

Author name: Anonymous

Date of submission: Saturday, 2 January 2016

Submission: Dear ipart

Whilst most seems satisfactory in the submission the massive increase for rail passengers over 65 Km is unfair due to

1. poor frequency of service. Short distance passengers have a service every 10 minutes whilst long distance is can range from an 1 hour o 2 hours eg Lithgow to the city

2. regular changing from bus to diesel train to electric train ie from Penrose (Southern Highlands line) to the city. or Bomaderry on the Illawarra line. If there is a breakdown bad luck your often an hour late

3. The carriages are old many on the Blue Mountains and Newcastle line up to 30 + years old and subject to frequent breakdowns or carriage closures.

4. Absysmal customer service from NSW trains especially when there is a problem..

5 Not even water on long distance trains this real third world treatment to the passengers.

ipart should be encouraging people to use the long distance train with reasonable fairs. They should not increase above the CPI.

If the fairs go up many will use cars to the nearest service with in 65 KM and clogging up car parks for the locals. Such a increase will cause loss of revenue to rail transport not gain. Finally people who are travelling from long distance areas ore not the wealthiest people and cannot afford public transport at these rates

NSW trains should made to starting taking best practice especially in regards to track work using single line working rather closing 100s of KM of rail line for a few KMs of work. Incidentally the trackwork buses do not have opal card facilities so many travel for free. Stations are either a long distance or closed during trackwork so opal cards are not used my any

This is an area ipart needs to work on

Thank you

██████████