

Dear Secretary.

I note the terms of the Inquiry and submit a View.

The current structure of the hourly fare ought to reflect the exigencies of the traveller. An hourly ticket limits opportunities for travellers to participate in activities, of a short duration. A two-hourly ticket would encourage, greater patronage, than the current allowance. It is noted that the two-hourly ticket is in usage in Perth and is especially popular with commuters from outside the immediate access of the city's Central Business District. This is relevant to travellers, who have limited time available to travel to business and shopping centres.

The Seniors' Concession ticket ought to reflect encouragement of travel. The current practice of daily tickets, ought to be complemented by time travel tickets, that encourage broader participation. It is noticed that a major section of public transportation users, are those who enjoy the Seniors' Card concession. It is my view, that to effect efficiencies of time and administration, that a WEEKLY and MONTHLY ticket be promoted. This would be appreciated by users and would alleviate delays in boarding public transportation outlets. A further efficiency would be the promotion of time-ten ticketing, currently in popular usage. The need for Seniors to be encouraged to participate in public transportation, would be enhanced by timed, weekly and monthly participation

The current structure of the timed fare is of benefit for travellers. It allows for an easy understanding of usage methodology and has been accepted, as the contemporary manner of patronage. Indeed, the practice ought to be structured in Sydney and its suburbs. It permits ease of understanding, reduced times in travel and has simplicity of practice.

The current encouragement, within inner Newcastle, of free travel, within defined time scheduling, ought to be extended to Beaumont Street, Hamilton. This would encourage a broadened area of interest and patronage. It would encourage interest from Newcastle and Hamilton commercial centres. With renewed interest in inner-city domicile, it is a favourable encouragement, for the current system to be extended to Hamilton. Both commercial and business centres of inner Newcastle and Hamilton would have opportunities of cross customer accessibility.. The concept would encourage a lessened interest in inner and outer city parking.

There are other aspects of public transportation of timed and seasonal scheduling, routing, outlets, community participation, free access, that ought to form part of a review of community transportation.

The immediate aim of the Inquiry ought to be a structured systemisation, that encourages a strengthened participation.

I am available to assist the Inquiry.

With due regard.

Robert Lutton