

Submission Public Transport Fares in Sydney and Surrounds

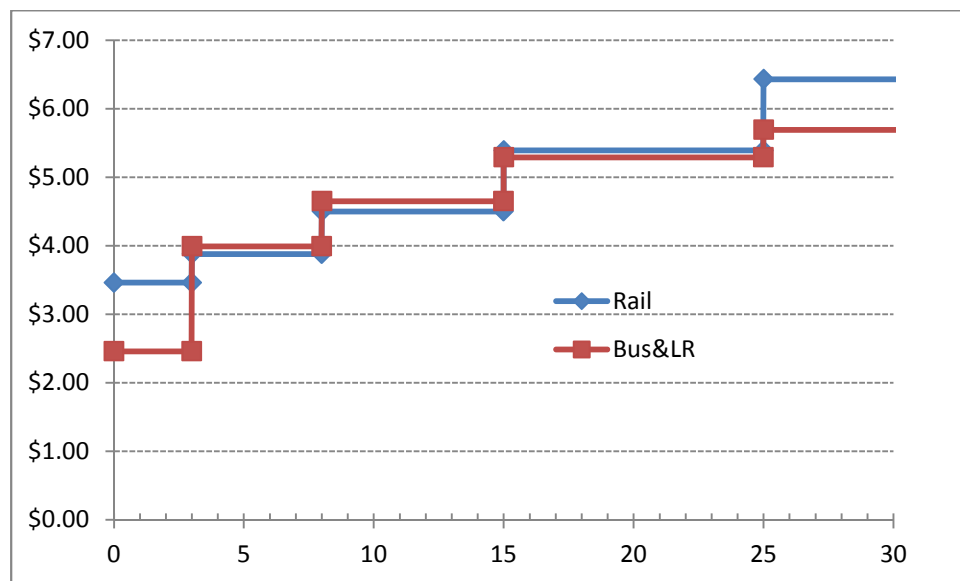
Draft Decision 3

Tables 1.2 Single bus and light rail fares

It is not clear why bus fares (and light rail) fare for the 25 to 35 and over 35km distance bands are the same. I would have expected the top distance band to be higher than the 25 to 35 km distance band.

Table 1.1 and Table 1.2 Rail and Bus/Light Rail fares from July 2018

It is expected that the fares from July 2018 will have time to make the between mode adjustments. It is very surprising that for some distance bands the bus fares are higher than rail fares. See chart below.



Draft Decision 4

I support the proposal to adjust fares for multi-modal journeys. It seems that the proposed multi-modal fares still have some anomalies, especially those involving off-

peak rail journeys. For example from July 2018 a bus journey of 35 to 45 kms is \$5.69. If however that passenger also makes off-peak rail trip as part of the journey, then the fare will drop to \$4.48. The fare system is encouraging people to undertake additional travel to obtain a cheaper fare. I note that rules can be implemented so that a passenger does not obtain an actual discount, however it does suggest the need to review the fare schedule.

Like rail, there are major costs associated with operating buses in the peak period, with the off peak costs considerably reduced. I recommend that IPART consider not having bus fares in the off-peak for any distance band higher than the corresponding off-peak rail fare.

Draft Decision 9

Currently the daily cap is \$15 and the weekly cap is \$60 giving a weekly/daily ratio of 4. There appears to be no commentary in the draft decision on the linkage between weekday daily cap and weekly cap. The weekly/daily ratio varies for each year. What is IPART's view on the weekly / daily cap ratio?

Year	Weekday Cap	Weekly Cap	Ratio
2016-17	18	65	3.61
2017-18	19	70	3.68
2018-19	20	75	3.75

Draft Decision 10

There appears to be no commentary on fares on public holidays which occur on weekdays. It would seem appropriate for Saturday and Sunday daily caps to apply on public holidays. What is IPART's view on the daily caps for public holidays?

Draft Decision 11

I support the concept of a premium for paper tickets. There is a single transaction fee involved with paper tickets and hence a constant 40% premium does not seem appropriate. I am envisaging something like \$1 and 20% is a more appropriate premium. I haven't undertaken the calculations to determine an appropriate pair of values to recommend. I suggest that IPART consider a fixed fee and percentage for the premium rather than just a percentage.

Whilst the station access fee to the airport is outside of scope of IPART's remit, a 40% premium on this travel does seem to be very excessive.

Table 3.1

I note that many of the 2015 fares listed in Table 3.1 are incorrect. For example 3 to 8 kms in Table 1.1 is \$3.38 whereas in Table 3.1 it is \$3.45.