

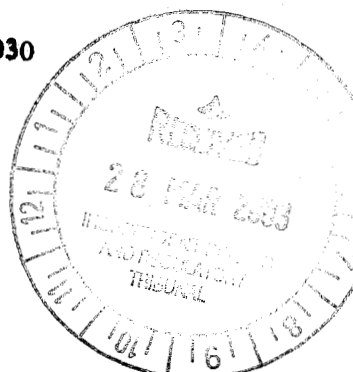
The Vacluse Progress Association

Established 1915

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Professor Tom Parry, Chairman
Independent Pricing and Regulatory Tribunal
PO Box Q290
QVB POST OFFICE NSW 1230



Dear Professor Parry,

Determination – Transport Prices – STA and SRA 03

We have previously directed attention to the desirability of fare structure modification for Sydney public transport, such that there is no fare penalty for passengers changing modes. The matter is especially relevant in our district, where available trip options include a bus/ferry combination for commuters to the central business district (CBD), bus/train options, bus-only travel, and – very importantly – a private vehicle option for most people.

Specifically in the local area, we have argued that the ‘flagfall’ component of the existing bus and ferry fare structure discourages modal change, and so the utilisation of ferry services is less than optimal, and land transport services and private motoring are unduly encouraged.

A recent development emphasises the importance of scrutiny of fare structures by IPART. Following changes under the *Better Buses – Eastern Suburbs* regime of Sydney Buses, there is no longer any formal provision of feeder bus services to integrate with the Rose Bay commuter ferry service. Instead, ferry passengers have to use the random arrivals of long haul buses, or the very limited carparking facilities at Rose Bay if they live beyond walking distance of the wharf.

The temporary closure of the Double Bay wharf has this week produced an interim Rose Bay ferry timetable which is much improved on its predecessors, being readily committed to memory because it is regular, and with improved frequency. While we applaud the improved service potential, we note with dismay that, still, the buses will not serve the ferries, and the fare penalties will discourage bus travellers from using the travel mode combination that otherwise suits them best.

We again request that fare structures in the 2003 Determination will be subjected to rigorous demand and inter-modal impact analysis.

Yours sincerely,


Michael Rolfe, President

27 March 2003