

### Step One Integrated fares

Opal card data is one of the missing keys to getting the mode change data that the decision to have integrated fares hinges on, as this is not included at this point for this discussion on integration.

Due to the transport growth over the years, having been delivered on sometime superficial data it has led to the mixed mode journey being the nature of Journeys in Sydney region.

Then the question of is 5 kilometres in a bus as cost effective as 5 Kilometres in a train and the price differentials to the provider [mode operator] reason enough to have separate pricing

My argument is if it is that the plan outlined in NSW 2021 is the direction we travel then we need to have Integrated fares 5 Kilometres on any form of public transport should be the same.

Reasons

The mode used on a split mode journey effectively penalises all operators over time, so that the taxpayer subsidises other private transport related costs.

Its far more efficient to have a full bus or train ,ferry and light rail operation than to clog the streets and roads with cars!

the economic and environmental costs of private single person journeys are a huge cost to all of the citizens of NSW

Lets make public transport in Sydney region a economic driver for growth

Kim Riley  
Westmead NSW  
2145