

Author name: Anonymous

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Submission: The transport fare, both the single transport fare and the total fare per week, will increase gradually in next three years, although it seems like a bit "cheaper" for single fares in next 12 months. Throughout the whole trend, little cost reduction at the beginning is tantamount as a "trick".

According to the draft, one of the most important reason for this fare structure change is a 150-million deficit in public transport for NSW gov per year. But let us have a look about an essential part of what the "deficit" really mean: light rail. This procedure is opposed by Randwick councils urgently, as destroying the eco-balance in relevant areas, especially for Centennial Park and Moore Park, not to mention the old street trees. Furthermore, comparing the fare of bus and light rail, commuters prefer bus than light rail. In that case, this city light rail plan won't such benefit general commuters as expected.

Public transport development, besides the promotion of opal cards, is to encourage the public use public transport rather than private cars to alleviate traffic congestion pressure. However, excessive fares will absolutely lead to more private-car use. It runs counter to the original intention of public transport.