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Submission: Please see my attached submission. In essence I would like to see equity in pricing between regional coach fares and intercity (Sydney) fares. As an example it costs less to go from Goulburn to Sydney on a coach and train from NSW TrainLink than to go to Canberra from Goulburn on the same NSW TrainLink coach. Goulburn to Sydney is 194km and costs \$8.86 yet Goulburn to Canberra is 90km and costs \$11.62 for a full fare customer.

It is the very same coach yet the cost per km is \$0.045 to Sydney compared to \$0.129 to Canberra. And if you travel every day to Sydney your maximum cost is capped at \$50 whereas there is no cap on the fare between Goulburn and Canberra. The same pricing model applies across the southern areas of NSW on TrainLink coaches.

The average income in regional locations is less than that in the Sydney Region and whilst housing costs are lower, you rarely get discounts on consumer electronic and white goods and there are higher delivery fees; if a retailer will deliver. Kogan and Appliance online wont deliver outside major regional locations or major cities.

It is in this environment that the cost of public transport is higher and less convenient than available in the Sydney region

My submission attached has more details on the pricing.

Thank you

Ian Mondon

IPART Regional and Local Bus/Coach Fare Submission

There is a significant pricing disparity between what a regional customer pays for a coach trip with NSW TrainLink compared to customers in the Sydney intercity train and coach/bus network serviced by the Opal card system. To demonstrate my assertion please see the following table (Table 1)

All the costs are from the Transport Info web site using their Trip Planner. All the fares are for a one way trip. I have included a column indicating the cost per km which is calculated by dividing the fare by the distance of the journey.

Table 1

Trip	Distance	Fare	Cost/km	Fare Type
Goulburn to Campbelltown (Coach)	142 km	\$4.43	\$0.031	Intercity Opal
Goulburn to Sydney (Train)	194 km	\$8.86	\$0.045	Intercity Opal
Goulburn to Canberra (Coach)	89.9 km	\$11.62	\$0.129	Regional Booked
Cooma to Canberra	109 km	\$14.11	\$0.129	Regional Booked
Wagga Wagga to Canberra	253 km	\$25.73	\$0.101	Regional Booked
Eden to Canberra	261 km	\$35.69	\$0.136	Regional Booked
Balranald to Cootamundra	489 km	\$63.91	\$0.130	Regional Booked

The standout comparison is the fare structure between Goulburn and Campbelltown and Goulburn and Canberra. It is cheaper to go to Sydney from Goulburn than to Canberra from Goulburn despite Canberra being only 90km from Goulburn by road compared with 194 km to Sydney. Additionally Canberra is both a regional centre for Goulburn and a tertiary city that can meet all the needs of the Goulburn and surrounds population.

Why is there this disparity in prices particularly as the coach that goes from Goulburn to Campbelltown returns to Goulburn and then takes customers to Canberra? It's the same coach; there is no difference in the quality of the service. This pricing structure encourages people to go to Sydney rather than Canberra

This pattern is consistent when you look at other routes across regional NSW. Table 1 shows several other routes. When you calculate the cost per km for a regional ticket the average cost per Km is approximately \$0.125 or 12.5 cents per km compared to approximately \$0.04 per km for an intercity traveller travelling to Sydney.

The cost disparity results in the coaches generally only carrying customers who can travel on concessions. Potential full fare customers tend to use their private motor vehicles as the perceived cost and convenience are superior to the Transport for NSW pricing model.

I propose that the pricing structure be changed so that it is consistent with Sydney bound intercity train and coach fares.

Table 2 is a repricing of the regional routes fare structure based on a per km charge similar to the Sydney pricing model. I have chosen a price of \$0.045.

Table 2

Trip	Distance	Fare	Cost/km
Goulburn to Canberra	89.9 km	\$4.00	\$0.045
Cooma to Canberra	109 km	\$4.90	\$0.045
Wagga Wagga to Canberra	253 km	\$11.39	\$0.045
Eden to Canberra	261 km	\$11.74	\$0.045
Balranald to Cootamundra	489 km	\$22.00	\$0.045

This pricing structure is equitable between regional and Sydney customers. It is my opinion that if introduced it has the potential to lift overall patronage and therefore revenue on NSW TrainLink services as it represents a very discernible saving between the choice of public transport verses private motor vehicle. There are also the other benefits that are hard to calculate such as less accidents, less congestion in Canberra and the potential to encourage growth in regional locations

I acknowledge that there are other factors that affect patronage including the timetable, travel time stopping locations etc. These can be adjusted by NSW TrainLink but the pricing is held by Transport for NSW based on recommendations from IPART.

Thank you for considering this submission.

Ian Mondon

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