

9 October 2008

Subject: Review of CityRail fares, 2009-2012

Dear Sir/ Madam,

As a regular user of the Pink Travel Pass, I am not satisfy with the proposed prices changes

The cost of the travelpass is increase, but the cost per km in not.

The last restructure of Travelpass was about 10 years ago, when there was a Brown Travelpass

As the cost of the Travelpass increases, the travelpass stations should change, for example

Travelling from one part of CityRail Pink Zone (Liverpool to East Hills) would required a addon ticket of \$3.40 single or \$6.80 Return (the shortest and the most expensive option), while it would take over 2 hours to travel to Holsworthy from Liverpool via City is the (cheapest no addon cost and the longest option).

It makes sense for CityRail to increase \$5 a week on a Pink Travelpass if I were travelling from Liverpool to Holsworthy on a pink travelpass or else its not worth it, since i hardly use the Purple Travelpass, since it expensive.

Take Travelling from Pymble to Thornleigh on a Pink Travelpass makes sense because you don't get fine for travelling to Hornsby to change trains. This should apply to Glenfield

The Pink Travelpass zones should change to Bound by Glenfield via East Hills or Granville/Regents Park, Blacktown rather then Seven Hills

The Yellow Travelpass zones should change to Bound by Guildford (25km), Westmead (25km), Dundas (24.8km), Beecroft

The Green Travelpass zones should change to Bound by Gordon, Hurstville, Beverly Hills

The Green Travelpass zone is price so low for travel to Epping and Regents Park via Lidcombe or Bankstown for the equilvent of a Yellow Travelpass.

Please consider my suggestions, as I see the current CityRail Travelpass zones unfair,(especially Western Sydney) and should be value for money passes.

Thank You,