

Sir;

I am dismayed that apparently fewer submissions are being received for the major restructure and dramatic increase in the costs of using cityrail. Could it be that others are still astonished that planned and promised extra service: the North west rail link: Epping to Rouse Hill, or the Northern suburbs metro have been scrapped. Why would we bother submitting to a body which is charged to report to a Government that appears not to care; or which is apparently so incompetent that it cannot remember to specify trains that can run on the main northern line (too steep Meadowbank to Pennant Hills for the Millennium); the Epping -Chatswood link (not even the Tangara's are capable of this line: never mind; there will be enough K-sets for a while.... won't there?). Is there a contingency plan I wonder to get a full of commuters train which dies of old age and stops under the Lane Cove River one morning?

I have travelled on the Sydney network since the 1950's and I cannot think of any other technology I use that has changed (ie improved) so little over that time. Further, many of our everyday technologies have in fact become cheaper/more convenient/easier and more useful in their applications, in market contrast to the trains. (Admittedly today's Red Rattlers are apparently, the K-sets: like those 50 years ago; no heating or cooling!!)

I have traveled daily now for over 5 years for journey times of close to an hour each way to and from the CBD on the Northern and the North Shore lines, and occasionally on inter-urban services. In that time, I have seen timetables changed to less frequent running (giving better on-time running: do the experts really think we can't see through that one?!)

Unlike other cities, there has been virtually no increase in the amount of track as new suburbs appear; bus services to suburban stations from outlying fringe areas boom; standing in peak periods become essential unless one is lucky enough to live near the commencement of the route).

I am fortunate enough to live and work in walking distance to the stations: if I had to take a bus journey I would be adding a separate ticket: public transport yes, but where is the integrated ticketing system I have used in other major cities all over the world - or in other capital cities in Australia?

And I have also travelled in other cities in the world: our system is so far removed from most of them that it is sad: one thinks of Paris, Moscow, China's cities: and of course New York's subway. Any journey: \$3. Unlimited journeys anywhere on the system in a week: \$25.

No wonder the long suffering commuter will see little point in spending his spare time submitting to yet another enquiry! What happened last time? What improvements have started to happen? Is it any wonder he doesn't bother!!

But in NSW while we have voluntary submissions to Government enquiries such as those commissioned to be carried out by iPart, we still have compulsory voting. Any significant slugging of the long suffering public between now and the next election will mean that the Government which has shown such appalling examples of incompetence, mismanagement, impropriety and disregard for the needs of the community, will then get the determination it ought to fear every single day. Has a calculation been done on the correlation between cityrail fare rises and swings in seats?

P. Bryson