Review – Public Transport Fares in Sydney and Surrounds

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