

**To:** IPART Mailbox

**Subject:** Review of Fares for Metropolitan and Outer Metropolitan Bus Services - call for the extension of Travel Ten, Travel Pass and Day Tripper Tickets to private bus services

Dear IPART,

I would like to make a submission to the current review of fares for metropolitan and outer metropolitan bus services.

I recognise that it is possibly too late in the current fare review process for the issue of extending multi trip tickets (ie Travel Ten) and multi mode (ie Travel Pass and DayTripper) tickets to private bus services to be adequately considered. If this is the case, I would ask that this matter be considered at the next review of metropolitan and outer metropolitan bus fares.

While there have been improvements in relation to the equity of bus fares across Sydney, there still remain significant inequities between public transport users in outer metropolitan Sydney and the inner, eastern and northern suburbs.

From a passenger perspective, one way to reduce these inequities would be to extend multi trip (ie Travel Ten) and multi mode (eg TravelPass, Day Tripper) tickets to private buses. There are significant savings (not to mention substantially increased convenience) arising from both these types of tickets, but these savings are not available to passengers who use private buses. This is particularly so for the casual bus user who does not benefit from weekly tickets, or the parent travelling by bus with several children.

Private buses are predominantly in areas that are less affluent than those areas served by State Transit buses, as well as being in areas that are relatively poorly served by public transport overall. This is perhaps one key reason (not overtly considered in the report) why users of travel ten tickets have higher mean and median incomes than those who use single tickets (as per Figure 15.3 in the draft report). The option of a travel ten ticket or travel pass for private bus services (where mean and median incomes are less) is simply not there.

While the introduction of weekly bus tickets has addressed some of these inequities, the introduction of these multi trip and multi mode tickets to private bus services would go even further to ensuring the more equitable provision of public transport across greater Sydney. It further would reduce some of the tyranny (and expense) of distance suffered by those who cannot afford to live closer to the city.

Already the NSW Government's Funday ticket (\$2.50 per person for families traveling on a Sunday) includes travel on private bus services in addition to the government buses, ferries and trains, so presumably the concept is feasible.

Your consideration of this issue, either in this or the following review of bus fares, would be much appreciated.

Regards,

Cathy.