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Submission: I live in Carlingford, allowing me access to public transport in three ways: train, bus to Epping, or bus to Parramatta. I am a full time worker in the City.

I effectively have a choice between a train service that takes 45-50mins, with average 45min frequency in peak periods, or a bus then train that takes 1h-1h10mins, depending on connection times. In off-peak periods the frequency becomes 1h vs 30min. I believe it is unfair for me to pay more than others living the same distance from the city to access acceptable frequencies. I am money conscious, so will plan to take the train, and only take the bus if I have missed the train.

I disagree with D1, but understand why it has been done. My preference would be that fares are the same for all journey types.

I agree with D2. This will be beneficial when the CSELR is implemented.

I disagree with D3 A flagfall structure may be simpler, with a fixed flagfall for the most expensive mode, plus a straight-line distance charge that is the same for all modes. This should be easier to calculate and explain to tourists (on a website, or in person) who are trying to understand fare structures.

I agree with D4. This is beneficial for me.

I agree with D5. Part (i) does not affect me much. Part (ii) is beneficial to me.

I partly agree with D6. Increasing the off-peak rail discount will benefit me as I currently use an off-peak service that is under-utilised. I believe that bus, ferry and light rail services should also have an off-peak discount to encourage use. The times should be the same as present for all modes.

I agree with D7.

I partly agree with D8. I believe that the cost incurred should be the eight or nine most expensive journeys in a week. This maintains a discount for full time workers, similar to the old rail weekly, bus TravelTens and FerryTens. A weekly cap should also be maintained.

I disagree with D9 and D10. The daily and weekly caps should increase from \$15 and \$60 respectively by CPI inflation yearly, starting in July 2016, from a July 2015 base.

I partly agree with R1. These caps should be 50% of the adult daily cap for that day, for simplicity. Also, why should students be charged more on weekends as a percentage of that day's adult cap, when they are likely to be travelling to/from a weekend job?

I partly agree with R2. The Sunday adult daily cap should be increased to \$5, and also introduced on Saturdays to spread patronage across the weekend. This daily cap should also be introduced on all days where weekend service is provided i.e. public holidays, and working days between Christmas and New Year.

I agree with R3, R4, R5.

I partly agree with D11. It could be as high as 50% I believe.