

Submission to Public Transport Fares in Sydney and Surrounds Review

I am a regular user of public transport, catching 3 buses to get to work each weekday and using public transport services on Sundays for outings with my partner, family and friends.

I understand IPART has been asked by the Government to make the fare system fairer.

My weekly commute to work will increase by 19.3% if the proposed change to the current after 8 trip free travel threshold is adopted. Is this increase fair (19.3%)?

Current weekly cost of return journey to work: 10 trips (8 paid + 2 free) @ \$3.50/trip = \$28.00/week.

Proposed weekly cost of return journey to work: 10 trips (10 paid) @ \$3.34/trip = \$33.40/week.

Increase \$5.40/week (19.3%).

Is this change really necessary? Are people really rorting the system to a significant extend? Is supposed widespread rorting really supported by hard evidence? Is it fair I pay the penalty (19.3% rise) for the rorting of what I suspect is a very small number of people? My request is that the current system of free travel after 8 trips be retained.

In relation to the proposed daily cap increase from \$2.50 to \$7.20 on Sundays, a 288% increase. Is 288% a fair and reasonable increase? 288%!!! I request that if there is to be an increase in the Sunday cap then the change should be modest, maybe up \$0.50 to \$3.00. A \$0.50 increase is still a 20% hike.

Myself and my family support public transport as a social and economic necessity. We support public transport by using it. The above changes provide us a disincentive to use public transport and may force us back into our cars. Is that a good thing socially and economically? No.

In an increasingly congested Sydney, people must be encouraged and given incentives to increase their regular and on-going public transport usage. Many of the changes and increases proposed in this review will work to reduce frequent and consistent patronage. For reasons of personal economics, people will be forced to use their cars as there will no longer be a more competitive and compelling public transport alternative.

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