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I am making this submission to IPART as an individual who uses public transport. It was disturbing to read the Ministry of Transport's solution to the inconsistencies that have arisen by TravelPasses being available of Sydney Buses but not private services. The Ministry of Transport appears to be suggesting the withdrawal of these tickets rather than expanding them to passengers of private services.

I live in areas serviced by Sydney Buses but work in a region (Western Sydney) that predominately has private bus services so am aware of the differences in the services to these areas. I work in Western Sydney as a Regional Transport Development Worker and have made a separate submission to IPART in this role.

I decided to write this submission as I am one of the people who would be affected by the withdrawal of an integrated ticket (the TravelPass). I unaware of research conducted into who uses these tickets and why, and I thought that at least one submission should reflect this and decisions I make in relation to fares.

I purchase a TravelPass every week and I have done so for a number of years. Predominately I've done this for commuting to and from work but I also access shopping, entertainment and services. It allows me spontaneity, am able to access large parts of Sydney; I can budget - I know how much I will spend on fares each week. If I decide to travel outside the TravelPass zone then I can purchase additional tickets.

As a result I don't own a car, nor see much need to. I live and work in areas where there are reasonable parking facilities with no parking meters so there are not the usual disincentives in place for me to use public transport. I believe I get benefits from using public transport but there are also inconveniences. Our system is unreliable – both buses and trains – reliable information provision in off peak times is almost non-existent; both of these raise safety concerns. In this public transport environment a TravelPass allows me to make choices about the modes I will use to reach a destination without additional costs. I argue regularly that these products should be made available across the whole public transport network for the reasons I and others use them – integrated fares **not** integrated ticketing are an integral part of an integrated public transport network.

In a typical week I am likely to get a bus and train to commute to work; I do this four to five days a week. The return journey will vary depending on what I'm doing. I may meet friends, visit my children, shop in a number of locations, and visit other services. In one day I may use up to eight buses and trains with journeys lasting from a couple of hundred meters to about 9 kilometers. Many of my journeys are short journeys when I'm carrying goods.

Generally during the week I use the inner west line to Western Sydney or the City as the Bankstown line (my closest) is to unreliable even during peak times, on the weekend I will use the Bankstown line as there are fewer bus services available to take me to the inner west line. I may use six different bus routes in one day to go across the region. There are weeks when I may use my TravelPass very little but I still purchase it on a weekly basis to retain options within a budget.

If what the Ministry is suggesting in their submission to IPART is implemented I would purchase a car and I would stop using public transport as I can't afford to support two modes of transport. I know that to use public transport costs less on an annual basis than a car but it cost you significantly more in time and convenience. Removing TravelPass tickets and replacing them with a standard 15% discount across all modes would tip the scales in favour of a car for me and other people I know. It would also undermine aims of bus reform by not increasing patronage on public transport to levels that could be achieved by enticing people to change their mode of transport from a car to public transport if TravelPasses with regional relevance are not introduced across metropolitan Sydney.

Regards,

Joan Gennery