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Date of submission: Thursday, 13 June 2019

Submission: 1. Proposed objectives appear reasonable.

2. Affordability, predictability, and stability are more important.

3. Light rail and metro fares should remain aligned with bus and rail fares.

4. \$2 discount for transferring modes should be increased and kept equal with the lowest bus fare to encourage use of buses in combination with other transport modes.

5. Train journeys up to 5km should be cheaper to encourage shorter trips, and longer train journeys (eg 50km+) should potentially be more expensive to help recover costs. Currently travelling only 5km costs more than half the 35-65km fare.

6. Off peak fares should apply to other modes (buses at least). For trains, peak fares should only apply to travel in the peak direction.

7. Current discounts are not ideal (replacement of free travel after 8 journeys with only a 50% discount was a major retrograde step). Off peak discount could be higher, as could discount after 8 journeys. Lower daily cap all weekend would be beneficial, but not by more than doubling the current Sunday cap as suggested.

8. Contactless payment cards and devices should not attract the same discounts as the Opal card. The discounts on the Opal card are partly seen as compensation for requiring prepayment to the card.

9. Subscription plans (something like the previous MyZone or periodical pricing approach) could be worth considering with appropriate discounts.

10. No other issues (changing the pensioner discount/cap is politically sensitive and unlikely to ever occur).

11. Approach seems reasonable.

12. On-demand services seem most likely to be used outside peak hours by those with limited access to private transport, but this could change if the services become widely available at a competitive price.

13. A surcharge of under \$5 above the normal Opal pricing would seem a reasonable amount for on-demand services.