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Submission: IPART's methodology of varying the fare based on distance travelled rather than what is occurring right now is a welcome relief to all Sydney commuters. I propose, however, that the calculation for the longest straight line distance travelled be broken down into more sections. Preferably into 1km blocks rather than 3km , 8km , 15km , 25km, etc blocks seen in this IPART report.

The breakdown I'm proposing will make the fare structure more equitable. Hence a simple journey for someone leaving Chatswood Chase, Bondi Beach or Manly Beach on a bus and travelling only 2-3 stops would reflect the journey travelled rather than a 3km penalty as proposed by the IPART fare structure. Another example, someone wanting to quickly jump on a train from Circular Quay to St James Station would reflect the short journey travelled rather than a penalty 10km fare IPART is proposing. This type of fare structure would align NSW Opal Cards with best practice used in Tokyo's and Berlin's rail system.

The benefits would be immeasurable. The system will appear to be more transparent and fair. Also, patronage should increase on shorter journeys.