

Matthew Mead

Submission to IPART on Opal Fares from 1 July 2020.

1 Are these objectives the right ones to focus on?

Yes, I believe the objectives outlined are right ones to focus on, but I do not believe the current fare structure achieves these objectives.

2 Are any of the objectives more important than others?

I believe that the main objectives should be that Opal fares should encourage people to use public transport and remain affordable for public transport users.

3 Should light rail and metro services have their own mode-specific fares? Or should light rail continue to be set in line with bus fares, and metro fares set in line with rail fares?

No, fares should be the same for all modes except ferries.

4 Should the \$2 discount for transferring between different modes of transport be higher or lower?

The \$2 discount should be abolished, instead bringing in a weekend capped discount ticket (Unlimited travel after 5pm Friday to Midnight Sunday within zones purchased), a weekly capped ticket (Unlimited travel within zones purchased for 7 days for the equivalent price of 10 full price peak hour trips) and a monthly capped ticket (Unlimited travel within zones purchased for 30 days for the equivalent price of 35 full price peak hour trips). The aim being to drive up consistent use of network instead of casual use of the network. It would also allow a person to cap their expenditure. People would use the network more for weekend travel as they'd get it for free with their normal commute, reducing the strain on roads network.

5 Do we currently have a good balance between fares for short distance and long distance travel? Should fares increase more gradually and smoothly as the distance travelled increases?

No, fares should be higher for longer distance travel and there should be more gradual/smooth increases as distance increases.

The structure should move to a zonal system and have at least 8 zones. There should be 2 ferry zones on top of the 8 zones and the CBD zone should be more expensive.

You should only need to tap on to Bus and Light rail, not tap off (flat fare).

6 Should we make changes to when and where peak fares apply? Should all modes have peak and off peak fares?

Yes. And all modes should have peak and off peak, it's not fair to only apply to rail, buses and light rail also suffer low patronage in off peak that could be better utilised.

7 Are the current suite of discounts available on Opal services appropriate? Do you support IPART reviewing these discounts?

No, see previous comments on capped unlimited tickets in a zone structure like the old mymulti's.

Sunday discount should be removed and replace with a weekend ticket.

8 Should contactless payment cards and devices attract the same discounts as the Opal card?

No, Opal should be used for capped unlimited zone tickets, with contactless for casual travel.

9 What other methods of payment are likely to become available over the next five years?

10 Are there any issues regarding fare discounts or concessions that we should consider?

Yes, see above comments on capped unlimited tickets, zone structure and removing Sunday discount.

11 Do you agree with our proposed approach to establishing appropriate fares for ondemand services?

12 Which groups of people are most likely to use on-demand services, and how could this change over time?

13 How much would you be willing to pay for on-demand services?