

Sent: Wednesday, 5 November 2008 12:04 AM

Subject: FW: proposed fares for public transport cityrail

To

The Cityrail Fare Reveiw committee

I wish to thank you for this opportunity to submit the following re the proposed fare increases.

I have read the proposed fare structure and I am at a loss to understand how any one can make such a proposal in this day and age.

The proposal to charge for the exact distance travel would set Cityrails fare structure back some 40 years (this is only a estimate) to charge per kilometer and not to 5 kilometer bands that currently exist and make New South Wales the only state in Australia with such a system.

The facts are that every passenger in Brisbane Melbourne Adelaide and Perth have intermodal fares now the number of fares bands vary as do the fares charged with Brisbane having some 23 Melbourne 2 Adelaide 1 and Perth 9.

There does not appear to be any true review on how fares were arrived at and to dramatically improve the tickets available to the passengers only to increase fares.

As an example the Suburban Train Bus and Ferry ticket remains as

1 Government services only

2 Still limited to the old Suburban area of Cowan, Emu Plains, Macarthur, Otford.

Why not have a Cityrail system ticket such as pensioners have and as this includes Privately owned Bus and Ferry services.

There was a time IPART set fares to a service Quality and service Quantity this has been dropped for some time and weather it was under direction from the NSW Government or not would be interesting to know.

The question of Quality and Quantity of service I raised is in relation to Peak hour services as the following areas Blacktown to Richmond, Lidcombe to Liverpool via Sefton, Lidcombe to Bankstown via Regents Park and Hornsby to Berowra all have a 30 minute service in the **PEAK HOUR**.

As far as other cities in Australia are concerned this is the only Capital city that operates such a poor service during PEAK HOUR yet Cityrail has trains entering service after 6 30 am and other trains finish by 8 30 am.

The poor service on the Penrith line with gaps of more than 39 minutes 4 03 am then the next train is at 4 42 am.

Travel passes;

since the introduction of Travel passes there has only been some minor changes but a quick look at the Travel Pass map shows such a dysfunctional pattern that there is a clear case for a total makeover, in practice the Red, Yellow, Purple should be the only colours as Green only appears between 2 stations on the Illawarra it does not appear at all on the North Shore line at all, and Pink has a similar haphazard pattern.

I must return to my main theme and the is;

1 The lack of Intermodal ticketing in Sydney is putting Sydney in the spot of the only Australian capital without intermodal tickets, and I wish to say the proposed Tcard was not a intermodal ticket it was only a payment method, nothing else other than a payment system despite statements made by the Government calling it a Ticket every change of mode added to the cost of the journey!

2 The proposed fare structure is set in history IPART should have proposed the reduce the number of fare bands or zones and to retify the other ticket inconsistances, Why is that interurban passengers do not have access to Travelpasses

3 The poor level of service that Cityrail gives its passengers is not World best practice or reasonable.

4 The Governments policy on Green house gas emissions and its operation of public transport are two different stories no line in Sydney has a constant 3 minute service and on week ends the standard time table is 30 minutes 40 years ago the Bankstown line was at least 15 minutes 7 days a week.