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**Sent:** Wednesday, 5 November 2008 8:06 PM

**Subject:** Objection to Fare Increases on Cityrail

To whom it may concern

**Objection to Fare Increase Proposals**

I wish to lodge my objection to proposed fare increases as detailed in the document entitled "Draft Report - Review of CityRail fares 2009-2012".

The grounds for the objection are based on the fact that IPART is seeking, in a large part, to fund investment in Cityrail using commuters today and in the future to pay for it. The long suffering commuters have already been over-paying for what can only be described as a third rate (if not third world) service. The utter inefficiency of the group over the last 30 years with the rise in unionised labour force combined with the absolute failure of successive Labor NSW governments to fund the system has resulted in a city with less public transport infrastructure in terms of (trains/trams etc) than it had 100 years ago is a crime and a shame. At the same time Federal Gvt has failed in its obligations to be economically fair to the largest and most populous city in our country through inadequate rebate of the GST and other taxes.

To ask the commuters today to pay for the crimes of the past with no improvement in service standards likely for 10 or more years is not appropriate or fair. Settling for the cheaper and less environmentally conscious choice of roads and allowing development of new suburbs without adequate provision for suitable mass public transport is a mistake which Sydney is, and will for many years, pay for.

I would urge IPART to look at London and NY to seek inspiration on how to build/operate and maintain an urban railway system. Over 200 years ago the British and most other countries recognised the positive economic and social externalities from public transport infrastructure. This seems lost on our governments in Australia today.

The Federal Gvt should issue bonds (just as it did for all other major infrastructure projects in our history, like the Snowy Mountain hydro scheme and the Opera House) combined with selective use of the Futures Fund as a source of funding for major railway building programme of works. This should include new rail lines in the F5 corridor and not another road to nowhere.

To increase fares to the degree IPART is suggesting will only result in increased road usage, less patronage of the trains and worse funding and services on **our** trains over the long term.

Yours (a very concerned and suffering) Illawarra and Sutherland Line user