

---

**Sent:** Monday, 3 November 2008 10:20 PM

**Subject:** Review of Cityrail Fares 2009 - 2012

As a low income earner who relies on the public transport, the draft to increase the fare is not welcomed in my stance. Though fares and other prices continue to rise, I don't see an equivalent raise in my salary package.

Firstly, there has been next to no improvements made for the Richmond line and having to pay more for an overcrowded service, or lack thereof is a disappointment. I'm certain that my above point does not only apply to the Richmond service, but it also applies to the other lines which I try not to engage myself in since it is much more convenient for me to drive to those locations.

On average, the peak hour train frequency on the Richmond line is about once every half hour. This reduces to once an hour during off peak. After 9pm, Richmond trains stop running from the city altogether. What's the deal here? It's a rush to get to work, rush to finish work, rush to finish dinner so one can catch the last Richmond train?

I find that on most occasions, commuters who require to travel to Richmond end up taking the bus, taxi or called home to be picked up from Blacktown station after hours. This is additional costs incurred on top of the weekly ticket which would have been utilised had there been sufficient service to cater for the needs of the Richmond line.

The frequency of the train services should be placed as the key priority in meeting the demands of Sydney commuters. The reports published criticised the passengers for delaying the train. Reports even suggest that removing the 3 seater section of the seats will make it quicker for people to get on and off a train. How ridiculous in wasting money to replace the existing seating already available.

How about this? Increase the frequency of the services, so people are less inclined to squeeze into the 'only train' that they must catch to their destination? If the services are more frequent, there will be less overcrowding, on the platform as well as on the train. This means more comfort and ease of movement so the trains can run more efficiently.

For the Richmond line, I suggest 15 minutes frequency during peak and half hour during off peak. Seriously, fifteen minutes is not that long for people to wait and overcrowding will not be so much of a problem, but half an hour, and people will definitely push and shove to get on the 'only train'.

For the services we are currently provided, there is no justification for an increase in fare. There is no improvement in the comfort level or the availability of the service. Services on the weekends are so sparse that I cannot rely on the service even with a weekly ticket, hence, I drive for the sake of convenience and safety.

Lets think about it in a rational way. It is no wonder a number of people prefer to be on Centerlink payments rather than working as it is the sweeter option. Going to work, on a low income job, having to deal with work pressures, traveling time of an hour and half and costs of travel really does take it out of a person. The last thing one needs is a fare increase, but not being able to get home safely after 9pm.

The day City Rail is able to provide an adequate service, yet reduce the ticket prices to a level which is so economical that it deters people from driving would be the day I am placed in charge. Do the right thing. Save the environment, save the Cityrail image. A fare increase is not the answer to overcrowding trains.