

Wayne Styles

12th June 2003

The Chairman
IPART
Level 2
Market Place
Sydney NSW 2000

To Whom It May Concern:

It is only by reading the paper that I found 'StateRail' is trying to increase fares yet again. They must be kidding. If their fares had some notion of equality about them, perhaps they could justify it.

Please bear in mind that living in Ashfield I use the train system as often as possible, and thus I will explain some of the inequalities in the system.

1. If I travel Ashfield to Burwood return (only 2 stops) at 5.00 a.m. (note that is morning), I pay a staggering \$4.40, even though it is not peak hour.
2. My normal travel, however, is from Ashfield to Artarmon on the North Shore, and I pay \$6.80 at 5.00 a.m., even though again it is not peak hour. The 4.54 a.m. train is perpetually late, and always seems to **miss** the connection to the North Shore, so I am forced to get the 'Nightride' service to the city – rather than that train.
3. I normally get a Red Travelpass (cost \$30.00) as I work shift work, and I think it is better value than a weekly rail pass. The cost of this has gone from \$12.80 to \$30.00 in twelve years – a rise of 130%. So much for State Rail and claims of sticking to the inflation rate. I wish my wages had gone up by that amount!
4. I get quite angry that stations are not manned **for** train tickets as out of hours people blatantly rort the system by getting half price tickets when there is no one at the ticket window.
5. Where are the new 'Millennium' trains? They were, accordmg to my information, supposed to be used on the Bankstown line (my line), but seem to have vanished as of late, although I did see one at Everleigh train sheds the other day...?

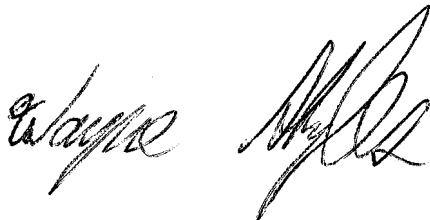
What I have stated are my own experiences. State Rail should ~~try~~ and make it fairer – encouraging people back onto trains, as if I used my car to get to work, it would be a break-even scenario. I have often been forced to catch taxis for the last part of my journey to work, to be there on time, due to the trains not connecting – which has cost me EXTRA money. Naturally this has always made for a bad start of the day!

Some suggestions perhaps:

1. Make peak hour fares between 7.15 a.m. to 9.15 a.m., and **4.30 p.m.** to 6.30 p.m.
2. Reduce the price of at least the rail weeklies to make them more cost-effective to the consumer.
3. Have special rail/bus weeklies calculated from destination to destination, as who necessarily wants to catch a ferry to their destination?
4. Have 5-day passes (i.e. Mon-Fri) as I would suspect many people only use them on normal business days, and not on weekends.

These are some of the reasons why I think any rail fares being raised are not justified until many problems are addressed.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Wayne Styles', with a stylized flourish at the end.

Wayne Styles

PS I would be happy to be involved in any discussion on this subject, time permitting.