

Author name: Anonymous

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Submission: I thoroughly agree with aligning bus and train fares. However, the penalty for switching modes needs to be abolished. The \$2 transfer discount is essentially a tax on people who don't live within walking distance of a train station and must switch from a bus. Furthermore, the transfer discount has NEVER increased in line with fare increases, widening the gap payment, creating a secondary fare hike by stealth. The distance charged on a journey should be total distance from first tap on to final tap off, regardless of how many mode switches lie in between.

On another matter, I implore you to retain the 60 minute transfer window, in which a passenger changes services (whether the between modes or within the same mode). I don't believe the transfer window was mentioned in the draft report. It allows a person to, for example, tap off at the train station and wait for up to 60 minutes for the bus, while not being charged for two separate journeys. Especially in the outer suburbs, where bus frequency is often hourly or worse, this is necessary to not be punished for switching modes, or changing from one hourly bus route to another infrequent bus route. I would also encourage you to consider extending the period of transfer to 90 minutes, allowing a commuter to, for example, travel to a shopping centre via bus/train, shop, and return by bus/train, all on the one journey, providing incentives to commute via public transport. This user would be charged the price of a single fare for their return journey. Also, where an hourly bus service is used, a 1 minute delay by the return bus causes the commuter to lose their transfer window discount. A 90 minute window would ensure it is maintained.

Finally, I would like to suggest extending the 3km upper band of bus fares to 4km. There are a number of common trips which fall just over the line of 3km, that get charged the same as a 7.9km trip. Given your price hikes, this would take out the sting for short distance commuters.